



**NOTICE OF A WORK SESSION AND REGULAR MEETING
OF THE TOWN COUNCIL
SEPTEMBER 24, 2019 – 5:30 pm**

Notice is hereby given as required by Title 5, Chapter 551.041 of the Government Code that the Argyle Town Council will meet in a work session and regular meeting September 24, 2019 at 5:30 p.m. at the Argyle Town Hall, 308 Denton Street, Argyle, Texas. The items listed below are placed on the agenda for discussion and/or action.

WORK SESSION AGENDA – 5:30 PM

A. CALL WORK SESSION TO ORDER

B. WORK SESSION

The pre-meeting work session is designed as an opportunity for the Town Council to discuss pending items. No action will be taken during the work session portion of the meeting.

1. Discuss meeting dates and times for board and commission interviews.
2. Discussion regarding any regular session items.

REGULAR SESSION AGENDA – 6:00 PM

(or immediately following the 5:30 pm work session)

C. CALL REGULAR SESSION TO ORDER

D. INVOCATION

E. PLEDGE OF ALLEGIANCE

American Flag

Texas Flag: ***“Honor the Texas Flag; I pledge allegiance to thee Texas, one state under God, one and indivisible”***

F. ANNOUNCEMENTS, PROCLAMATIONS AND PRESENTATIONS

1. Town Council and Staff Presentations / Reports
 - a. Development Project Updates

G. OPEN FORUM:

Pursuant to Section 551.007 of the Texas Government Code, any member of the public has the opportunity to address the Town Council concerning any matter of public business or any posted agenda item; however, the Act prohibits the Town Council from deliberating any issues not on the public agenda and such non-agenda issues may be referred to Town staff for research and any future action; all persons addressing are

limited to five (5) minutes and subject to council adopted rules and limitations permitted by law.

H. CONSENT AGENDA:

Any Council Member may request an item on the Consent Agenda to be taken up for individual consideration

1. Consider approval of the September 10, 2019 Regular Town Council Meeting Minutes as recorded.
2. Consider approval of the September 16, 2019 Special Town Council Meeting Minutes as recorded.
3. Consider approval of the amended August 27, 2019 Regular Town Council Meeting Minutes as recorded.
4. Consider approval of a resolution approving an agreement for Animal Control Services with All American Dogs for Fiscal Years 2020 through 2024 and authorizing the Town Manager to execute all documents related on behalf of the Town of Argyle.

I. BUDGET ITEMS:

1. Consider approval of an ordinance adopting the FY2019-2020 Annual Budget for the Town of Argyle.
2. Consider approval of a resolution ratifying the tax revenue for the tax year 2019 (FY2019-2020) for the Town of Argyle, Texas.
3. Consider approval of an ordinance levying taxes to be assessed on all taxable properties within the Town limits of the Town of Argyle, Texas for the Tax Year 2019 (FY2019-2020).

J. NEW BUSINESS & PUBLIC HEARINGS:

1. PUBLIC HEARING: Consider an ordinance approving a zoning change request (MDP-19-002) from A (Agricultural) and CR (Community Retail) to RCS-T (Regional Center South - Transition) for Project Alpha, being an approximately 30.048-acre tract of land located in the Patrick Rock Survey, Abstract No. 1063, being a portion of Lot, Block A, James P. Heath Addition, and being located on the north side of FM 407 approximately 1,900 feet east of the I-35W and FM 407 intersection, located in the Town of Argyle, Denton County, Texas.
2. Consider and take action on a Site Plan Amendment (SP-19-008) for the 407 Gun Club and 407 BBQ, regarding special exceptions to the Town Development Standards, Section 14.4.11 – Ground and Monument Signs; being located at 831 FM 407 W, Town of Argyle Extra Territorial Jurisdiction, Denton County, Texas.
3. Consider and take appropriate action on the 2019 Christmas Tree Lighting Festival.
4. Discuss and consider appointment of ad hoc voting member(s) to serve on the Capital Improvements Advisory Committee (CIAC) for the 2020 Wastewater and Roadway Impact Fee Update.

K. EXECUTIVE SESSION

PURSUANT TO TEXAS GOVERNMENT CODE, ANNOTATED, CHAPTER 551, SUBCHAPTER D:

1. Personnel matters pursuant to Section 551.074 (to deliberate the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee)
 - a. Town Manager Evaluation
2. Adjourn into Open Meeting.
3. Consider action on executive session items.

L. RECEIVE REQUESTS FROM COUNCIL MEMBERS/STAFF FOR ITEMS TO BE PLACED ON NEXT MEETING AGENDA (*discussion under this item must be limited to whether or not the Council wishes to include a potential agenda item on a future agenda*)

M. ADJOURN

CERTIFICATION


I hereby certify that the above notice was posted in the bulletin board at Argyle Town Hall, 308 Denton Street, Argyle, Texas, by 3:00 pm on the 19th day of September, 2019.



Erika McComis, Town Secretary

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

A quorum of the members of the Planning and Zoning Commission, Economic Development Corporation, and Crime Control Prevention District may be in attendance at this meeting. The boards/commissions will take no action during the course of this meeting.

 Persons with disabilities who plan to attend this public meeting and who may need auxiliary aid or services are requested to contact the Argyle Town Hall 48 hours in advance, at 940-464-7273, and reasonable accommodations will be made for assistance.



TOWN COUNCIL DATA SHEET



Agenda Item:

Consider approval of the September 10, 2019 Regular Town Council Meeting Minutes as recorded.

Meeting Date:

September 24, 2019

Requested/Prepared by:

Erika McComis, Town Secretary

Background:

The minutes of the Town Council Meeting are recorded by the Town Secretary and presented to the Council for approval.

Staff Recommendation:

Move to approve the minutes of the September 10, 2019 Town Council Regular Meeting as recorded.

Attachments:

Minutes of the September 10, 2019 meeting



Town Council Work Session and Regular Meeting Minutes – September 10, 2019

The Work Session and Regular Meeting of the Town Council was held on **September 10, 2019** at 5:00 p.m. at the Argyle Town Hall. This was an OPEN MEETING, open to the public, subject to the open meeting laws of the State of Texas and, as required by law, was duly posted, at Argyle Town Hall, giving notice of time, date, place, and agenda thereof.

A. CALL MEETING TO ORDER

Mayor Donald Moser called the meeting to order at 5:10 p.m.

Attendee Name	Title	Status	Arrived
Donald Moser	Mayor	Present	
Cynthia Hermann	Mayor Pro Tem, Place 4	Present	
Alex Vukasin	Council Member, Place 1	Present	
Ronald Schmidt	Council Member, Place 2	Absent	
Jon Donahue	Council Member, Place 3	Present	
Marla Hawkesworth	Council Member, Place 5	Present	
Kristi Gilbert	Town Manager		
Nicole Corr	Town Attorney		

B. WORK SESSION

The pre-meeting work session is designed as an opportunity for the Town Council to discuss pending items. No action will be taken during the work session portion of the meeting.

1. Discuss proposed total ad valorem tax rate for Fiscal Year 2020 of \$0.3975 per \$100.00 of assessed valuation, FY19 Re-Estimated Budget, FY20 Proposed Budget and tax relief options.
Town Manager Kristi Gilbert went over the budget presentation with Council. The presentation included funds removed from the budget to accommodate the proposed \$80,000 Disabled and Over 65 Homestead Exemption. Mayor Moser and Mayor Pro Tem Hermann asked for a special called meeting to be held next week to discuss an additional increase to the exemption as they were not prepared to make a decision at this time for \$80,000.
2. Discuss and consider appointment of ad hoc voting member(s) to serve on the Capital Improvements Advisory Committee (CIAC) for the 2020 Wastewater and Roadway Impact Fee Update.

David Hawkins, Community Development Director, informed Council he would need two members appointed to the CIAC board by Council that represented the Real Estate and Development Community of Argyle and property in the extraterritorial jurisdiction. He asked that Council email him suggestions throughout the week in order to place the appointments on the next agenda for approval.

3. Discussion regarding any regular session items. No discussion held on this item.

REGULAR SESSION AGENDA – 6:00 PM

(or immediately following the 5:00 pm Work Session)

C. CALL REGULAR SESSION TO ORDER

Mayor Moser called the Regular Session to order at 6:30 p.m.

D. INVOCATION

E. PLEDGE OF ALLEGIANCE

American Flag

Texas Flag: ***“Honor the Texas Flag; I pledge allegiance to thee Texas, one state under God, one and indivisible”***

F. ANNOUNCEMENTS, PROCLAMATIONS AND PRESENTATIONS

1. Town Council and Staff Presentations / Reports
 - a. Development Project Updates – Mr. Hawkins updated Council on the status of current development applications including a site plan amendment for 407 BBQ and a master development plan for Project Alpha that went to the Planning and Zoning Commission on September 3, 2019 and will be presented at the September 24, 2019 Council Meeting.

G. OPEN FORUM:

The opportunity for citizens to address the Town Council on any matter of public business or any posted agenda item (limit 5 minutes per person); however, the Texas Open Meetings Act prohibits the Town Council from discussing issues which the public has not been given seventy-two (72) hour notice. Issues raised may be referred to Town Staff for research and possible future action.

Peter Feldman, 905 Skyline Drive, addressed Council regarding Skyline Park Subdivision drainage concerns.

Clifton Holland, 920 Skyline Drive, addressed Council regarding Skyline Park Subdivision drainage concerns.

H. CONSENT AGENDA:

Any Council Member may request an item on the Consent Agenda to be taken up for individual consideration.

1. Consider approval of the August 27, 2019 Regular Meeting Minutes as recorded.
2. Consider approval of an ordinance approving a negotiated settlement between the Atmos Cities Steering Committee and Atmos Energy Corp., Mid-Tex Division regarding the company's 2019 Rate Review Mechanism filing. (*Ordinance No. 2019-21*)

ACTION: Item H.1. to H.2.

APPROVED

Mayor Pro Tem Hermann moved to approve consent agenda items as presented. Councilmember Donahue seconded the motion. For: Unanimous. The motion passed 4-0.

I. OLD BUSINESS:

1. Receive a presentation and consider action on the evaluation of the Skyline Park Subdivision Drainage.

Gary Vickery, Town Engineer with Teague, Nall and Perkins, presented Council with his findings and estimated cost to address Skyline Park Subdivision Drainage issues. Residents of Skyline Park voiced their concern for portions of the findings along with the action to take for the findings. Mayor Moser informed those in attendances that he would reach out to the residents to further discuss the issue at a later time.

ACTION: Item I.1.

NO ACTION TAKEN

J. NEW BUSINESS & PUBLIC HEARINGS:

1. PUBLIC HEARING: Hold a second public hearing on a proposed property tax rate of \$0.39750 per \$100 assessed valuation for the tax year 2019 (Fiscal Year 2019 – 2020) for the Town of Argyle, which would increase total tax revenues from properties on the tax roll in the preceding year by 7.29% (Total tax rate for tax year 2019 remains unchanged from 2018 at \$0.3975 per \$100 of assessed value).

Kim Collins, Finance Director, informed Council this is the second public hearing that is required as a part of the budget process. The proposed tax rate will remain the same as the previous tax year at \$0.39750 per \$100 of taxable value.

Mayor Moser opened the public hearing at 7:21 p.m. and closed at 7:21 p.m. with no speakers.

ACTION: Item J.1.

NO ACTION TAKEN

2. PUBLIC HEARING: Hold a public hearing on the proposed FY 2019-2020 Annual Budget for the Town of Argyle, Texas.

Ms. Collins informed Council the proposed budget reflects no change in the current tax rate of \$0.3975 per \$100 assessed value. The proposed tax rate exceeds the Town's effective tax rate of \$0.370486 by \$0.027014 (7.29%) which triggers the need for two public hearings on the tax rate. Mayor Pro Tem Hermann asked for a list of contract services the Town utilizes. Ms. Collins advised the information could be provided at the next meeting. Ms. Hermann further asked for the employee compensation report reflect the cities that were used during the Strategic Plan presentation. Ms. Collins advised this item will be brought fourth during the next meeting for review.

Mayor Moser opened the public hearing at 7:42 p.m.

Joan Delashaw addressed Council regarding a Disabled and Over 65 Tax Freeze.

Sherri Myers addressed Council regarding a Disabled and Over 65 Tax Freeze as well as increasing the exemption to \$100,000.

Mayor Moser closed the public hearing at 7:45.

ACTION: Item J.2.

NO ACTION TAKEN

3. Consider approval of an ordinance amending the Code of Ordinances by increasing the ad valorem tax exemption for disabled persons and persons age 65 or older from \$40,000 to \$80,000.

Councilmember Donahue stated the proposed increase to \$80,000 will be considered at this time with the understanding that Staff will be scheduling a special meeting on September 16, 2019 to address a possible additional increase.

ACTION: Item J.3.

APPROVED

Councilmember Donahue moved to approve an ordinance amending the Code of Ordinances by increasing the ad valorem tax exemption for disabled persons and persons age 65 or older from \$40,000 to \$80,000. Councilmember Hawkesworth seconded the motion. For: Unanimous. The motion passed 4-0. (*Ordinance Number 2019-22*)

4. Consider appropriate action related to Part 1 of the Argyle 2019 Street Improvement Project including necessary action to terminate the contract with SPI Asphalt, LLC and awarding the bid to Rock Solid, Inc. and authorizing the Town Manager to execute the necessary documents on behalf of the Town.

Ms. Gilbert informed Council the current contractor which was previously approved by Council during the July 2, 2019, Council Meeting has asked to be released from their contract due to unforeseen circumstances. Gary Vickery, Town Engineer, has

recommended the bid be awarded to Rock Solid, Inc. who was the second lowest bidder during the original bid process.

ACTION: Item J.4.

APPROVED

Mayor Pro Tem Hermann moved to awarding the bid to Rock Solid, Inc. and authorizing the Town Manager to execute the necessary documents on behalf of the Town. Councilmember Donahue seconded the motion. For: Unanimous. The motion passed 4-0.

K. EXECUTIVE SESSION

At 7:51 p.m. the Town Council adjourned into executive session PURSUANT TO TEXAS GOVERNMENT CODE, ANNOTATED, CHAPTER 551, SUBCHAPTER D:

1. Pending or contemplated litigation or to seek the advice of the Town Attorney pursuant to Section 551.071
 - a. Resolution 2019-12
2. Personnel matters pursuant to Section 551.074 (to deliberate the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee)
 - a. Town Manager
3. Adjourn into Open Meeting.
4. Consider action on executive session items.

L. ADJOURN

There being no further business, Mayor Moser adjourned the regular session at 8:26 p.m.

Donald Moser, Mayor

Erika McComis, Town Secretary



TOWN COUNCIL DATA SHEET



Agenda Item:

Consider approval of the September 16, 2019 Special Town Council Meeting Minutes as recorded.

Meeting Date:

September 24, 2019

Requested/Prepared by:

Erika McComis, Town Secretary

Background:

The minutes of the Town Council Meeting are recorded by the Town Secretary and presented to the Council for approval.

Staff Recommendation:

Move to approve the minutes of the September 16, 2019 Town Council Special Meeting as recorded.

Attachments:

Minutes of the September 16, 2019 meeting



Town Council Special Meeting Minutes – September 16, 2019

The Special Meeting of the Town Council was held on September 16, 2019 at 6:00 p.m. at the Argyle Town Hall. This was an OPEN MEETING, open to the public, subject to the open meeting laws of the State of Texas and, as required by law, was duly posted, at Argyle Town Hall, giving notice of time, date, place, and agenda thereof.

A. CALL MEETING TO ORDER

Mayor Donald Moser called the meeting to order at 6:00 p.m.

Attendee Name	Title	Status	Arrived
Donald Moser	Mayor	Present	
Cynthia Hermann	Mayor Pro Tem, Place 4	Present	
Alex Vukasin	Council Member, Place 1	Present	
Ronald Schmidt	Council Member, Place 2	Present	
Jon Donahue	Council Member, Place 3	Present	
Marla Hawkesworth	Council Member, Place 5	Present	
Kristi Gilbert	Town Manager		
Nicole Corr	Town Attorney		

SPECIAL SESSION AGENDA – 6:00 PM

B. OPEN FORUM:

The opportunity for citizens to address the Town Council on any matter of public business or any posted agenda item (limit 5 minutes per person); however, the Texas Open Meetings Act prohibits the Town Council from discussing issues which the public has not been given seventy-two (72) hour notice. Issues raised may be referred to Town Staff for research and possible future action.

Paul Walker, 605 Valley View Court, addressed Council regarding the paint color of the Meadows Building being in violation of the special exception approved.

Joan Delashaw, 242 Herriott Lane, addressed Council regarding members attending TML training and her support of such training.

Jackie Thomas, 411 Forest Trail, addressed Council regarding a violation of the Public Information Act.

C. OLD BUSINESS:

1. Consider approval of an ordinance amending Ordinance Number 2019-22 by increasing the established \$80,000 ad valorem tax exemption for disabled persons and persons age 65 or older.

ACTION: Item C.1.**APPROVED**

Councilmember Schmidt moved to approve an ordinance amending Ordinance Number 2019-22 by increasing the established \$80,000 ad valorem tax exemption for disabled persons and persons age 65 or older to \$100,000. Councilmember Vukasin seconded the motion. For: Unanimous. The motion passed 5-0. (*Ordinance Number 2019-23*)

2. Discussion on the proposed FY 2019-2020 Annual Budget for the Town of Argyle, Texas.

Ms. Gilbert went over a brief presentation with Council on changes made to the budget up to present date in order to accommodate the increased tax exemption. Mayor Pro Tem Hermann stated she would like to postpone hiring the Public Works Facility Maintenance employee until after the Strategic Plan is completed. Councilmember Schmidt asked for funds to be earmarked for road improvement projects and facility repairs in the future. Ms. Gilbert advised the Town would look at a facility needs study to be conducted upon the completion of the strategic plan and would bring that information back to council for future discussions.

ACTION: Item C.2.**NO ACTION TAKEN****D. EXECUTIVE SESSION**

At 6:53 p.m. the Town Council adjourned into executive session PURSUANT TO TEXAS GOVERNMENT CODE, ANNOTATED, CHAPTER 551, SUBCHAPTER D:

1. Pending or contemplated litigation or to seek legal advice from the Town Attorney pursuant to Section 551.071 concerning complaints and/or proceedings by and between Town council under Article 1.06 Code of Ethics, Town of Argyle Code of Ordinances.

2. Adjourn into Open Meeting at 7:26 p.m.

3. Consider action on executive session items.

Motion made by Councilmember Hawkesworth to direct the Town Attorney to conduct an investigation on an apparent violation of the Code involving a staff employee pursuant to Section 1.06.006 of the Ethics code and seconded by Councilmember Donahue. For: Councilmember Hawkesworth and Councilmember Donahue. Against: Mayor Pro Tem Hermann, Councilmember Vukasin. Abstained:

Councilmember Schmidt. Tie breaker vote: Mayor Moser, against. The motion failed 3-2.

E. RECEIVE REQUESTS FROM COUNCIL MEMBERS/STAFF FOR ITEMS TO BE PLACED ON NEXT MEETING AGENDA (*discussion under this item must be limited to whether or not the Council wishes to include a potential agenda item on a future agenda*)

Councilmember Donahue requested to discuss the annual tree lighting event held in December at a future meeting.

F. ADJOURN

There being no further business, Mayor Moser adjourned the regular session at 7:28 p.m.

Donald Moser, Mayor

Erika McComis, Town Secretary



TOWN COUNCIL DATA SHEET



Agenda Item:

Consider approval of the amended August 27, 2019 Regular Town Council Meeting Minutes as recorded.

Meeting Date:

August 27, 2019

Requested/Prepared by:

Erika McComis, Town Secretary

Background:

The minutes of the August 27, 2019 Town Council Meeting were approved during the September 10, 2019 council meeting. The minutes did not specifically state the motion made by Mayor Pro Tem Hermann which stipulated option 1 color scheme for the special exception for the Meadows Building. The amended minutes correct the motion to state the specific motion made by Mayor Pro Tem Hermann.

Original Minutes:

Mayor Pro Tem Hermann moved to approve a Site Plan Amendment (SP-19-006) for the Meadows Building, regarding a special exception to the Town Development Standards, Section 14.4.14 - Wall Signs, located at 512 N US HWY 377, Town of Argyle, Denton County, Texas. Councilmember Donahue seconded the motion. For: Unanimous. The motion passed 4-0.

Amended Minutes:

Mayor Pro Tem Hermann moved to approve a Site Plan Amendment (SP-19-006) for the Meadows Building, regarding a special exception to the Town Development Standards, Section 14.4.14 - Wall Signs, located at 512 N US HWY 377, Town of Argyle, Denton County, Texas and allowing option one (1) color scheme as presented. Councilmember Donahue seconded the motion. For: Unanimous. The motion passed 4-0.

Staff Recommendation:

Move to approve the amended minutes of the August 27, 2019 Town Council Regular Meeting as recorded.

Attachments:

Amended Minutes of the August 27, 2019 meeting



Town Council Work Session and Regular Meeting Minutes – August 27, 2019

The Work Session and Regular Meeting of the Town Council was held on **August 27, 2019** at 5:00 p.m. at the Argyle Town Hall. This was an OPEN MEETING, open to the public, subject to the open meeting laws of the State of Texas and, as required by law, was duly posted, at Argyle Town Hall, giving notice of time, date, place, and agenda thereof.

A. CALL MEETING TO ORDER

Mayor Donald Moser called the meeting to order at 5:00 p.m.

Attendee Name	Title	Status	Arrived
Donald Moser	Mayor	Present	
Cynthia Hermann	Mayor Pro Tem, Place 4	Present	
Alex Vukasin	Council Member, Place 1	Present	
Ronald Schmidt	Council Member, Place 2	Absent	
Jon Donahue	Council Member, Place 3	Present	
Marla Hawkesworth	Council Member, Place 5	Present	
Kristi Gilbert	Town Manager		
Robert Hager	Town Attorney		

B. WORK SESSION

The pre-meeting work session is designed as an opportunity for the Town Council to discuss pending items. No action will be taken during the work session portion of the meeting.

1. Discuss proposed total ad valorem tax rate for Fiscal Year 2020 of \$0.3975 per \$100.00 of assessed valuation, FY19 Re-Estimated Budget, FY20 Proposed Budget and tax relief options.

Ms. Gilbert addressed Council and presented information pertaining to an over 65 and disabled tax freeze for Council to consider as a portion of the budget process. The proposed budget is based on the same service level as provided in the current FY 2019 budget. Council stated they believe the service level is adequate and do not see a need to add services at this point. Councilmember Vukasin would like management to explore allowing current employees to handle more duties instead of adding personnel to the best extent possible in the future. The proposed budget will include a 2.5% market adjustment to the Town's Pay Plan along with a 2.5% merit raise for current employees. The budget will include the addition of a facility maintenance technician which is proposed to be cost-shared with the Argyle Fire District. The police department will move their part-time administrative assistant to full-time. Further

additions to the proposed budget are the relocation of the history room, security glass installation in the front offices of court and permits, public works vehicle with mounted welder, public works sewer vacuum truck, construction plans for US 377 sewer line relocation, bleacher shade structures for fields off of Crawford Road, employee certification pay, employee tuition reimbursement, employee health insurance dependent coverage enhancement, public works asset management and work order software. Ms. Gilbert further informed Council the police department has outgrown their facility and will need to look in to other avenues to provide space for proper function of the department. Council and Staff discussed the possibility of renovating the facility adjacent to Town Hall or demolishing it and constructing a new facility. A proposed funding source for the construction could be seen through the sale of the police department facility on Highway 377. Council advised they would like to see Staff look in to utilizing the space currently available on Town Hall property instead of looking to purchase land and constructing a new facility off site for town offices.

Ms. Gilbert further discussed the effect on the budget should the council decide to increase the Over 65/Disabled Residential Homestead Exemption. She presented items to be removed from the budget to fund the increase suggestion from Council. Staff suggested Council consider an increase to the amount allowed for the exemption instead of a freeze at this point until the new legislative requirements are able to be researched and determine the full impact to the budget. Council suggested the exemption be increased to \$80,000 and that information be brought back during the September 10th meeting.

2. Discussion regarding any regular session items.

REGULAR SESSION AGENDA – 6:00 PM

(or immediately following the 5:00 pm Work Session)

C. CALL REGULAR SESSION TO ORDER

Mayor Moser called the Regular Session to order at 6:51 p.m.

D. INVOCATION

E. PLEDGE OF ALLEGIANCE

American Flag

Texas Flag: ***“Honor the Texas Flag; I pledge allegiance to thee Texas, one state under God, one and indivisible”***

F. ANNOUNCEMENTS, PROCLAMATIONS AND PRESENTATIONS

1. Town Council and Staff Presentations / Reports
 - a. Development Project Updates – Angie Manglaris, Development Coordinator, briefly updated Council on the active DRC project list that was given to Council which includes a commercial site plan for Waterbrook, special exception consideration for a monument sign 407 Gun Club on FM 407, and a zoning change request on FM 407 East of I-35.
 - b. United Way Proclamation – Mayor Moser read the proclamation aloud and presented it to Patricia Sherman with Denton County United Way.

G. OPEN FORUM:

The opportunity for citizens to address the Town Council on any non-agenda item (limit 5 minutes per person); however, the Texas Open Meetings Act prohibits the Town Council from discussing issues which the public has not been given seventy-two (72) hour notice. Issues raised may be referred to Town Staff for research and possible future action.

Jeane Baethge, 635 Birch Court, addressed Council regarding dead trees in the area next to Kimzey's Coffee House.

Joann Delashaw, 242 Herriott Lane, addressed Council regarding the proposed budget and her support for an Over 65/Disabled Tax Freeze.

Bridget Brandon, 1817 Knight Street, addressed Council regarding the proposed Over 65/Disabled Tax Freeze and her concern for jobs that may be eliminated if it is instituted. Ms. Brandon would like Council to discuss moving to two council meetings per month.

Gwende Wilmot, 175 Pecan Acres Lane, addressed Council regarding the Over 65/Disabled Freeze as she believes it is fiscally irresponsible and would prefer council to look in to increased exemptions. Ms. Wilmot further asked for more information pertaining to the tree committee as she has tried to find information through town resources.

Terry Moser, 217 Shenandoah Court, addressed Council regarding a May council meeting and public comments made in the meeting.

Jackie Thomas, 411 Forest Trail, addressed Council regarding sanctions placed on Councilmember Place 2 allegedly not being upheld.

H. CONSENT AGENDA:

Any Council Member may request an item on the Consent Agenda to be taken up for individual consideration.

1. Consider approval of the August 13, 2019 Regular Town Council Meeting Minutes as recorded.

ACTION: Item H.1.**APPROVED**

Councilmember Donahue moved to approve consent agenda items as presented. Councilmember Hawkesworth seconded the motion. Mayor Pro Tem Hermann abstained from the vote due to being absent during the August 13, 2019 council meeting. The motion passed 3-0-1.

I. OLD BUSINESS:

1. Consider and take appropriate action on a Site Plan Amendment (SP-19-006) for the Meadows Building, regarding a special exception to the Town Development Standards, Section 14.4.14 - Wall Signs, located at 512 N US HWY 377, Town of Argyle, Denton County, Texas.

Ms. Manglaris informed Council this item is being brought back to Council after being tabled during the June 25 Council Meeting. Staff met with the applicant Selva Briceno-Casas to determine an applicable color scheme that meets the design standards for the OT1 Zoning District. Council was presented with three different color schemes that met the design standards. The applicant informed Council her preference is option 1 that was presented to Council. Mayor Pro Tem Hermann advised the applicant should be able to choose which color selection she would like as long as it meets the design standard for that zoning area.

ACTION: Item I.1.**APPROVED**

Mayor Pro Tem Hermann moved to approve a Site Plan Amendment (SP-19-006) for the Meadows Building, regarding a special exception to the Town Development Standards, Section 14.4.14 - Wall Signs, located at 512 N US HWY 377, Town of Argyle, Denton County, Texas and allowing option one (1) color scheme as presented. Councilmember Donahue seconded the motion. For: Unanimous. The motion passed 4-0.

2. Consider taking action on formally naming the park facility located north of Argyle Intermediate School.

Mayor Moser stated he met with the AYSA President regarding the park name and signs previously purchased for the ball fields. The President had stated they received invoices from the Town with the Unity Park name and were under the impression the park had already been named as such. Councilmember Vukasin advised he does not have an issue with the name Unity Park but is concerned that the Council cannot use the citizen vote at this point due to signs already purchased with the name Unity Park. Councilmember Vukasin did not submit a vote for this item therefore it is noted as an abstention.

ACTION: Item I.2.**APPROVED**

Councilmember Hawkesworth moved to approve on formally naming the park facility located North of Argyle Intermediate School as Unity Park. Councilmember Donahue seconded the motion. Councilmember Vukasin abstained. The motion passed 3-0-1.

J. NEW BUSINESS & PUBLIC HEARINGS:

1. PUBLIC HEARING: Public hearing on a proposed property tax rate of \$0.39750 per \$100 assessed valuation for the tax year 2019 (Fiscal Year 2019 – 2020) for the Town of Argyle, which would increase total tax revenues from properties on the tax roll in the preceding year by 7.29% and set September 10, 2019 at 6:00 as the date and time for the second public hearing thereon. (Total tax rate for tax year 2019 remains unchanged from 2018 at \$0.3975 per \$100 of assessed value).

Kim Collins, Finance Director, informed Council this is the first public hearing that is required as a part of the budget process. The proposed tax rate will remain the same as the previous tax year at \$0.39750 per \$100 of taxable value.

Mayor Moser opened the public hearing at 7:56 p.m.

Paul Walker, 609 Valley View Court, addressed Council regarding his opposition to imposing an Over 65/Disabled Tax Freeze and commended Council and Staff on maintaining the same tax rate as the previous year.

Paul Kula, 603 Old Justin Road, thanked Staff for their informative budget presentation and addressed Council regarding his concern for the lack of funds being placed in reserves as well as the possibility of funding a new town facility.

Sherry Meyers, 412 Surrey Lane, addressed Council regarding what she feels are excessive items in the current budget, such as the installation of security glass and the moving of the history room. She would also like to see the burden of infrastructure costs shifted to developers when a new subdivision is constructed.

Rick Bradford, 451 Meandering Court, stated he would like to see Council utilize the space available in Town Hall for additional staff work space instead of constructing a new Town Hall facility.

Loena McDade, 116 Stonecrest, addressed Council regarding the possibility of refurbishing Town Hall property instead of constructing a new facility and would like to see Staff focus on the Strategic Plan and put other things on hold.

Mayor Moser closed the public hearing at 8:11 p.m.

ACTION: Item J.1.**APPROVED**

Councilmember Vukasin moved to set September 10, 2019 at 6:00 p.m. as the date and time for the second public hearing thereon. Mayor Pro Tem Hermann seconded the motion. For: Unanimous. The motion passed 4-0.

2. PUBLIC HEARING: Consider an ordinance approving an amendment (TDS-19-003) regarding Article II, Subdivisions, and Article III, Zoning of the Town of Argyle Town Development Standards, regarding regulations of Building Materials, Zoning Board of Adjustment (ZBA), Replat Public Hearing Procedures, Plat and Plan Approval Processes, and Inactive DRC Applications, within the Town Development Standards.

Angie Manglaris, Development Coordinator, informed Council the proposed ordinance is brought forth in order to comply with recent bills that were passed during the 86th Legislative Session. Ms. Manglaris gave a brief overview to council regarding each proposed amendment.

Mayor Moser opened the public hearing at 8:22 p.m.

Jackie Thomas addressed Council regarding her concern for the new legislation that changes how cities deal with building materials. Town Attorney, Robert Hager, informed Council he is working with the Development Director to amend the Town Development Standards to comply with the legislative changes.

Mayor Moser closed the public hearing at 8:24 p.m.

ACTION: Item J.2.

APPROVED

Councilmember Hawkesworth moved to approve an ordinance approving an amendment (TDS-19-003) regarding Article II, Subdivisions, and Article III, Zoning of the Town of Argyle Town Development Standards, regarding regulations of Building Materials, Zoning Board of Adjustment (ZBA), Replat Public Hearing Procedures, Plat and Plan Approval Processes, and Inactive DRC Applications, within the Town Development Standards. Councilmember Vukasin seconded the motion. For: Unanimous. The motion passed 4-0. (*Ordinance Number 2019-20*)

3. Consider approval of a resolution casting a vote for the appointment of a member to the Denco Area 9-1-1 District Board of Managers.

Sue Tejml addressed council regarding her support for Denco Area 9-1-1 District.

ACTION: Item J.3.

APPROVED

Councilmember Donahue moved to approve a resolution casting a vote for the appointment of Sue Tejml as a member to the Denco Area 9-1-1 District Board of Managers. Mayor Pro Tem Hermann seconded the motion. For: Unanimous. The motion passed 3-0. (*Resolution Number 2019-17*)

- K. **RECEIVE REQUESTS FROM COUNCIL MEMBERS/STAFF FOR ITEMS TO BE PLACED ON NEXT MEETING AGENDA** (*discussion under this item must be limited to whether or not the Council wishes to include a potential agenda item on a future agenda*)

Councilmember Hawkesworth requested an executive session item on the next agenda to address sanctions placed on Councilmember Place 2.

Councilmember Hawkesworth requested an item on an upcoming agenda to discuss plans for addressing a future home rule charter.

L. ADJOURN

There being no further business, Mayor Moser adjourned the regular session at 8:35 p.m.

Donald Moser, Mayor

Erika McComis, Town Secretary



TOWN COUNCIL DATA SHEET



Agenda Item:

Consider approval of a resolution approving an agreement for Animal Control Services with All American Dogs for Fiscal Years 2020 through 2024 and authorizing the Town Manager to execute all documents related on behalf of the Town of Argyle.

Requested by:

Chief Temple Cottle

Background:

Animal control services for the Town of Argyle include weekly patrols, setting humane live traps for wildlife issues, responding to animal bite calls, handling animal cruelty issues, providing deceased animal pick up, conducting animal registrations, conducting stray and lost animal pick up, and providing after hours response for emergency situations involving animals. All American Dogs (AAD) employees four State certified animal control officers so there will be no lapse in coverage availability.

AAD is located in Pilot Point but will provide delivery service back to Argyle for any animals that are impounded. AAD owns and operates three fully equipped animal control vehicles and carries the proper equipment and tranquilizers in each vehicle if they are needed. Each animal that is brought into the facility undergoes a process that includes shots, separation until health is verified, and outdoor runs twice per day. In addition, AAD has a very large network to adopt animals out if the need arises.

Financial Impact:

FY 2020 through 2024 Proposed \$25,835.18 annually, locked in for five years, with a 4% increase each year. New homes add \$2.14 each on a quarterly basis. Contract may be cancelled with a 30-day written notice by either party.

Staff Recommendation:

Approval

Requested Action:

Approval of a resolution authorizing the Town Manager to execute an agreement with All American Dogs for a period of five (5) years.

Attachments:

Resolution
Agreement

**TOWN OF ARGYLE, TEXAS
RESOLUTION NO. 2019-_____**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS APPROVING AN AGREEMENT WITH ALL AMERICAN DOGS FOR ANIMAL CONTROL SERVICES IN THE TOWN OF ARGYLE AND AUTHORIZING THE TOWN MANAGER TO EXECUTE ALL DOCUMENTS RELATED THERETO ON BEHALF OF THE TOWN OF ARGYLE.

WHEREAS, All American Dogs desires to provide all animal control-related services to the Town of Argyle; and

WHEREAS, after careful review and consideration, it has been determined to be in the best interest, welfare and safety of the citizens of Argyle that said agreement for animal control services, hereinafter described in Exhibit “A”, be hereby approved.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS:

Section 1. THAT, the above findings are hereby found to be true and correct and are incorporated herein in their entirety.

Section 2. THAT, the Town Council of the Town of Argyle, Texas hereby approves an agreement with All American Dogs for animal control services for Fiscal Years 2020 through 2024 (a 5-year period), attached hereto as Exhibit “A”, and authorizes the Town Manager to execute said agreement on behalf of the Town of Argyle.

AND IT IS SO RESOLVED.

PASSED AND APPROVED this the 24th Day of September, 2019.

TOWN OF ARGYLE, TEXAS

Donald Moser, Mayor

ATTEST:

Erika McComis, Town Secretary



12860 Tischler Rd. 🐾 Pilot Point 🐾 TX 🐾 76258 🐾 (972) 382-DOGS

All American Dogs Service Contract Agreement

THIS SERVICE CONTRACT AGREEMENT (hereinafter referred to as the “**Agreement**”) is made and entered into by **Robert Matthews**, a private contractor, d/b/a/ All American Animal Control, a division of All American Dogs (hereinafter referred to as “**AAAC**”) and the **Town of Argyle**, Texas, a municipal corporation (hereinafter referred to as “**Argyle**” or the “**Town**”).

WHEREAS, Argyle is desirous of providing for residents and businesses with full-time animal control services, and

WHEREAS, AAAC is desirous of furnishing full-time animal control services to Argyle, and

WHEREAS, the parties hereto desire to enter into this Agreement to provide animal control services at the highest level possible to Argyle in accordance with the terms and conditions set forth herein, and

WHEREAS, all payments to be made hereunder shall be made from current revenues available to the paying party, and

WHEREAS, the parties have concluded that this Agreement fairly compensates the performing party for the services being provided hereunder and is in the best interest of each party.

NOW THEREFORE, IN CONSIDERATION OF THE MUTUAL PROMISES AND CONSIDERATION PROVIDED HEREIN, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY CONFIRMED, THE PARTIES HERETO AGREE TO THE FOLLOWING:

- Section 1: All matters stated above in the preamble are found to be true and correct and are incorporated herein by references as if copies in their entirety.
- Section 2: Term: This Agreement shall commence on October 1, 2019. This is a five (5) year contract which automatically renews every five (5) years. Any changes in the terms and conditions, shall require the approval of the governing body of Argyle and AAAC.
- Section 3: Scope of Services: AAAC hereby agrees to provide Argyle the following

services, personnel, and facilities:

Patrol Services: AAAC will provide a minimum of one (1) to two (2) hour patrol per week for the enforcement of ordinances set forth in Ordinance , Animal Control and any amendments.

Service Calls: AAAC will provide unlimited field service calls per month in this all-inclusive contract.

Routine service calls will be answered between the hours of 8:00 am CST and 5:00 pm CST Monday through Sunday excluding holidays. Only emergency calls for service will be answered outside of these hours. Routine service calls must be viable calls which the Animal Control Officer (hereinafter referred to as “ACO”) will be able to provide an immediate proper disposition. Some examples of viable service calls include, but are not limited to:

A contained stray animal which the ACO is guaranteed to impound;
A deceased domestic animal in the roadway;
A complaint which requires immediate ACO intervention.

Non-emergency service calls (Weekdays after 5:00 pm CST until 8:00 am CST the next day including weekends and holidays) will be billed separately at \$225 per call. Examples would be cat in a tree or a deceased animal not impeding traffic.

Emergency service calls will be answered twenty-four (24) hours a day, seven (7) days a week and include the following:

An injured domestic animal when the owner is not known or present;
A domestic animal bite to a human when the owner is not known or present;
Loose livestock in the roadway causing a hazard to motorists,
A domestic animal which has or is showing aggressive or dangerous tendencies. An officer from the Argyle Police Department or their designate must respond prior to any emergency call to confirm the need for an ACO.

Monthly Reports: AAAC will supply a monthly report to the Town Secretary of Argyle. The report shall summarize all animal control activity within the Town borders from the previous month.

Animal Bites: An ACO will make an incident report and have the animal’s owner verify that rabies vaccinations are current. An ACO will respond and oversee proper quarantine procedures as set forth by State Law.

Dead Animal Removal: AAAC agrees to provide removal of dead animals, excluding livestock, on any public property and on private property when an animal owner is

unidentified within the limits of Argyle. In the event of dead livestock, AAAC may contract an outside resource to provide removal services at a further expense of the Town. In the event the owner of a deceased animal is identified, AAAC will charge said owner a fee for any removal of dispositioning services.

Impoundment and Boarding: An ACO is authorized to capture and impound any animal upon having probable cause to believe the animal to be in violation of any provision of Ordinance #243-01 or state law, which authorizes or requires the animal's capture and impoundment. The ACO will notify the Town Secretary or designee of the Town as soon as possible regarding any animal impounded. AAAC shall collect and retain any impoundment fees from the enforcement of this ordinance.

If, by identification tag, the owner of an impounded animal can be identified, the ACO will make every attempt to return the animal to its home and notify the owner of any violations witnessed by the ACO. Written warnings and/or citations may be issued to owners of said animal.

All impounded animals shall be kept at a minimum of five (5) days by AAAC. After this period, the animal shall be released to a humane organization, placed for adoption, or humanely destroyed at the discretion of AAAC. No record shall be kept by the Town as to the disposition of an animal after release is made to the facility.

Any animal, whether licensed or unlicensed, which in the professional judgment of AAAC and its employees, is in great pain and suffering due to injury from which the animal probably will not recover, and/or which is at large and is posing an imminent danger to human beings or to other animals, may be destroyed by the ACO on scene in a humane manner.

The ACO may impound any animal which, in the professional opinion of the ACO, appears to be rabid, or is showing the clinical signs of rabies. The ACO will provide humane euthanasia so that the animal may be submitted to the Texas Department of Health for proper rabies testing.

Loose Livestock: AAAC will respond to calls on loose horses, cattle, pigs, or ruminants by containing the animal(s) and then notifying the owner (if possible) to claim the animal(s) and/or the Denton County Sheriff's Department to provide impoundment applicable to state laws.

Animal Cruelty and Neglect Calls: AAAC will respond to animal cruelty or neglect calls and take appropriate actions according to state law. A Town police officer may be called to assist the ACO on any such call.

Education: AAAC will provide information to residents on pet responsibility, local and state animal control laws, rabies and coping with wildlife issues. Professional advice will be given to solve most animal related problems.

Other Services: The Town of Argyle agrees to allow AAAC to provide its complete line of Animal Related Services to the residents of Argyle as individual clients at no other cost to the Town. Such services include, but are not limited to:

- Emergency Animal Ambulance Services
- Pet Transportation & Taxi Services
- Lost Pet Recovery Services
- Deceased Pet Removal, Cremation, and Burial Services
- Nuisance Wildlife Rescue & Control
- Pet Insurance Programs
- Escape Prevention

The resident would be considered a client of AAAC and would be solely responsible for any fees incurred.

24 Hour Information Line: AAAC currently operates on a twenty-four (24) hour basis and maintains that our phone lines are answered twenty-four (24) hours a day, 7 days a week to provide callers with helpful information as to their pet related needs. Any resident from the Town of Argyle may take advantage of this twenty-four (24) hour service so that AAAC may better assist their individual needs.

Trapping services: AAAC will provide trapping at no charge to the citizens. Trapping will be available Monday – Friday and when the weather permits (no trapping when the temperature is below 40 or above 98 degrees).

Schedule of Fees: These fees shall be charged directly to the residents of Argyle. The Town is not responsible for these fees:

Animal Impoundment Fee:	\$75.00 each impoundment
Boarding Fee:	\$15 per day or portion thereof
Registration Fee:	\$5.00 per domestic pet

These fees may be changed upon approval of the governing body of Argyle upon adoption or a change of Town Ordinance.

Section 4: Town of Argyle's Obligations: Argyle agrees to perform the following:

Pay an all-inclusive annual fee of \$25,835.18 for all animal control patrols and services for the duration of the contract (12 months). 10% of the contract for the amount of \$2583.51 is due October 1, 2019. Payments will be made monthly hereafter to AAAC in the amount of \$1,937.64.

For the addition of new homes to the Town of Argyle will result in the following:

Each new home will add \$2.14 per month to the contract. The new homes will be added in blocks of 25 on a quarterly basis. In the event new homes are added, an updated pricing structure will be given to Chief of Police.

Each October 1 the contract will increase by 4% of the most recent monthly payment amount.

All-inclusive fees exclude the following situations:

Quarantine fees as required by Texas Department of Health when an owner is not known or available;
Specimen shipment fees on applicable animals;
Medical & veterinary fees as needed.

Any fees not covered under the all-inclusive contract must be approved by the Chief of Police.

Section 5: Revenues Retained: Town shall retain all fines, forfeitures, etc. that may be generated by performing ordinance enforcement duties within the Town's boundary.

Section 6: Termination:

This Agreement may be terminated at any time, by either party by giving thirty (30) days written notice to the other party to the addresses provided herein. In the event of such termination by either party, AAAC will be compensated for all services performed up to the termination date, which will be one (1) month after the date of the notice of termination, together with any payments then due and as authorized by this Agreement.

If the Town fails to make payment to AAAC within fifteen (15) days after the date of billing for any invoiced amounts, AAAC will suspend services to Argyle and identify a date on which the services will be suspended and will notify Town Hall by telephone and in writing of the date services will be suspended.

Failure of AAAC to furnish any services under this Agreement, the Town shall have the right to make appropriate reduction in any fee paid (as determined by mutual agreement of the parties) or terminate this Agreement by giving proper notice

Section 7: Notice and Payments: All written notices, payments, or refunds shall be sent to the following addresses:

All American Dogs	Town of Argyle
12860 Tischler Rd.	PO Box 609
Pilot Point, TX 76258	Argyle, TX 76226

Section 8: Dispute Resolution: In order to ensure an effective relationship between the parties and to provide the best possible services, it is mutually agreed that all questions arising under this Agreement shall be handled and resolved between the Mayor and the owner of AAAC.

Section 9: Jurisdiction: By this Agreement, Argyle grants full and complete authorization and jurisdiction to AAAC for all services provided by AAAC as contained in this Agreement. Said jurisdiction shall apply to the town limits of Argyle.

Section 10: Venue: Venue for any legal dispute arising pursuant to this Agreement shall be in Denton County Courts or Arbitration in the state of Texas.

Section 11: Supervision/Certification: At all times during the term of this Agreement, all Animal Control Officers shall be under the supervision and control of a representative AAAC. Also, all officers shall be certified in their respective areas of expertise to carry out their duties. All Animal Control vehicles shall be properly marked and identified. ACO vehicles shall be considered as Authorized Emergency Vehicles in accordance with the Uniform Traffic Code.

Section 12: Performance: Both parties mutually agree that AAAC is an independent contractor, and shall have exclusive control of performance hereunder, and that employees of AAAC in no way are to be considered employees of the Town.

Section 13: Indemnification: AAAC agrees to hold harmless, save and indemnify the Town and its Officers for any and all claims for damages, personal injury and/or death that may be asserted against Argyle arising from AAAC negligence or its performance hereunder, save and except intentional acts of gross negligence by Argyle. The foregoing notwithstanding, the parties hereto reserve the right to all available legal defenses and all protections and limitations of liability provided by the Texas Tort Claims Act and the Texas Constitution relative to these parties. The provisions of this indemnification are solely for the benefit of the parties hereto and not intended to create or grant any rights, contractual or oth-

erwise, to any other person or entity. AAAC’s entire liability arising from or under this Agreement shall be limited by the fees paid by Argyle for use of the service during the twelve (12) month period preceding the date on which the claim arose.

Section 14: Insurance: AAAC agrees to procure and maintain, at a minimum, \$1,000,000 liability insurance policy providing coverage against any and all claims for personal injury or property damage arising out of acts, errors, or omissions of AAAC, its officers, employees, or agents under or pursuant to this Agreement. The City shall be named as a certificate holder and shall be notified if this policy is cancelled for any reason.

IN WITNESS WHEREOF, we have hereunto set out hands this the ____ day of _____, 2019 in the duplicate originals.

All American Animal Control

Town of Argyle

By: Robert M. Matthews, Jr.

By: Don Moser, Mayor

Attest:

Attest:

By: Witness

By: Town Secretary



TOWN COUNCIL DATA SHEET



Item I.1.

Agenda Item:

Consider approval of an ordinance adopting FY2019-2020 Annual Budget for the Town of Argyle.

Meeting Date:

September 24, 2019

Requested by:

Kristi Gilbert, Town Manager
Kim Collins, Director of Finance

Background:

As required by state law, the Town Council conducted the required public hearing on the proposed FY 2019-2020 annual operating budget on September 10, 2019; therefore, all statutory requirements have been met. As noticed, the purpose of this item is to approve the annual Town operating budget for FY 2019-2020. However, consideration of the adoption of the FY 2020 budget cannot be accomplished without the Town Council's consideration of the following two (2) agenda items – ratifying the tax rate and adoption of the tax rate (levying taxes), because the revenue generated by the approved tax rate affects the total annual budget dollars. **This is not a public hearing.**

Section 4 of the proposed Ordinance enumerates the proposed budget/expenditures for FY 2019-2020, totaling \$10,501,975, as well as the revised budget/expenditures for FY 2018-2019 of \$8,722,434. The proposed FY 2019-2020 budget expenditures by fund, as well as the revised current year budget expenditures, were included in the public hearing presentation and documentation on September 10, 2019, and were revised by Council on September 16, 2019. The increased Over 65 and Disabled homestead exemption of \$100,000 is reflected. All program expenditures outlined in and discussed during the public hearings, along with subsequent revisions on September 16, 2019 are included in the above expenditures.

Financial Impact:

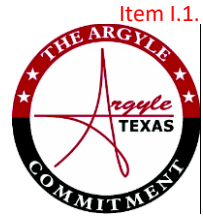
The General Fund revenue and expenditures have been presented and discussed in multiple Council meetings and public hearings. The FY 2020 Budget Summary is attached for reference, and staff is available to answer any questions.

Requested Action:

Based on published notices, the Town Council may reduce the proposed total budget amount or any funds therein as well as reduce the amount of the proposed tax rate (next item), but neither the total budget amount nor the tax rate can be increased without another round of



TOWN COUNCIL DATA SHEET



public notices. Both the budget and tax rate must be certified to the County not later than September 30, 2019.

Attachments:

Proposed Ordinance and FY2020 Budget

Revised Attachment 3 Summary of Proposed FY20 Budget

**TOWN OF ARGYLE, TEXAS
ORDINANCE NO. 2019-xx**

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS, ADOPTING THE ANNUAL BUDGET FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2019 AND ENDING SEPTEMBER 30, 2020, AND APPROVING CERTAIN AMENDMENTS TO THE FISCAL YEAR 2018-2019 ANNUAL BUDGET FOR THE TOWN OF ARGYLE, TEXAS.

WHEREAS, the Annual Budget for the Town of Argyle, Texas was prepared by the Town Manager and presented to the Town Council in accordance with ordinances of the Town of Argyle, Texas; and

WHEREAS, the Argyle Economic Development Corporation Board of Directors approved the budget for the Argyle Economic Development Corporation on June 12, 2019, and subsequently, a public hearing on the proposed Argyle Economic Development Corporation budget was held by the Town Council of the Town of Argyle, Texas, on September 10, 2019; and

WHEREAS, a public hearing on the Argyle Crime Control Prevention District was held, and the Board of Directors of the Argyle Crime Control Prevention District unanimously approved the budget for the Argyle Crime Control Prevention District, on June 19, 2019 and subsequently, a public hearing on the proposed Argyle Crime Control Prevention District budget was held by the Town Council of the Town of Argyle, Texas, on September 10, 2019; and

WHEREAS, the proposed annual budget document was posted on the Town's Internet web site and also made available for public review; and

WHEREAS, a notice of public hearing concerning the proposed Annual Town Budget was published as required by State law and said public hearing thereon was held by the Town Council on September 10, 2019; and

WHEREAS, following the public hearing on September 10, 2019, and upon careful review of, the proposed Fiscal Year 2019-2020 Budget, and the review of the amendments to the current Fiscal Year 2018-2019 Budget, it is deemed to be in the best financial interest of the citizens of the Town of Argyle, Texas, that the Town Council approve said budget and any amendments to the current fiscal year budget and as presented by the Town Manager.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS:

- Section 1:** THAT, the above findings are hereby found to be true and correct and are incorporated herein in their entirety.
- Section 2:** THAT, the official budget for the Town of Argyle, Texas, for the fiscal year beginning October 1, 2019 and ending September 30, 2020, is hereby adopted by the Town Council of the Town of Argyle, Texas, and the Town Secretary is directed to keep and maintain a copy of such official budget on file in the office of the Town Secretary and, upon request, make same available to the citizens and the general public.
- Section 3:** THAT, the Town Council of the Town of Argyle, Texas, hereby approves certain amendments to the current Fiscal Year 2018-2019 Budget, as stated herein.
- Section 4:** THAT, the sums specified below are hereby appropriated from the respective funds for the payment of expenditures on behalf of the Town government as established in the approved budget document:

	FY2018-2019 Revised Expenditures	FY2019-2020 Expenditures
General Fund	\$4,630,846	\$4,351,765
Interest and Sinking Fund	\$648,353	\$796,547
Wastewater Utility Fund	\$694,090	\$824,114
Argyle Economic Development Corp. Fund	\$207,811	\$272,775
Argyle Crime Control & Prevention Dist. Fund	\$239,955	\$199,367
Street Maintenance Sales Tax Fund	\$196,592	\$176,607
Building Maintenance Fund	\$10,000	\$10,000
Court Technology Fund	\$9,300	\$7,900
Court Security Fund	\$2,500	\$41,400
Parkland Dedication Fund	-0-	\$35,500
Tree Reforestation Fund	-0-	\$1,500
LEOSE Fund	\$2,800	\$1,400
Police Donations Fund	\$8,500	\$9,000
Senior Citizens Organization Fund	\$2,600	\$2,600
Capital Improvement Fund *	\$1,780,534	\$1,800,000
Wastewater CIP Fund *	\$165,250	\$525,000
Roadway Impact Fee Fund	-0-	\$1,000,000
Equipment Replacement Fund	\$123,303	\$96,500
Wastewater Impact Fee Fund	-0-	\$350,000
TOTAL EXPENDITURES	\$8,722,434	\$10,501,975

* Unspent funds as of September 30, 2019 will be automatically re-appropriated to the respective project for FY 2019-2020.

Section 5: THAT, Capital Projects Funds are presented in the budget document on a multi-year, project basis, whereby all unexpended capital project funds are automatically re-appropriated into the subsequent fiscal year. Accordingly, no annual appropriation for Capital Projects Funds, other than those specifically listed in Section 4 above, is provided.

Section 6: THAT, expenditures on behalf of the Town government for the following funds are expressly limited or restricted to specific uses by other provisions in the Town of Argyle Code of Ordinances, and therefore, no specific annual appropriation, except for interfund (intra-governmental) transfers are provided in the budget document:

Roadway Impact Fee Fund: Revenues are derived from roadway impact fees assessed on new development within the Town, and the expenditures are restricted to roadway improvement projects and/or debt service costs by the Code of Ordinances related to specific roadway improvement projects.

Wastewater Impact Fee Fund: Revenues are derived from wastewater impact fees assessed on new development within the Town, and expenditures are restricted to wastewater improvement projects and/or debt service costs by the Code of Ordinances related to specific wastewater improvement projects.

Section 7: THAT, should any part, portion, section, or part of a section of this Ordinance be declared invalid, or inoperative, or void for any reason by a court of competent jurisdiction, such decision, opinion, or judgment shall in no way affect the remaining provisions, parts, sections, or parts of sections of this Ordinance, which provisions shall be, remain, and continue to be in full force and effect.

Section 8: THAT, all ordinances and appropriations for which provisions have heretofore been made are hereby expressly repealed if in conflict with the provisions of this Ordinance.

Section 9: THAT, in accordance with State Law and the Town's Code of Ordinances, proper notice of public hearings has been provided for said Ordinance to be considered and passed, and this Ordinance shall take effect and be in full force and effect from and after its final passage.

AND IT IS SO ORDAINED.

Passed and approved by a vote of ___ to ___ on this the 24th day of September, 2019.

TOWN OF ARGYLE, TEXAS

BY: _____
Donald Moser, Mayor

ATTEST:

Erika McComis, Town Secretary

Approved as to Form and Legality:

Robert E. Hager, Town Attorney



Town of Argyle

Proposed Annual Operating Budget

For Fiscal Year 2019 - 2020

This budget will raise more total property taxes than last year's budget by \$199,314 (7.44%), and of that amount \$94,329 is tax revenue to be raised from property added to the tax roll this year.

Town Council

Donald Moser, Mayor

Cynthia Hermann, Mayor Pro Tem

Alex Vukasin

Ronald Schmidt

Jon Donahue

Marla Hawkesworth

Kristi Gilbert, Town Manager

Kim Collins, Director of Finance

TOWN OF ARGYLE
Proposed Annual Program of Services
Fiscal Year 2019 - 2020

FUNDS	FY 18 ACTUAL	FY 19 BUDGET	FY 19 REEST.	FY 20 BUDGET	Inc/Dec over FY19 Budget
<u>GENERAL FUND</u>					
REVENUES					
Ad valorem tax	1,909,666	2,023,041	2,009,205	2,187,877	
Sales tax	684,034	564,450	630,080	693,088	
Franchise tax	403,452	385,000	400,000	412,000	
Municipal court	320,047	308,000	255,000	250,000	
Permits & registrations	51,745	36,200	38,300	41,600	
Construction permits	270,950	277,250	393,850	462,774	
Development	218,432	15,000	52,500	125,000	
Other revenues	66,381	37,750	75,750	37,235	
Transfers In	69,796	137,680	112,680	145,000	
Other Proceeds	-	-	20,000	19,500	
TOTAL REVENUES	3,994,503	3,784,371	3,987,365	4,374,075	15.58%
EXPENDITURES					
<u>Town Council - 110</u>					
Personnel	102	99	100	100	
Supplies & Contracted Services	74,114	82,800	162,580	115,350	
Transfers	-	-	-	-	
Total City Council	74,216	82,899	162,680	115,450	39.27%
<u>Administration - 120</u>					
Personnel	388,520	356,458	304,036	314,267	
Supplies	3,662	4,700	15,200	5,950	
Contracted Services	225,213	183,033	256,108	205,044	
Repair & Maintenance	10,423	12,000	28,110	16,450	
Capital Outlay	-	-	-	-	
Total Administration	627,818	556,191	603,455	541,711	-2.60%
<u>Finance - 130</u>					
Personnel	159,397	165,616	161,529	180,524	
Supplies	-	-	-	-	
Contracted Services	11,838	16,700	13,200	18,200	
Total Finance	171,235	182,316	174,729	198,724	9.00%
<u>Municipal Court - 135</u>					
Personnel	71,935	80,670	78,345	88,568	
Supplies	357	700	750	700	
Contracted Services	24,941	31,200	24,302	31,050	
Total Municipal Court	97,233	112,570	103,397	120,318	6.88%
<u>Information Technology - 140</u>					
Personnel	-	-	-	-	
Supplies	257	800	800	800	
Contracted Services	33,500	77,449	96,000	102,669	
Repair & Maintenance	9,173	12,900	8,200	13,100	
Capital Outlay	9,138	11,034	51,558	28,940	
Total Information Technology	52,068	102,183	156,558	145,509	42.40%
<u>Police Administration - 210</u>					
Personnel	353,898	227,634	212,383	262,663	
Supplies	1,469	5,700	6,100	6,100	
Contracted Services	74,953	99,755	118,822	175,905	
Repair & Maintenance	20,831	7,250	7,250	7,250	
Capital Outlay	-	-	-	-	
Total Public Safety Administration	451,150	340,339	344,555	451,919	32.78%

FUNDS	FY 18 ACTUAL	FY 19 BUDGET	FY 19 REEST.	FY 20 BUDGET	Inc/Dec over FY19 Budget
<u>Police Operations - 212</u>					
Personnel	760,776	1,007,090	965,913	1,161,813	
Supplies	31,826	46,085	41,100	53,150	
Contracted Services	14,207	14,600	30,383	18,345	
Repair & Maintenance	15,122	20,150	20,150	26,450	
Capital Outlay	-	1,500	-	1,500	
Total Police Operations	821,931	1,089,425	1,057,546	1,261,258	15.77%
<u>Animal Control - 220</u>					
Contracted Services	14,828	16,500	16,500	25,835	
Total Animal Control	14,828	16,500	16,500	25,835	56.58%
<u>Community Devel. Administration - 410</u>					
Personnel	245,956	277,298	282,047	320,848	
Supplies	801	1,200	1,300	1,200	
Contracted Services	50,153	79,500	120,200	95,800	
Total Development Administration	296,910	357,998	403,547	417,848	16.72%
<u>Community Devel. Inspections - 412</u>					
Supplies	-	300	200	500	
Contracted Services	182,429	192,000	178,000	241,350	
Repair & Maintenance	-	-	-	4,000	
Capital Outlay	-	-	-	-	
Total Development Inspections	182,429	192,300	178,200	245,850	27.85%
<u>Street Maint. Administration - 510</u>					
Personnel	198,450	207,619	190,387	234,166	
Supplies	2,902	5,100	5,400	5,000	
Contracted Services	39,882	64,820	65,650	73,770	
Repair & Maintenance	1,717	6,550	2,750	9,000	
Capital Outlay	4,375	600	4,600	4,600	
Total Public Works Administration	247,327	284,689	268,787	326,536	14.70%
<u>Street Maintenance - 520</u>					
Personnel	229,228	215,263	200,770	256,732	
Supplies	39,173	47,950	44,150	41,650	
Contracted Services	46,313	82,000	83,847	82,826	
Repair & Maintenance	31,072	72,500	97,500	82,500	
Debt Service	-	-	-	-	
Capital Outlay	10,564	1,100	28,625	1,100	
Total Street Maintenance	356,350	418,813	454,892	464,808	10.98%
<u>Transfers to Other Funds - 710</u>					
Transfers out	575,000	6,000	606,000	-	
Transfer to Equip. Repl. Fund	20,000	20,000	100,000	36,000	
Total Transfers Out	595,000	26,000	706,000	36,000	
TOTAL EXPENDITURES	3,988,494	3,762,224	4,630,846	4,351,765	15.67%
REVENUES OVER/ (UNDER) EXPENDITURES	6,009	22,147	(643,482)	22,309	
BEGINNING FUND BALANCE	2,421,514	2,427,523	2,427,523	1,784,041	
ENDING FUND BALANCE	2,427,523	2,449,670	1,784,041	1,806,351	

TOWN OF ARGYLE
Proposed Annual Program of Services
Fiscal Year 2019 - 2020

FUNDS	FY 18 ACTUAL	FY 19 BUDGET	FY 19 REEST.	FY 20 BUDGET	Inc/Dec over FY19 Budget
<u>SPECIAL REVENUE FUNDS</u>					
ECONOMIC DEVELOPMENT FUND - 210					
REVENUES	325,792	142,600	188,932	180,755	26.76%
EXPENDITURES	55,882	199,850	207,811	272,775	36.49%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>269,910</u>	<u>(57,250)</u>	<u>(18,879)</u>	<u>(92,020)</u>	
CRIME CONTROL & PREVENTION FUND - 220					
REVENUES	174,968	140,100	168,360	173,255	23.67%
EXPENDITURES	108,370	205,455	239,955	199,367	-2.96%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>66,598</u>	<u>(65,355)</u>	<u>(71,595)</u>	<u>(26,112)</u>	
STREET MAINTENANCE SALES TAX FUND - 230					
REVENUES	207,083	280,500	325,284	351,264	25.23%
EXPENDITURES	115,181	169,600	196,592	176,607	4.13%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>91,902</u>	<u>110,900</u>	<u>128,692</u>	<u>174,657</u>	
BUILDING MAINTENANCE FUND - 235					
REVENUES	609	25,250	650	100	-99.60%
EXPENDITURES	5,948	10,000	10,000	10,000	0.00%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>(5,339)</u>	<u>15,250</u>	<u>(9,350)</u>	<u>(9,900)</u>	
COURT TECHNOLOGY FUND - 240					
REVENUES	10,380	12,150	7,420	7,960	-34.49%
EXPENDITURES	8,608	9,300	9,300	7,900	-15.05%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>1,772</u>	<u>2,850</u>	<u>(1,880)</u>	<u>60</u>	
COURT SECURITY FUND - 241					
REVENUES	8,189	9,250	5,990	6,315	-31.73%
EXPENDITURES	1,995	2,400	2,500	41,400	1625.00%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>6,194</u>	<u>6,850</u>	<u>3,490</u>	<u>(35,085)</u>	
PARKLAND DEDICATION FUND - 255					
REVENUES	44,872	71,230	79,976	90,393	26.90%
EXPENDITURES	55,595	-	-	35,500	
REVENUES OVER/ (UNDER) EXPENDITURES	<u>(10,723)</u>	<u>71,230</u>	<u>79,976</u>	<u>54,893</u>	

FUNDS	FY 18 ACTUAL	FY 19 BUDGET	FY 19 REEST.	FY 20 BUDGET	Inc/Dec over FY19 Budget
TREE REFORESTATION - 256					
REVENUES	864	425	44,700	124,150	29111.76%
EXPENDITURES	-	-	-	1,500	
REVENUES OVER/ (UNDER) EXPENDITURES	<u>864</u>	<u>425</u>	<u>44,700</u>	<u>122,650</u>	
LEOSE TRAINING FUND - 260					
REVENUES	1,272	1,215	1,346	1,200	-1.23%
EXPENDITURES	-	988	2,800	1,400	41.70%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>1,272</u>	<u>227</u>	<u>(1,454)</u>	<u>(200)</u>	
POLICE DONATIONS FUND - 265					
REVENUES	4,100	3,720	5,177	3,720	0.00%
EXPENDITURES	6,780	8,500	8,500	9,000	5.88%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>(2,680)</u>	<u>(4,780)</u>	<u>(3,323)</u>	<u>(5,280)</u>	
SENIOR CITIZEN ORGANIZATION - 270					
REVENUES	3,303	2,630	3,060	2,630	0.00%
EXPENDITURES	1,736	2,100	2,600	2,600	23.81%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>1,566</u>	<u>530</u>	<u>460</u>	<u>30</u>	

TOWN OF ARGYLE
Proposed Annual Program of Services
Fiscal Year 2019 - 2020

<u>FUNDS</u>	<u>FY 18 ACTUAL</u>	<u>FY 19 BUDGET</u>	<u>FY 19 REEST.</u>	<u>FY 20 BUDGET</u>	<u>Inc/Dec over FY19 Budget</u>
<u>CAPITAL PROJECTS FUNDS</u>					
CAPITAL IMPROVEMENTS FUND - 310					
REVENUES	1,134,162	2,500,100	3,455,738	1,010,000	-59.60%
EXPENDITURES	1,744,576	2,500,000	1,780,534	1,800,000	-28.00%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>(610,414)</u>	<u>100</u>	<u>1,675,204</u>	<u>(790,000)</u>	
ROADWAY IMPACT FEES FUND - 320					
REVENUES	167,028	195,500	302,232	319,527	63.44%
EXPENDITURES		45,000	15,500	1,165,500	2490.00%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>167,028</u>	<u>150,500</u>	<u>286,732</u>	<u>(845,973)</u>	
EQUIPMENT REPLACEMENT FUND - 330					
REVENUES	21,691	20,600	167,161	30,600	48.54%
EXPENDITURES	-	44,500	123,303	96,500	116.85%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>21,691</u>	<u>(23,900)</u>	<u>43,858</u>	<u>(65,900)</u>	

TOWN OF ARGYLE
Proposed Annual Program of Services
Fiscal Year 2019 - 2020

FUNDS	FY 18 ACTUAL	FY 19 BUDGET	FY 19 REEST.	FY 20 BUDGET	Inc/Dec over FY19 Budget
<u>DEBT SERVICE FUND - 410</u>					
REVENUES	626,082	658,479	664,230	732,963	11.31%
EXPENDITURES	602,097	657,580	648,353	796,547	21.13%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>23,985</u>	<u>899</u>	<u>15,877</u>	<u>(63,584)</u>	

OUTSTANDING GOVERNMENT WIDE DEBT ISSUE DETAIL

	FY 18 Actual Prin & Int	FY 19 Budget Prin & Int	FY 19 Re-Est Prin & Int	FY 20 Budget Prin & Int
2008 C.O. Bonds-\$1,010,000 (church purchase)	197,963	80,825	N/A	N/A
2009 C.O. Bonds-\$800,000 (renovation)	65,254	63,511	35,872	N/A
2010 C.O. Bonds-\$3,650,000 (street improvements)	272,194	272,588	272,588	277,775
2014 G.O. Refunding Bonds - 2003 C.O.	65,937	63,720	63,720	65,482
2018 Prepayment of debt	-	175,837	-	-
2019 G.O. Refunding-\$980,000	N/A		270,424	111,600
2019 C.O. Bonds - \$2,665,000 (street improvements)	N/A	N/A	N/A	335,940
Administrative Fees	750	1,100	5,750	5,750
	<u>602,097</u>	<u>657,581</u>	<u>648,353</u>	<u>796,547</u>

TOWN OF ARGYLE
Proposed Annual Program of Services
Fiscal Year 2019 - 2020

FUNDS	FY 18 ACTUAL	FY 19 BUDGET	FY 19 REEST.	FY 20 BUDGET	Inc/Dec over FY19 Budget
UTILITY FUNDS					
WASTEWATER UTILITY OPERATING FUND - 710					
REVENUES					
Sewer System Revenue	435,045	647,633	604,351	706,806	
Sewer System Installation Fees	16,000	30,000	27,600	37,640	
Miscellaneous Income	97,344	2,000	14,921	27,800	
Transfers in WW Development Fund	90,576	5,250	5,250	-	
TOTAL REVENUES	638,965	684,883	652,122	772,246	12.76%
EXPENDITURES					
Personnel	-	110,715	109,992	144,528	
Supplies	1,346	6,300	7,500	8,100	
Contracted Services	241,699	321,834	341,951	456,360	
Repair & Maintenance	17,428	45,000	44,500	56,750	
Debt Service	39,076	159,908	153,147	158,377	
Capital Outlay	15,690	41,000	37,000	-	
Transfers	-	-	-	-	
Amortized Expenses	87,284	-	-	-	
TOTAL EXPENDITURES	402,521	684,757	694,090	824,114	20.35%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>236,444</u>	<u>126</u>	<u>(41,967)</u>	<u>(51,869)</u>	
WASTEWATER CAPITAL PROJECTS FUND - 720					
REVENUES	4,316	500	370,871	152,000	30300.00%
EXPENDITURES	90,576	5,250	165,250	525,000	9900.00%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>(86,260)</u>	<u>(4,750)</u>	<u>205,621</u>	<u>(373,000)</u>	
WASTEWATER IMPACT FEE FUND - 730					
REVENUES	129,491	219,550	213,257	276,584	25.98%
EXPENDITURES	-	83,813	15,500	365,500	336.09%
REVENUES OVER/ (UNDER) EXPENDITURES	<u>129,491</u>	<u>135,737</u>	<u>197,757</u>	<u>(88,917)</u>	

OUTSTANDING WW DEBT DETAIL

	FY 18 Actual Prin & Int	FY 19 Budget Prin & Int	FY 19 Re-Est Prin & Int	FY 20 Budget Prin & Int
Graveyard Branch	9,145	57,627	57,627	57,627
2008 C.O. Bonds-\$565,000 (1st TRA payment)	11,300	41,988	N/A	N/A
2009 C.O. Bonds-\$730,000 (2nd TRA payment)	18,630	60,294	35,770	N/A
2019 G.O. Refunding-\$915,000	N/A	N/A	59,750	100,750
	<u>39,076</u>	<u>159,908</u>	<u>153,147</u>	<u>158,377</u>

SUMMARY OF PROPOSED FY2020 BUDGET
(Attachment 3)
Revised 09.17.19

ALL BUDGET OPERATIONS

- Maintains current tax rate of .3975 per \$100 of assessed value
- Maintains minimum 120-day operating (restricted) General Fund reserve/fund balance
- Maintains current level of service across departments
- Capital purchases
 - Replacement of Public Works vehicle
- Funds \$30,000 transfer to Equipment Replacement Fund (increase of \$10,000)
- FY 2020 compensation proposals:
 - Continue emphasis on competitively compensating the Town's valuable employees
 - Promotes retention of our workforce through certification pay and tuition reimbursement
 - Maximum 2.5% merit adjustments
 - Proposed cost of employee benefits in the General Fund includes an increase in Town's contribution of dependent cost of approximately \$11,500:
 - Retirement - \$340,234 (includes WW & EDC salaries) (FY19 Budget – \$297,914)
 - HC Insurance - \$345,799 (includes WW & EDC salaries) (FY19 Budget - \$320,500)

GENERAL FUND OPERATIONS

Town Council

- Community Services Contributions - \$32,600 (refer to pg. 7 for detail)
- Funds Council training, Chamber dues
- Continue social media and print communication outreach to engage citizens
- Proposes funding Notice of Intent for potential silent crossing - \$22,000
- ~~Relocate History Room—\$8,000~~

Administration and Finance

- Funds Town-wide benefits such as regional memberships, records management, Town elections, tax appraisal & collection, annual financial audit, general legal & engineering, municipal software annual maintenance agreements
- Funds 4.0 FTEs – Town Manager, Town Secretary/HR Director, Finance Director and Accounting Technician
- Accounting Technician reallocated .25 Admin/.75 Finance
- Reallocates .5 FTE Permit Technician entirely to Community Development
- ~~Proposes Marketing Specialist .4 (.6 funded by EDC)~~
- Funds Town Hall building maintenance and utility costs, as well as postage and printing
- Funds training and memberships for Town Manager, Town Secretary/Human Resources Director, Finance Director, and general HR training
- Provides administrative support to Public Works, Mayor, and Council

Municipal Court

- Funds 1.5 FTEs – Court Clerk and Deputy Court Clerk
- Anticipates two Municipal Court jury trials
- Funds judge & prosecutor, court training, postage and printing
- Funds prosecution of code enforcement cases

Information Technology (IT)

- Scheduled replacement of workstations
- Funds Town-wide software maintenance agreements
- Analyzes existing contract for third-party IT services, including server and work station maintenance and installation.
- Proposes desktop scanners to promote a paper-lite work environment
- ~~Proposes purchase of Agenda Management software~~

Police Department

- Maintains existing sworn police officer staffing levels of 12 FTE's – including a Chief, three Sergeants, one Corporal, and seven Patrol Officers with the potential of promoting one existing officer to Corporal. Non-sworn staff includes a Property & Evidence Technician and transitions part-time Administrative Assistant to full time, for a total of 2 civilian employees
- Maintains continued funding of Town's participation in the Denton County Shared Governance Program (County-wide Dispatch)
- Funds police training, building utility & maintenance costs, fuel costs, and vehicle maintenance
- Proposes no-load vests for officers designed to reduce back stress by redistributing the weight of equipment
- Proposes emergency medical bags, enabling officers to apply life-saving measures pending arrival of EMS
- Funds annual animal control contract

Community Development

- Funds 4 FTEs - Community Development Director, Development Coordinator, Code Enforcement Officer and Permit Technician (.5 moved from Administration due to increased permit activity)
- Continues administration of overall development process with a primary focus on conveying the Vision and Mission of the Town
- Funds training and legal services on development
- Funds third party inspection service for building, health, gas well, and tree protection/removal inspections
- Funds code enforcement activities that prevent neighborhood decline, and maintain an attractive community, improving the quality of life for all citizens and protecting property values
- Proposes GIS enhancements

Public Works

- Funds 6.6 FTEs including Public Works Director (60%), Public Works Inspector (2), Crew Leader, one Equipment Operator, Maintenance Worker (1.5), a new Facility Technician **beginning after the Strategic Plan is adopted, but no earlier than January 1, 2020** and transfers .5 Maintenance Worker to Wastewater
- Proposes Facility Technician to address maintenance needs for park grounds and aging municipal facilities. ~~Staff is researching cost-sharing options to contract the employee with the Argyle Fire District.~~ This position will be cost-shared with the Emergency Services District with the ESD paying 40% of the salary and benefits.
- Proposes current level of service with continued infrastructure demands as a result of new developments and commercial projects
- Funds street maintenance, including inspection of streets and drainage improvements, environmental services, and capital projects, such as the continuation of the 2019 Street Improvement Project, that affect the safety, health, and welfare of the public.
- Funds maintenance of a safe and reliable infrastructure system, which includes pothole patching, curb and gutter maintenance, crack sealing, drainage ditch cleanout, street easement maintenance, mowing and maintenance of rights-of-ways, as well as installation and maintenance of guardrails, barricades, and street signs.
- Funds On-Site Sewage Facilities permitting, inspections and tracking of aerobic system maintenance contract renewals
- Funds Household Hazardous Waste Town-wide event
- Maintenance of Town-wide signage changes

ALL OTHER FUNDS

Economic Development Corporation (EDC) Fund

- Anticipates a 10% growth in sales and use tax revenue over FY19 Re-Estimate
- .6 FTE Marketing Specialist approved in approved FY19 Re-Estimated budget will continue an emphasis on marketing communications and events
- Allocates \$20,000 for advertising and marketing expenses and \$8,000 for promotional expenses (“promotional”) efforts
- \$23,000 contribution to General Fund to offset staff efforts on EDC specific projects
- \$100,000 budgeted for undesignated projects
- Continued marketing strategy through the presence at trade shows with updated materials highlighting area demographics and targeted development potential
- Continued participation in Northwest Metroport Chamber of Commerce regional events

Crime Control and Prevention District (CCPD) Fund

- Anticipates a 10% growth in sales and use tax revenue over FY 19 Re-Estimate
- Funds step-plan for officers
- Funds new patrol vehicle including equipment
- Funds community services – National Night Out, Senior Citizens Organization monthly lunch, school safety-based events such as Project Graduation

Street Maintenance Sales Tax Fund

- Anticipates a 10% growth in sales and use tax revenue over FY 19 Re-Estimate
- Funds \$20,000 allocation to General Fund as a contribution to street maintenance materials, as well as \$35,000 if a Town-wide drainage project is undertaken
- Funds \$40,007 in debt service for 2019 Street Improvement Bonds
- Funds \$30,000 for concrete repairs to Frenchtown Road.
- Funds \$50,000 for undesignated road repairs

Building Maintenance Fund

- No transfers in
- \$10,000 undesignated budget authority (HVAC failure, potential repairs, etc.)

Court Technology Fund

- Funds Municipal Court annual software maintenance fees
- Funds automated calling system to defendants

Court Security Fund

- Funds training for clerk and judge
- Funds court bailiff
- Proposes security glass at Town Hall for the reception area

Parkland Dedication Fund

- Proposes funding for plant material at Park, to be installed by KAB and Denton County Master Gardeners
- Proposes \$30,000 towards bleacher covers

Tree Reforestation Fund

- Proposes funding for trees for Arbor Day give away

Capital Improvements Fund

- Models flow of ~~\$600,000~~ \$1,000,000 Transfer in from Roadway Impact Fee Fund and payment for Crawford Rd. reconstruction costs in partnership with Denton County and the City of Denton
- Continuation of 2019 Street Improvement Project
- Provides budget authority ~~of up to \$750,000 for land purchase for a future municipal facility and~~ \$100,000 for professional services for facility planning needs.

Debt Service (I&S) Fund

- Tax-supported annual principal and interest cost for Series 2010 (Town-wide street reconstruction); Series 2014 Refunding (refunded 2003 bonds); Series 2019 Refunding Bonds (refunded 2008 and 2009B bonds); and Series 2019 Bonds (street improvements)
- Reflects Transfer in of \$40,007 from Street Maintenance Sales Tax Fund to offset 2019 Street Bonds and balance tax rate
- Proposes tax shift of .001982 from I&S to M&O, resulting in an I&S tax rate of .095405

Wastewater Utility (Proprietary) Fund

- Funds 1.9 FTEs including Public Works Director (40%), Equipment Operator, and proposes transferring .5 Maintenance Worker from General Fund
- Includes treatment services paid to the City of Denton and the Trinity River Authority
- Funds maintenance of a safe collection of wastewater for the citizens of the Town through preventative maintenance, repair, and regular inspections
- Funds Smoke Testing to detect inflow and infiltration
- Funds debt service for Graveyard Branch and TRA Sanitary Sewer line

Wastewater CIP Fund

- Reflects ~~\$150,000~~ \$350,000 transfer in from Wastewater Impact Fee Fund for sewer easement acquisition associated with the Crawford Road expansion
- Proposes 1st installment of wastewater pump truck purchase via a 5-year note in the amount of \$75,000 annually
- \$100,000 for construction plans to relocate sewer lines associated with US 377 expansion

Wastewater Impact Fees Fund

- Proposes \$15,500 carryover of impact fee study from FY19
- Proposes ~~\$150,000~~ \$350,000 transfer to Wastewater CIP for sewer easement acquisition associated with Crawford Road expansion

Roadway Impact Fees Fund

- Proposes \$15,500 carryover of impact fee study from FY19
- Proposes ~~\$45,000~~ \$150,000 towards the design of Crawford Road expansion
- Proposes ~~\$600,000~~ \$1,000,000 towards Crawford Road reconstruction costs in partnership with Denton County and the City of Denton

FY2020 Initiatives		
	Amount	Department
General Fund		
Server	13,000	IT
Agenda management software	10,850	Administration
Employee wide Certification pay Effective 4/1/19	27,261 13,631	All
Tuition reimbursement	5,824	All
New Facility Technician shared with ESD beginning 1/1/20	48,562 \$21,853	Street Maint.
2.5% merit increase - General Fund	67,171	All
Increase Town's share for dependent health	11,500	All
Marketing Position Full-time (-.4 to GF)	24,337	Administration
Quiet Zone Notice of Intent	22,000	Council
Relocate History Room	8,000	Council
GIS Software	10,000	Development
Laserfiche connector software	3,442	All
Public Works Work Order & Asset Mgmt software (2-yr)	15,000	IT
Street Maintenance		
Concrete repairs to Frenchtown Rd.	30,000	
Court Security		
Security glass for Town Hall reception area	38,000	
Wastewater		
Construction plans to abandon Lift Station #3	20,000	
2.5% merit increase - WW	4,203	
Construction plans for US 377 sewer relocation	100,000	
Sewer Vacuum truck - 5 yr note	75,000	
Equipment Replacement		
PW vehicle with welder mounted	50,500	
Park Fund		
KAB/Master Gardners Landscaping Project	4,750	
Bleacher shade structures	30,000	

**SUPPLEMENTAL INFORMATION
TOWN COUNCIL COMMUNITY SERVICES CONTRIBUTIONS**

Contributions	Budget FY2019	Re-Estimate FY2019	Proposed FY2020
Employee Appreciation Events/Awards	3,500	3,500	3,500
Metroport Meals on Wheels, SPAN *	3,000	1,500	1,500
Argyle Senior Citizens Organ.	600	600	600
KAB Funding request as needed for Tree Lighting	-	435	1,000
Easter event	2,500	3,000	2,500
National Night Out	2,000	2,000	2,000
Christmas Tree Lighting Ceremony	1,500	2,100	2,500
Movie Night	0	1,000	2,000
Large Annual Event	15,000	8,000	15,000
Undesignated	3,500	2,000	2,000
Total	\$31,600	\$24,135	\$32,600
* must prove benefit to Argyle resident			



TOWN COUNCIL DATA SHEET



Agenda Item:

Consider approval of a Resolution ratifying the tax revenue for the tax year 2019 (FY 2019-2020) for the Town of Argyle, TX.

Meeting Date:

September 24, 2019

Requested by:

Kristi Gilbert, Town Manager
Kim Collins, Director of Finance

Background:

As a result of the Town Council’s proposal of a \$0.39750 total tax rate for FY2020 which exceeds the calculated 2019 (FY2020) effective tax rate of \$0.370486, thus raising more property taxes (revenue) than was generated the previous (this) year, the Town Council has completed the two (2) required public hearings on said proposed tax rate (August 27th and September 10th) and one required public hearing on the annual FY2020 Budget (September 10th). The effective tax rate is based on the certified tax roll as of July 23, 2019. A subsequent increase to the Over 65 and Disabled exemption reduces the total taxable value, but he effective tax rate will not be recalculated and published. **As a result, this agenda item for consideration is not a public hearing.**

Financial Impact:

Effect of the Proposed Tax Rate. The following is a comparison of the proposed tax rate on the average taxable value of a Town of Argyle homestead:

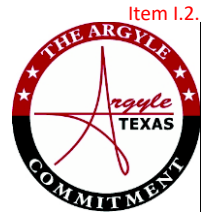
	<u>Last Year (FY19)</u>	<u>This Year (FY20)</u>
Average taxable value of homestead	\$427,206	\$442,182
Tax amount imposed at \$0.39750 per \$100 of taxable value	\$1,698.14	\$1,757.67
Difference between the Proposed FY 2020		
Tax Rate of \$0.39750 and FY 2019 Adopted Tax Rate		+ \$59.53

Requested Action:

Council must take a separate vote to ratify the property tax increase necessary to support the budget adopted in the vote prior to this action, thereby officially notifying property taxpayers that property tax revenues have increased over the previous year’s revenue. Council will adopt the tax rate in a third vote following this action. LGC 102.007 (c) states “Adoption of a budget



TOWN COUNCIL DATA SHEET



that will require raising more revenue from property taxes than in the previous year requires a separate vote of the governing body to ratify the property tax increase reflected in the budget. A vote under this subsection is in addition to and separate from the vote to adopt the budget or a vote to set the tax rate required by Chapter 26, Tax Code, or other law.”

Attachments:

Proposed Resolution

**TOWN OF ARGYLE, TEXAS
RESOLUTION NO. 2019-xx**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS, RATIFYING THE TAX REVENUE FOR THE TAX YEAR 2019 (FISCAL YEAR 2019-2020) FOR THE TOWN OF ARGYLE, TEXAS.

WHEREAS, Section 102 of the Texas Local Government Code requires a separate vote of the governing body to ratify the property tax revenue increase reflected in the adopted annual budget; and

WHEREAS, proper notice of a public hearing on the proposed budget was provided in accordance with Section 102 of the Texas Local Government Code, and said public hearing was held on September 10, 2019; and

WHEREAS, proper notice of two public hearings on the proposed tax rate was provided in accordance with Chapter 26 of the Tax Code, and said public hearings were held on August 27, 2019 and September 10, 2019; and

WHEREAS, proper notice of the vote on the tax rate was provided in accordance with Chapter 26 of the Tax Code, and said vote was held on September 24, 2019.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS:

Section 1: THAT, the above findings are hereby found to be true and correct and are incorporated herein in their entirety.

Section 2: THAT, the Town Council of the Town of Argyle hereby ratifies the property tax revenue increase reflected in the adopted budget for fiscal year 2019-2020 for the Town of Argyle, Texas

AND IT IS SO RESOLVED.

Passed by a vote of ____ to ____ on this the 24th day of September, 2019.

TOWN OF ARGYLE, TEXAS

By: _____
Donald Moser, Mayor

ATTEST:

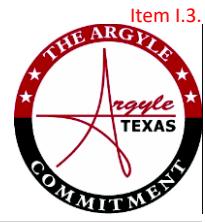
Erika McComis, Town Secretary

Approved as to Form and Legality:

Robert E. Hager, Town Attorney



TOWN COUNCIL DATA SHEET

**Agenda Item:**

Consider approval of an Ordinance levying taxes to be assessed on all taxable properties within the Town Limits of the Town of Argyle, TX for the Tax Year 2019 (FY 2019-2020).

Meeting date:

September 24, 2019

Requested by:

Kristi Gilbert, Town Manager
Kim Collins, Director of Finance

Background:

On August 13, 2019, the Town Council, by record vote, proposed a total tax rate of \$0.39750 per \$100 of assessed value for FY 2019-2020, the same total tax rate as FY 2018-2019. As a result of the proposed rate being above the effective tax rate of \$0.370486 per \$100 assessed value, two public hearings were required. Subsequently, the Town Council conducted those statutorily-required public hearings on said proposed tax rate on August 27 and September 10, 2019. **This is not a public hearing.**

Section 2 of the Ordinance breaks down the Maintenance and Operations Rate (General Fund) and Interest and Sinking Rate (Debt Service Fund) totaling \$0.39750. Although there is a slight increase in the Maintenance and Operation Rate and corresponding decrease in the Interest and Sinking Rate, the total rate is unchanged from FY 2018-2019. The cost of an individual taxpayer's property taxes is dependent on their appraised value. The remainder of the Ordinance recites the various taxpayer exemptions, including the increase in over-65 and the disabled exemption of \$100,000, adopted at the September 16, 2019 Special Council meeting as well as the due dates for payment of property taxes.

Financial Impact:

The 2019 Certified Ad Valorem value of \$724,234,913 combined with a tax rate of \$0.39750 per \$100 assessed value will generate \$2,878,834 total tax revenue. Of this total revenue, \$2,187,877 goes into the General Fund, and \$690,956 goes into the Interest and Sinking Fund.

Requested Action:

This is the third action necessary to finalize the annual budget process wherein Council levies taxes on 2019 taxable properties within the Town limits of the Town of Argyle at \$0.39750 per \$100 of assessed valuation. Like the annual budget, the Town Council must adopt a tax rate for FY 2019-2020 not later than September 30, 2019.

Attachments:

Proposed Ordinance

**TOWN OF ARGYLE, TEXAS
ORDINANCE NO. 2019-xx**

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS, LEVYING TAXES TO BE ASSESSED ON ALL TAXABLE PROPERTIES WITHIN THE TOWN LIMITS OF THE TOWN OF ARGYLE, TEXAS FOR THE TAX YEAR 2019 (FISCAL YEAR 2019-2020).

WHEREAS, a public hearing on the proposed annual budget for the Town of Argyle, Texas, for the fiscal year beginning October 1, 2019 and ending September 30, 2020, has been duly advertised, and hearing held on September 10, 2019; and

WHEREAS, the annual budget has been approved and adopted in an amount necessary to require the tax levy as herein stated; and

WHEREAS, it is deemed to be in the best interest of the citizens of the Town of Argyle, Texas, to levy said tax on all taxable properties within the Town limits of Argyle in order to provide the necessary funds to provide municipal service to its citizens; and

WHEREAS, it is officially found, determined, and declared that the meeting at which this Ordinance has been adopted was open to the public and public notice of the date, time, location, and subject of said meeting, including this Ordinance, was given, all as required by the applicable provisions of the Texas Government Code, Chapter 551.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS:

Section 1: THAT, the above findings are hereby found to be true and correct and are incorporated herein in their entirety.

Section 2: THAT, the Town Council of the Town of Argyle, Texas, shall hereby levy the following taxes on each one hundred dollars (\$100.00) of taxable valuation on all taxable property within the Town limits of the Town of Argyle, Texas, to be assessed and collected by the Tax Assessor/Collector for the Tax Year 2019 (Fiscal Year 2019-2020) for the purposes hereinafter stipulated:

- a. For the General Fund Maintenance and Operations levied on the \$100.00 of taxable valuation:

\$0.302095

b. For the Interest and Sinking Fund levied
on the \$100.00 of taxable valuation:

\$0.095405

Total tax rate **\$0.3975**

Section 3: **THAT, THIS TAX RATE WILL RAISE MORE TAXES FOR MAINTENANCE AND OPERATIONS THAN LAST YEAR’S TAX RATE. THE TAX RATE WILL RAISE TAXES FOR MAINTENANCE & OPERATIONS ON A \$100,000 HOME BY APPROXIMATELY \$1.98.**

Section 4: **THAT, THIS TAX RATE WILL RAISE LESS TAXES FOR DEBT SERVICE THAN LAST YEAR’S TAX RATE. THE TAX RATE WILL DECREASE TAXES FOR DEBT SERVICE ON A \$100,000 HOME BY APPROXIMATELY \$1.98.**

Section 5: THAT, there shall be exempted from the valuation of all residential homesteads for which proper application shall have been made, an amount equal to the greater of one percent (1%) of the appraised value of such residential homestead, or Five Thousand Dollars (\$5,000.00). The exemption shall be granted to any such residential homestead and the improvements qualifying for same as provided by law.

Section 6: THAT, there shall be exempted the sum of One Hundred Thousand Dollars (\$100,000.00) of the assessed value of residence homesteads of residents of the Town of Argyle, Texas, who are sixty-five (65) years of age or older, from all ad valorem taxes thereafter levied by the Town of Argyle, Texas.

Section 7: THAT, there shall be exempted the sum of One Hundred Thousand Dollars (\$100,000.00) of the assessed value of residence homesteads of residents of the Town of Argyle, Texas, meeting the definition of a “disabled” individual, as defined by the Texas Tax Code.

Section 8: THAT, there shall be exempted from valuation any other exemption or exemptions, which may be authorized by the Texas Tax Code for which proper application by the Taxpayer shall have been made.

Section 9: THAT, the taxes are hereby assessed and levied and are due and payable on October 1, 2019 and shall be payable not later than January 31, 2020. The penalties and interest provided for shall accrue after this date. However, if the entire taxes due are paid in full by January 31, 2020, no penalty or interest shall be due.

Section 10: THAT, in addition to the taxes assessed and levied herein, there is also assessed and levied a penalty for the failure to pay taxes due as State law provides.

Section 11: THAT, in addition to the taxes and penalty and interest assessed and levied herein, there is also assessed and levied a twenty percent (20%) collection fee on all taxes, penalty, and interest that become delinquent and remain unpaid on July 1, 2020.

Section 12: THAT, in accordance with State Law, proper notice of a public hearing has been provided for ordinances to be considered and passed upon and further, this Ordinance shall take effect and be in full force and effect from and after its final passage.

AND IT IS SO ORDAINED.

Passed and approved by a vote of ____ to ____ on this the 24th day of September, 2019.

TOWN OF ARGYLE, TEXAS

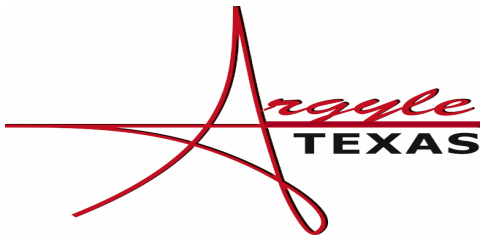
BY: _____
Donald Moser, Mayor

ATTEST:

Erika McComis, Town Secretary

Approved as to Form and Legality:

Robert E. Hager, Town Attorney



TOWN COUNCIL STAFF REPORT

Meeting

Date: September 24, 2019

To: Mayor and members of the Town Council

From: David Hawkins, Director of Community Development

Subject: MDP-19-002 - Master Development Plan – Project Alpha

Purpose:

PUBLIC HEARING: Consider an ordinance approving a zoning change request (MDP-19-002) from A (Agricultural) and CR (Community Retail) to RCS-T (Regional Center South - Transition) for Project Alpha, being an approximately 30.048-acre tract of land located in the Patrick Rock Survey, Abstract No. 1063, being a portion of Lot, Block A, James P. Heath Addition, and being located on the north side of FM 407 approximately 1,900 feet east of the I-35W and FM 407 intersection, located in the Town of Argyle, Denton County, Texas.

Existing Condition of Property:

The subject property is currently zoned CR (Community Retail) and A (Agricultural). The majority of the property contains open pasture with gently rolling hills and clusters of underbrush trees sparsely scattered throughout the site. The floodplain runs north to south along the west side of the property, just beyond the boundary of this zoning change. A portion of the floodplain also extends from the west to east just outside of the northwest corner of this property. There is an existing gas well pad site to the west of this property along I-35. There is also an overhead utility easement and lines, as well as, a sanitary sewer easement and pipeline that run north and south located west of this property.

Adjacent Existing Land Uses and Zoning:

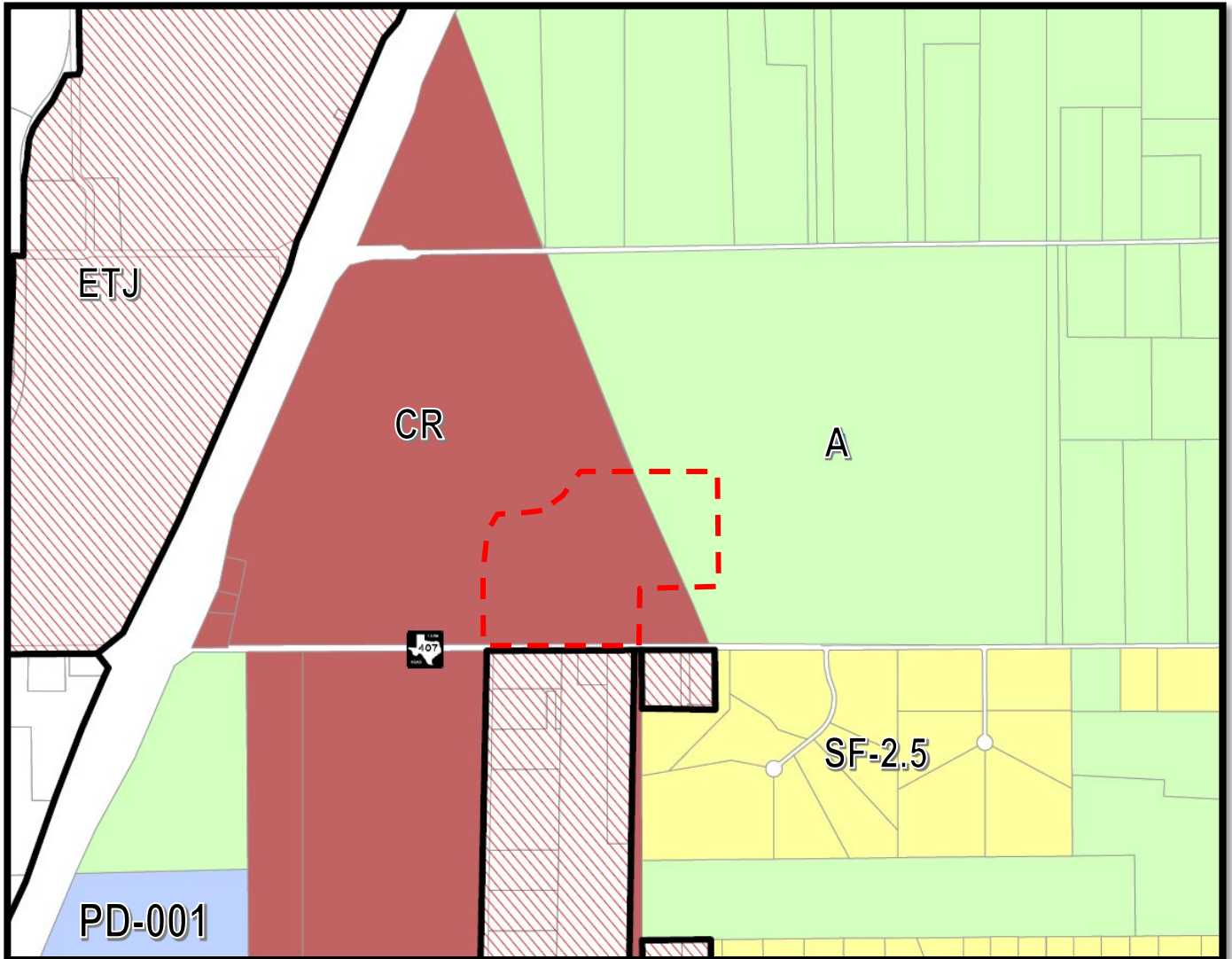
North: CR - Community Retail and A - Agricultural

South: CR – Community Retail, SF-2.5 – Residential Estate 2.5, and Argyle ETJ

East: A - Agricultural

West: CR - Community Retail

Current Zoning Map



Development Review Analysis:

The applicant and property owner, HTM Argyle Land, LLC, is requesting a zoning change and approval of a Master Development Plan (MDP) for 30 acres fronting on FM 407. The purpose of the zoning change is to seek land use entitlements for hospital and other medical related uses including a helistop as the CR – Community Retail and A – Agricultural zoning districts do not permit these land uses. No residential land uses are proposed as part of this zoning change request.

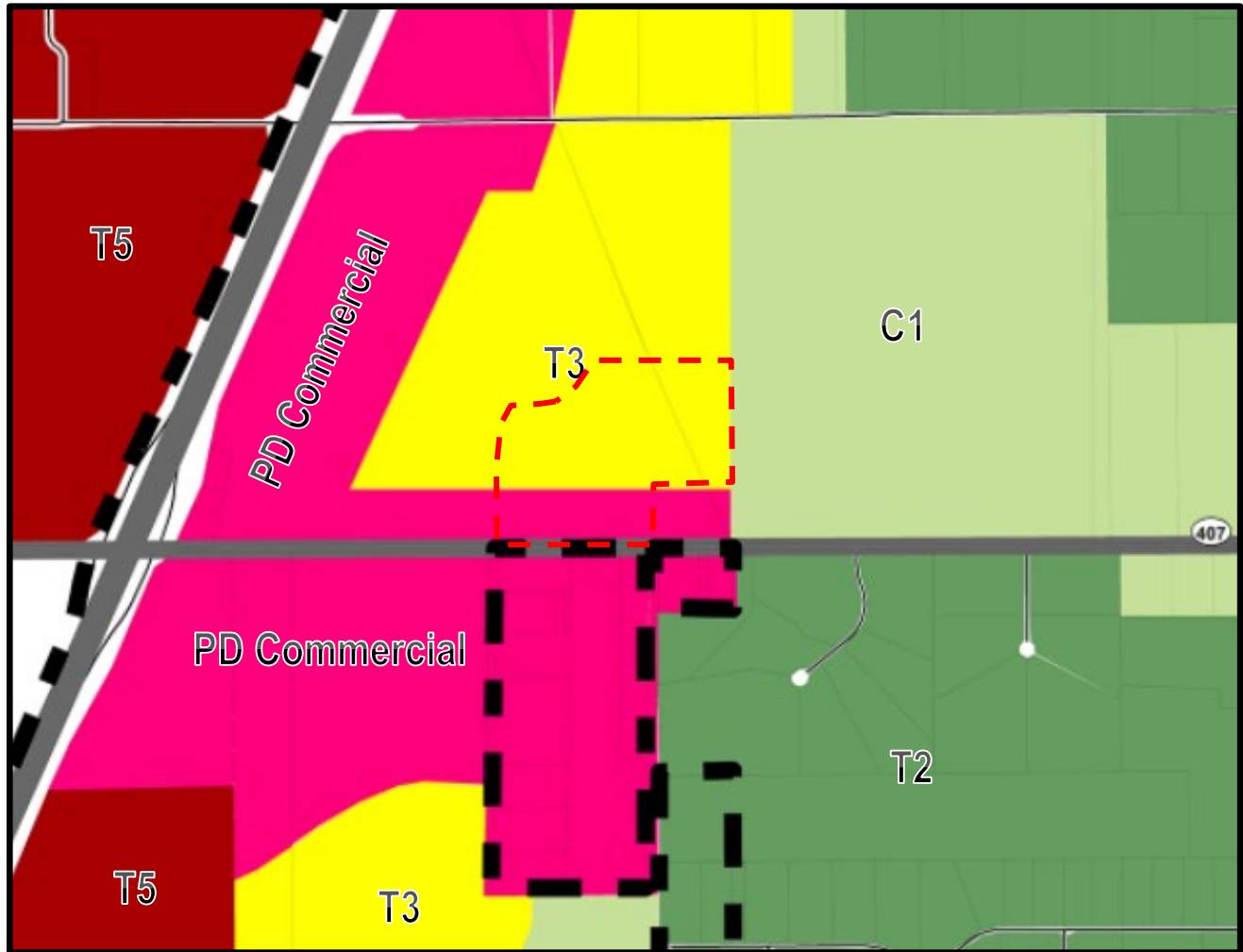
There are approximately 27 acres (90%) designated for commercial uses that include inpatient hospital, medical offices, and ambulatory care facilities. Restaurant, office, and personal services could also be included in the mixture of land uses. The remaining 3 acres (10%) would be set aside for landscaping, trails, streetscaping, and open spaces.

Consistency with Comprehensive Plan:

The subject property is designated as PD Commercial Planned Development and T3 - Low Density Transition on the Future Land Use Plan. The PD Commercial along FM 407 is intended to have *“high intensity commercial characterized by large retail anchors with smaller in-fill commercial, and ample*

parking to accommodate regionally generated traffic. No residential uses are permitted within this district.” The T3 Low-Density Transition district is “primarily residential, with public facilities, schools, bed and breakfasts and some neighborhood commercial allowances. This district is a transition zone from commercial to rural residential uses.” (min. lot size is 1 acre in T3). There are no residential land uses proposed for this zoning change and MDP request.

Future Land Use Map



Consistency with the Form Based Code (FBC):

The applicant proposes to maintain the Regional Center South – Transition (RCS-T) within the FBC Framework Plan for this area and has provided a MDP Development Summary that includes the development standards for the commercial components within the MDP. These proposed standards comply with the recommendations and minimum requirements set forth in the Form Based Code regulations regarding setbacks, lot sizes, land uses, etc. and also proposes some amendments to the RCS-T standards as well. The applicant has provided all required materials and exhibits for a complete MDP submittal with the exception of a Development Plan (Concept Plan) and Lighting Plan. The applicant is requesting to delay this development plan until time of Site Plan application when more details become available on this project.

Zoning Framework Plan:

The Zoning Framework Plan (ZFP) for this Form Based Code area shows this property located within the RCS-T designated area. The applicant is proposing to meet the intent of the ZFP with this MDP and maintain the Transition area and street network, which will include the extension of Gateway Blvd. north of FM 407 that will serve this development. This will allow the adjacent properties to continue the current FBC Framework Plan and tie in with this 30-acre development.

Regional Center South FB – Draft Zoning Framework Plan**Open Space and Trails:**

The applicant is proposing to incorporate trails within the landscape buffers and open space areas throughout this development, being approximately 10% open space for the development. These trails will provide pedestrian connections to adjacent properties as they develop in the future.

Tree Preservation:

A detailed tree survey was provided by the applicant to meet the tree preservation ordinance requirement. This tree survey of this property indicates that there are no protected trees within these 30 acres.

Infrastructure Adequacy:

Water and sanitary sewer facilities are available to be extended to this site with sufficient capacity to serve the development. If approved, full civil construction plans for streets, drainage, water and sanitary sewer are required for submission at the time of final plat application. The applicant intends to extend Gateway Blvd. to the northern limits of this 30-acres to serve this development in accordance with the Master Thoroughfare Plan. A Traffic Impact Analysis (TIA) was provided as part of this zoning change request, which recommends that left- and right-turn deceleration lanes be added at time of widening of FM 407. At this time, there is no known timeframe as to when the new FM 407 lanes will be constructed.

Drainage Analysis:

Staff has reviewed the MDP concept plan and has determined that compliance with all drainage requirements of the Town Developments Standards can be achieved at the time of preliminary and final plat. A detailed engineering review of the drainage and grading plans will be conducted by the Town Engineer at the time of site plan and final plat.

Design Standards

The applicant has proposed a variety of design standards as outlined in the MDP Development Summary that meet or exceed the minimum requirements of the Town Development Standards with the exception of the following:

- *Any permitted uses with a drive-through facility* – Change from SUP to Permitted
- *Hospitals and nursing establishments* – Change from SUP to Permitted
- New land uses - *Offices for health services, medical and professional*
Helipads
Pharmacy (with or without drive through)
Clinic (Medical)
Ambulatory Care
Emergency Care Clinic
- *Antennas including cell, accessory, and mounted on top of buildings* – Change from SUP to P
- Building Height – Increase max. from 4 stories or 50' to 5 stories or 75'

Property Owner Notifications:

Letters were sent out to surrounding property owners within 200' of the subject property pursuant to the Texas Local Government Code, Subsection 211.006(d). Courtesy letters were also sent out to property owners within 1,000' of the subject property pursuant to the Town of Town Development Standards. Four (4) responses in opposition and one (1) neutral to the zoning change request have been received at this time.

Staff Recommendation:

Town staff forwards this request for your consideration. If this zoning change and MDP are approved, then a Site Plan will be submitted for P & Z Commission and Town Council for consideration and approval before any construction can take place on this property.

Planning and Zoning Commission Recommendation:

The Planning and Zoning Commission considered this request at their September 3, 2019 regularly scheduled meeting. Discussion was held and a motion was made to recommend denial of the zoning change request. The motioned carried by a vote of seven (7) in favor to none (0) opposed.

Attachments:

Draft Ordinance

MDP Cover Letter

Exhibit A - MDP Property Description

Exhibit B - MDP Development Summary

Exhibit C – MDP Zoning Exhibits

Exhibit D - Tree Survey

Exhibit E - Traffic Impact Analysis (TIA)

Exhibit F - Public Hearing Responses

**TOWN OF ARGYLE, TEXAS
ORDINANCE NO. 2019-XX**

AN ORDINANCE OF THE TOWN OF ARGYLE, TEXAS, PROVIDING FOR A ZONING CHANGE FROM A (AGRICULTURAL) AND CR (COMMUNITY RETAIL) TO RCS-T (REGIONAL CENTER SOUTH - TRANSITION) FOR PROJECT ALPHA, BEING AN APPROXIMATELY 30.048-ACRE TRACT OF LAND LOCATED IN THE PATRICK ROCK SURVEY, ABSTRACT NO. 1063, BEING A PORTION OF LOT, BLOCK A, JAMES P. HEATH ADDITION, AND BEING LOCATED ON THE NORTH SIDE OF FM 407 APPROXIMATELY 1,900 FEET EAST OF THE I-35W AND FM 407 INTERSECTION, LOCATED IN THE TOWN OF ARGYLE, DENTON COUNTY, TEXAS; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR INJUNCTIVE RELIEF; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

- WHEREAS,** The property owner and applicant HTM Argyle Land, has applied for a zoning change from A (Agricultural) and CR (Community Retail) to RCS-T (Regional Center South - Transition) for Project Alpha, being an approximately 30.048-acre tract of land located in the Patrick Rock Survey, Abstract No. 1063, being a portion of Lot, Block A, James P. Heath Addition, and being located on the north side of FM 407 approximately 1,900 feet east of the I-35W and FM 407 intersection, located in the Town of Argyle, Denton County, Texas as shown and described on the attached Exhibits “A-1” and “A-2” incorporated herein by reference as if copied in its entirety; and
- WHEREAS,** the Town of Argyle deems it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the Town, to enact a comprehensive zoning ordinance; and
- WHEREAS,** the Town Council has appointed a Planning and Zoning Commission to make recommendations on requested changes to the boundaries of the various original zoning districts along with appropriate regulations to be enforced therein; and
- WHEREAS,** Article III, Zoning, of the Town Development Standards, divides the Town into districts and contains regulations pertaining to such districts in accordance with a comprehensive plan and is designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health and general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public facilities; and
- WHEREAS,** the Planning and Zoning Commission has given reasonable consideration to, among other things, the character of the districts and their suitability for particular

uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the Town; and

WHEREAS, the Planning and Zoning Commission of the Town of Argyle and the Town of Argyle Town Council, in full compliance with State Law with reference to changes to zoning classifications under the Town Development Standards and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the Town of Argyle is of the opinion that said zoning change should be granted, as set forth herein; and

WHEREAS, the Town Council finds that the zoning change is consistent with the Comprehensive Plan;

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS:

SECTION 1. All matters stated hereinabove are found to be true and correct and are incorporated herein as if copied in their entirety.

SECTION 2: That the Comprehensive Zoning Ordinance of the Town of Argyle, Texas, be, and the same is hereby amended by amending the Zoning Map of the Town of Argyle so as to change the zoning on the tracts of land, described in Exhibits "A-1" and "A-2" (the "Property"), to RCS-T (Regional Center South - Transition) as depicted in Exhibit "A-3" and establishing the development standards as set forth in Exhibit "B."

SECTION 3. The development shall meet or exceed all requirements for the base zoning types RCS-T (Regional Center South - Transition), with deviations from the Subdivision Ordinance and Zoning Ordinance as set forth in Exhibit "B."

SECTION 4. That all uses authorized by the development shall conform to the development standards in Sections 2 and 3 of this Ordinance, the Master Development Plan as shown in Exhibit "C" and the Town of Argyle Comprehensive Zoning Ordinance and Subdivision Ordinance. In the event of conflict, this ordinance shall prevail.

SECTION 5. That any person, firm, or corporation violating any of the provisions or terms of this Ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the Town of Argyle, and upon conviction shall be punished by a fine not to exceed the sum of Two Thousand Dollars (\$2000.00) for each offense.

SECTION 6. If any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any part or portion thereof, other than that portion so decided to be invalid or unconstitutional.

SECTION 7. Injunctive Relief. In addition to and accumulative of all other penalties, the Town shall have the right to seek injunctive relief for any and all violations of this ordinance.

SECTION 8. Effective Date: This ordinance shall take effect immediately from and after its passage, and publication of the caption of said ordinance, as the law in such case provides.

DULY PASSED BY THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS, on this the 24th day of September, 2019.

APPROVED:

Donald Moser, Mayor

APPROVED AS TO FORM:

Robert "Bob" Hager, Town Attorney

ATTEST:

Erika McComis, Town Secretary

August 23, 2019

Project: Project Alpha: General Project Understanding
Argyle, Texas

To Whom It May Concern,

Included with this submittal is a zoning application for 30.048 acres within the "Heath Tract". The property currently is zoned as both AG (north eastern portion) and CR (southwestern portion). The primary purpose of this is to rezone the property to allow for a medical use facilities ranging from 5,000 SF free standing emergency to a +/- 250,000 SF inpatient hospital. The development may potentially include medical office / ambulatory care facility ranging from 10,000 SF to 120,000 SF. These uses would be an economic benefit to the Town but are not land uses currently allowed within the existing zoning categories of the property.

The Town's form based code requires rezoning to include both Land Use components (land uses, development standards/dimensions, etc.) and site specific detailed information (building layouts, lighting design, etc.). The form based code is intended to rezone multiple/larger tracts of land and establish standards on internal relationships within the tract and is not structured to work on rezoning site specific single tract developments. After the zoning is approved an Applicant will submit a Site Plan to further refine the details of the building layouts, materiality, etc.

The primary need for this rezoning request is to add the land uses needed for the development of the property. The Applicant has an understanding of general building program but detailed site specific information will be determined at a later date and will be included at the Site Plan stage. In our discussions with Town staff, we have structured this zoning application to conform to the Town's Form Based Code submittal requirements with the exception of deferring the Site Plan and the Lighting Plan to the next Stage of the development review process. These detailed plans will be included at the Site Plan stage of the development process which still allows the Town Planning & Zoning Commission & Town Council to have the ability to review these design elements. Our goal for this zoning application is to allow a specific set of uses on the property.

Site Info

The Site is an 30.048 acres of land located along FM 407 at the NE corner of FM407 and Gateway Boulevard. The property abuts an existing drainage way to the north, the Gateway Blvd. extension to the west and would abut future development/roads to the Northeast and East.

Access

Access to the site will be from Gateway Blvd, FM407 with additional future access to adjacent roadways/developments to the east. Roadside and/or internal trails will extend along the western, eastern and southern property boundaries which will provide connectivity between the neighboring properties and future developments. As part of this development, Gateway Blvd. will be extended from FM 407 to the NW corner of the property.

Zoning Framework

This plan falls in line with the roadway and parcelization shown in the Town's current Zoning Framework Plan.

Continued,

Development Standards

The zoning application includes development standards such as landscaping, buffering, establishes a minimum amount of open space, general building site planning/configuration requirements and building materials. We have structured these standards off the Town's form based code and have made some modifications to accommodate this type of development. The modifications include:

Land Uses

The land use chart on pages 5-7 indicated which uses were modified (review the legend at the bottom of page 7)

1. Some additional land uses were added that were not specifically called out in the Town's current land use chart.
2. Some land uses were revised from SUP to P.

Development Standards

The development standards on pages 8-12 indicate which standards were modified from the Town's form based code. Review the legend at the bottom of page 12.

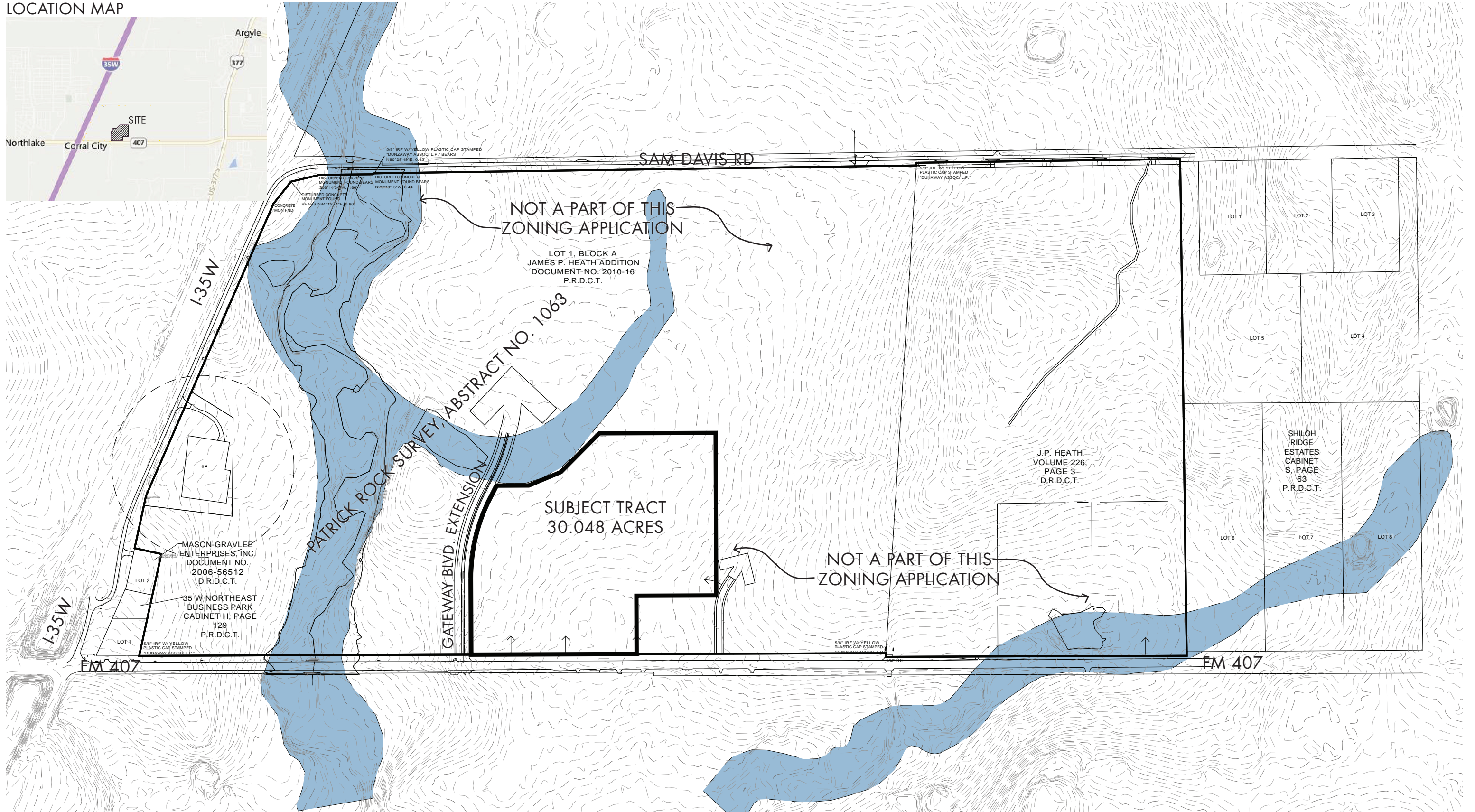
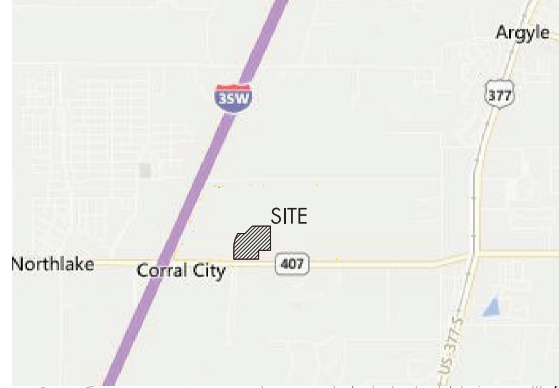
We welcome your feedback and look forward to working with you on this exciting project.

Sincerely,



Aaron Duncan
Principal

LOCATION MAP



NOT A PART OF THIS ZONING APPLICATION

LOT 1, BLOCK A
JAMES P. HEATH ADDITION
DOCUMENT NO. 2010-16
P.R.D.C.T.

PATRICK ROCK SURVEY, ABSTRACT NO. 1063

SUBJECT TRACT
30.048 ACRES

NOT A PART OF THIS ZONING APPLICATION

J.P. HEATH
VOLUME 226,
PAGE 3
D.R.D.C.T.

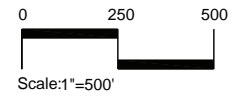
SHILOH
RIDGE
ESTATES
CABINET
S, PAGE
63
P.R.D.C.T.

J. VOLK consulting
830 Central Parkway East, Suite 300
Plano, Texas 75074
972.201.3100 Texas Registration No. F-11962

TERRAMANNA

MESA
2001 N Lamar Street Suite 100
Dallas, TX 75202
214.871.0568
FAX 214.871.1507

BASE MAP
ZONING APPLICATION
HEATH TRACT
ARGYLE, TEXAS



Scale: 1"=500'
August 12, 2019



Exhibit "A-2"

BEING A TRACT OF LAND LOCATED IN THE PATRICK ROCK SURVEY, ABSTRACT No. 1063, DENTON COUNTY, TEXAS, BEING A PORTION OF LOT 1, BLOCK A, JAMES P. HEATH ADDITION, AN ADDITION TO THE CITY OF ARGYLE, DENTON COUNTY, TEXAS, ACCORDING TO THE PLAT RECORDED IN DOCUMENT No. 2010-16, OFFICIAL PUBLIC RECORDS, DENTON COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC" IN THE SOUTH LINE OF SAID LOT 1, THE NORTH RIGHT-OF-WAY LINE OF FARM-TO-MARKET 407 (F.M. 407)(A VARIABLE WIDTH RIGHT-OF-WAY), FROM WHICH A 5/8" IRON ROD FOUND WITH A CAP STAMPED "DUNAWAY" BEARS S 89°47'45" W, 1822.47 FEET, SAID IRON ROD BEING THE MOST SOUTHERLY SOUTHWEST CORNER OF SAID LOT 1;

THENCE N 00°12'15" W, DEPARTING THE SOUTH LINE OF SAID LOT 1 AND THE NORTH RIGHT-OF-WAY LINE OF F.M. 407, A DISTANCE OF 418.21 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC" AT THE BEGINNING OF A CURVE TO THE RIGHT;

THENCE NORTHEASTERLY, AN ARC LENGTH OF 456.20 FEET ALONG SAID CURVE TO THE RIGHT, HAVING A RADIUS OF 955.00 FEET, A DELTA ANGLE OF 27°22'11", AND A CHORD BEARING N 13°28'51" E, 451.87 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC";

THENCE N 27°09'56" E, 78.54 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC";

THENCE N 89°47'45" E, 175.41 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC";

THENCE N 67°17'45" E, 191.39 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC";

THENCE N 44°47'45" E, 299.47 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC";

THENCE N 89°47'45" E, 638.00 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC" FROM WHICH A 5/8" IRON ROD FOUND WITH A CAP STAMPED "DUNAWAY", BEING THE NORTHEAST CORNER OF SAID LOT 1 BEARS N 36°53'06" E, 1834.73 FEET;

THENCE S 00°12'15" E, 892.00 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC";

THENCE S 89°47'45" W, 438.00 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC";

THENCE S 00°12'15" E, 320.00 FEET TO A 1/2" IRON ROD SET WITH A CAP STAMPED "WIER & ASSOC INC" IN THE SOUTH LINE OF SAID LOT 1 AND THE NORTH RIGHT-OF-WAY LINE OF F.M. 407 FROM WHICH A 5/8" IRON ROAD FOUND WITH A CAP STAMPED "DUNAWAY", BEING THE SOUTHEAST CORNER OF SAID LOT 1 BEARS N 89°47'45" E, 1367.97 FEET;

THENCE S 89°47'45" W, ALONG THE SOUTH LINE OF SAID LOT 1 AND THE NORTH RIGHT-OF-WAY LINE OF F.M. 407, A DISTANCE OF 907.00 FEET TO THE PLACE OF BEGINNING AND CONTAINING 30.048 ACRES (1,308,897 SQUARE FEET) OF LAND, MORE OR LESS.

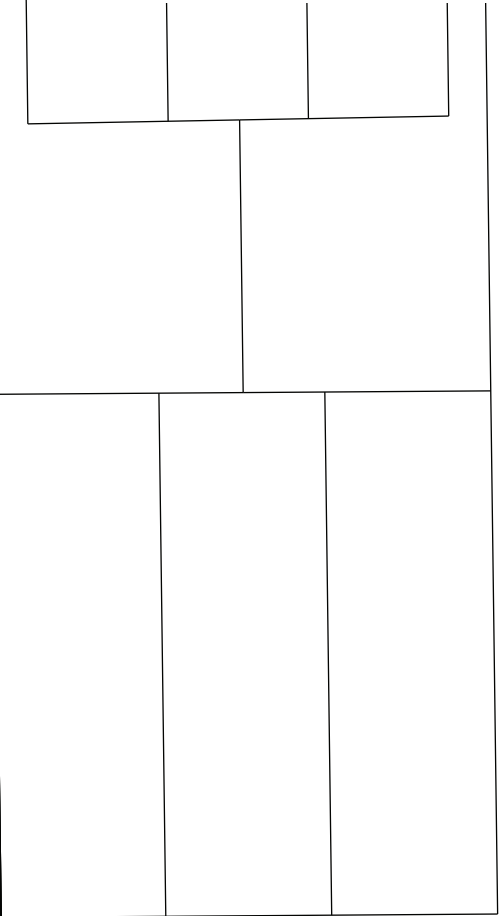
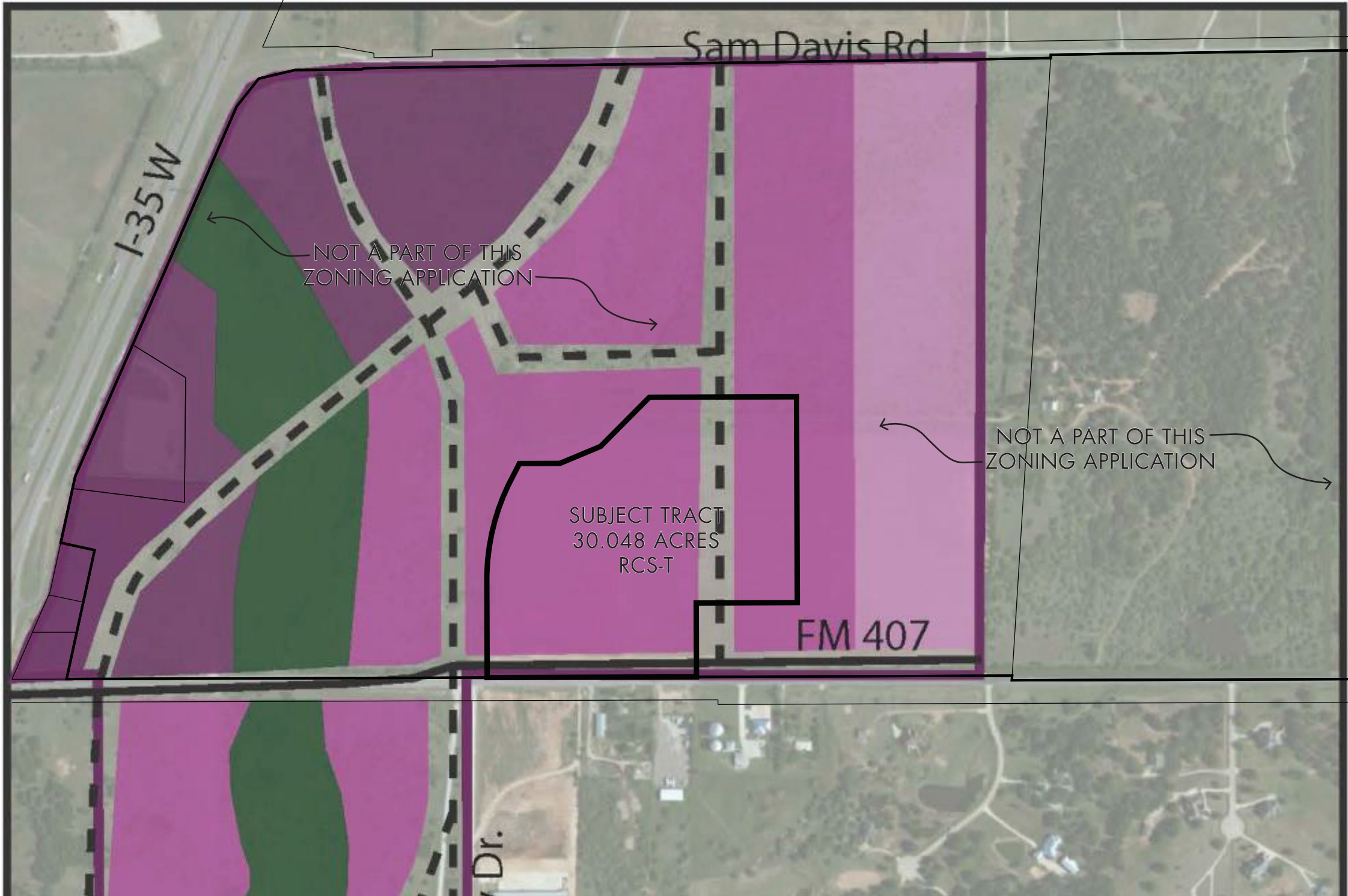


2001 N Lamar Street Suite 100
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214.871.0568
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LEGAL DESCRIPTION
ZONING APPLICATION
HEATH TRACT
ARGYLE, TEXAS

September 24, 2019 Agenda Packet 74 of 265

-  Existing Street
-  Proposed Street
-  FB Zoning District Boundary
-  Proposed Open Space
-  Highway Mixed Use
-  Transition
-  Neighborhood





Heath Tract Zoning & Design Summary

Statement & Purpose of Intent

This plan will establish a vision for approximately 30 acres of land along 407 that will tie into the future visioning of the adjacent property. This property is envisioned to follow the Argyle existing Zoning Framework Plan established by the Town for the Regional Center South Transition zone. Master planned, phased expansion(s) to initial build out to support new medical service offerings and / or incremental population growth in the area. The development is primarily intended for medical use facilities ranging from 5,000 SF free standing emergency to a +/- 250,000 SF inpatient hospital with required surface or structured parking ranging from 25 spaces to 550 spaces respectively with typical lighting. The development may potentially include medical office / ambulatory care facility ranging from 10,000 SF to 120,000 SF with required surface or structured parking ranging from 50 spaces to 600 spaces respectively (5 spaces / 1000 SF) with typical lighting. The comprehensive development will have higher standards of development, providing a master planned approach to a mixture of land uses. We have formatted our zoning document to respond to the Future Land Use Plan & Argyle Form Based Code.

Statistical Information

1. Gross acreage: 30.048 Acres
Net Acreage (there are no wetlands or floodplain areas on the property): 30.048 Acres
2. Landscape buffers with trails 1.38 acres 4.6% (minimum)
Internal parking islands/Streetscape/ Open Spaces 1.63 acres 5.4% (minimum)
3. Land Use Area: remaining area available
for buildings, parking, service areas, etc. 27.038 acres 90.0% (maximum)
4. Trail map: reference Master Trails & Open Space exhibit
5. Traffic study: refer to TIA dated July 2019

Parking Requirements

Non-residential

Based on the land uses developed on site, the parking requirements will default to the Argyle Zoning Ordinance effective at the time of this zoning application approval.

Parking within the RCS-T district may include some portion of the parking lot in front of the building along the FM 407, Type A and Type B frontages. This location is due to the nature of the medical uses. When parking is located between a building and an adjacent street frontage, the following additional screening requirements in an area between the parking lot and the adjacent ROW will be provided:

FM 407 Frontage: a minimum of 1 shade tree, 6 ornamental trees and 10 shrubs will be included per 100 linear feet of frontage or a fraction thereof.

Type A Frontage: a minimum of 1 shade tree, 4 ornamental trees and 10 shrubs will be included per 100 linear feet of frontage or a fraction thereof.

Type B Frontage: a minimum of 1 shade tree, 2 ornamental trees and 10 shrubs will be included per 100 linear feet of frontage or a fraction thereof.



Landscaping Standards

The landscaping design will be pedestrian oriented, provide visual interest year round, native to the area and will complement the overall architectural design within the development.

Landscaping Buffers

Along FM 407 frontage

A minimum 20 ft buffer will be located along roadway, as stated in the FB code.

Within the buffer, a minimum of 3 shade tree, 6 ornamental trees, 8 shrubs and a minimum 6 ft. sidewalk

Along Type A frontages

A minimum 15 ft buffer will be located along roadways, as stated in the FB code.

Within the buffer, a minimum of 2 shade tree, 4 ornamental trees, 8 shrubs and a minimum 5 ft. sidewalk

Along Type B frontages

A minimum 15 ft buffer will be located along roadways, as stated in the FB code.

Within the buffer, a minimum of 1 shade tree, 2 ornamental trees, 8 shrubs and a minimum 5 ft. sidewalk

Perimeter Buffers Adjacent to other/future land uses

A minimum 10 ft buffer, as stated in the FB code.

Within the buffer, a minimum of 1 shade tree, 1 ornamental trees, 4 shrubs



Open Spaces

Minimum open space requirement:

RCS-T district:

A minimum of 10% of site including required landscape buffers, parking islands and pedestrian plazas/open spaces, etc.

Commercial Building Design:

1. Site Planning

- a. Separate vehicular access drives for general public, emergency, and service vehicles use from existing or new state, county, or city provided primary road infrastructure.
- b. Service bays, loading dock and associated service areas for buildings larger than 20,000 s.f. shall not face onto FM 407. Service bays that face onto Type A streets and are located within 50 (fifty) feet from the adjacent ROW must be screened with a minimum 6 ft. masonry screen wall.
- c. Rooftop or ground mounted (service yard) mechanical and electrical equipment to serve facilities.
- d. Ground mounted, lighted, monument signage consistent with building material palette at access drives onto the site.
- e. Lighted building mounted signage.
- f. Portions of facility may have a basement or be served via a tunnel system.
- g. Any ground level helistop with associated safety fencing, lighting, and wind direction amenities must be set back at least 100 feet from FM 407 ROW.

2. Exterior Design and Appearance of Buildings and Structures:

For all commercial buildings

- a. All buildings' entrances shall be articulated and defined to present a strong entry presence. All buildings shall be designed to incorporate no less than five (5) of the following architectural elements. Buildings over fifty thousand (50,000) square feet must include a minimum of seven (7) of the following elements. Buildings over one hundred thousand (100,000) square feet must include a minimum of eight (8) of the following elements.
 - i. Canopies, awnings, or porticos;
 - ii. Overhangs;
 - iii. Recesses or projections;
 - iv. Arcades;
 - v. Peaked roof forms;
 - vi. Porches;
 - vii. Outdoor patios;
 - viii. Recessed or "popped-out" display windows;
 - ix. Visible and noticeable architectural details, such as tile work or moldings, integrated into building facade; or
 - x. Integrated planters or wing walls that incorporate landscape and sitting areas.
- b. Façades greater than one hundred feet (100') in length shall incorporate wall projections or recesses of ten feet (10') or greater. Projections or recesses shall be at least twenty percent



- (25%) of the length of the façade (60% for ground floor facades facing FM 407 and Type A roads). No uninterrupted length of facade may exceed one hundred feet (100') in length. Projections and recesses shall not be required on the side of the building containing a loading dock and/or service area, provided that such area is located in the rear of the building and is not readily visible from FM 407, Type A or Type B roads.
- c. All buildings shall be architecturally finished on all four sides with a higher level of finish and articulation on the primary (Type A & FM 407) facade. Any side, rear or service portions of buildings that are visible from Type A & FM 407 shall be architecturally designed, articulated and fenestrated similar to, and compatible with, the primary facade.
 - d. Buildings Materials and Colors – The following special design requirements shall apply within the commercial land use areas
 - i. Windows shall not be glazed or re-glazed with mirrored, highly reflective, or tinted glass.
 - ii. Maintenance and durability of materials shall be considered as important qualities for every element of the design. Special care shall be taken to specify the use of vandal- and damage-resistant building materials.
 - iii. Metal panel systems are allowed for accents at building entrances and primary building facades. Metal must be painted to complement the earth tone colors of the building's primary color palette.
 - iv. Any roof materials that are visible from any public street shall be comprised of laminated, dimensional composition shingle (30-year minimum), flat pan standing seam metal roofing (only with a factory baked-on muted color finish; no bright colors or natural-colored metal roofing allowed), or terra cotta or slate tile in muted colors. Minimum roof pitch shall be at least 6:12 except for flat-roofed structures that shall have a parapet or mechanical screen wall that conceals the roof and any roof-mounted equipment.
 - e. Exterior design aesthetic utilizing a material palette consistent with the regional context and construction of all buildings shall be in accordance with the following:
 - i. Minimum Sixty-five percent (65%) masonry (brick, stone, CMU, concrete) / metal panel / stucco or EIFS; thirty-five percent (35%) vision / spandrel glazing construction on primary building facades.
 - ii. Areas of a façade that are devoted to windows, doors, covered porches or stoops, breezeways or courtyards shall not be counted as “wall surface” when calculating the masonry requirement.



Land Uses

RCS-T District

Refer to the following land uses that are permitted within this property.

Permitted Use = P		Not permitted = "blank cell"	
Special Use Permit (SUP) = P/SUP			
Land Use		RCS-T	
Commercial Uses (Office, Retail, Sales and Service Uses)			
Retail Sales or Service (personal service uses) with <u>no drive through facility</u> (no alcohol sales). Excluded from this category are retail sales and service establishments geared towards the automobile		P	
Auto-related Sales or Service establishments			
Finance, Insurance, and Real Estate establishments including banks, credit unions, real estate, and property management services, <u>with no drive through facility</u>		P	
Offices for business, professional, administrative, and technical services such as accountants, architects, lawyers, doctors, etc.		P	
Offices for health services, medical and professional		P@	
Research laboratory headquarters, laboratories and associated facilities		P	
Food Service Uses such as full-service restaurants, cafeterias, bakeries and snack bars with <u>no drive through facilities</u> Included in this category is café seating within a public or private sidewalk area with no obstruction of pedestrian circulation. Also included in this category is the sale of alcoholic beverages (with food service).		P	
Alcohol Sales (retail, restaurant, etc.)		SUP	
Pet and animal sales or service (incl. vet clinic)		P	
Any permitted use with a drive through facility		P*	
Arts, Entertainment, and Recreation Uses			
Amusement or theme park establishment (indoor) including bowling alleys, bingo parlor, games arcades, skating, etc.			
Amusement or theme park establishment (outdoor) including miniature golf, go-cart tracks, etc.			
Art galleries		P	



Art, antique, furniture or electronics studio (retail, repair or fabrication; excludes auto electronics sales or service)	P
Theater, cinema, dance, or music establishment	
Museums and other special purpose recreational institutions	SUP
Fitness, recreational sports, gym, or athletic club	P
Parks, greens, plazas, squares, and playgrounds	P
Educational, Public Administration, HealthCare and Other Institutional Uses	
Business associations and professional membership organizations	P
Child day care and preschools	P
Schools, libraries, and community halls	P
Universities and Colleges	
Technical, trade, and specialty schools	
Hospitals and nursing establishments	P*
Helipads	P@
Pharmacy (with or without drive through)	P@
Clinic (Medical)	P@
Ambulatory Care	P@
Emergency Care Clinic	P@
Civic uses	P
Social and fraternal organizations	P
Social services and philanthropic organizations	P
Public administration uses (including local, state, and federal government uses, public safety, health and human services)	P
Religious Institutions	P
Funeral homes	
Residential Uses	
Home Occupations	P
Multi-family residential (residential units allowed on all floors)	SUP
Residential Lofts (Upper floor residential units only)	P
Single-family residential attached dwelling unit (Townhomes) (includes dwelling units detached by no more than 3')	P
Single-family residential detached dwelling unit	P‡
Accessory residential unit	
Live-work unit	P



Manufacturing, transportation, communication, and utility Uses	
Cottage Manufacturing uses	
Food and textile product manufacturing	
Wood, paper, and printing products manufacturing	
Machinery, electronics, and transportation equipment manufacturing	
Miscellaneous manufacturing and assembly (included in this category are jewelry, silverware, equipment, electronics, personal metal goods, flatware, dolls, toys, games, musical instruments, office supplies, and signs.)	
Wholesale trade establishment	
Warehouse and storage services	
Transportation services (air, rail, road, truck and freight)	
Publishing (newspaper, books, periodicals, software)	
Motion picture and sound recording	
Telecommunications and broadcasting (radio, TV, cable, wireless communications, including stealth telecommunications towers, telephone, etc.	
Telecommunications Tower (standards in TDS shall apply)	SUP
Information services and data processing	
Other Uses	
Hotels, full and limited service	P
Parking, surface (primary use of property)	
Parking, surface (accessory use of property)	P
Parking, structured	P
Private attached garage (residential)	P
Private detached garage (residential)	
Veterinary clinic	P
Community garden	P
Antennas including cell, accessory, and mounted on top of buildings.	P *

* Is a deviation from the current form based code.

‡ Permitted on courts, mews, eyebrows, or other similar open space improvements only.

@ Added land use that was not specifically identified in form based code.



Development Standards

Regional Center South FB Zoning Districts			
Development Standard	Highway Mixed Use <i>(Standards not included in this application)</i>	Regional Center - Transition	Regional Center – Neighborhood <i>(Standards not included in this application)</i>
1.0 Building and Site Standards			
A. Principal Building Height*		5 stories or 75 ft (maximum) *	
<i>*Building height shall be measured in number of stories. Habitable attics and mezzanines shall be excluded from the height calculation as long as they do not exceed 50% of the floor area of a typical floor in the same building</i>			
B. Setbacks and build-to zones			
Front – Type “A” Frontages		Minimum = 15 ft. @ Maximum = none *	
Front –FM 407 Frontage		Minimum = 20 ft. Maximum = none	
Type “B” Frontages		Minimum = 5 ft. Maximum = none	
Rear Setback (Type A & B Frontages)		Minimum = 20 ft. @ Maximum = none	
Side Setback (Type A & B Frontages)		Minimum = 20 ft. @ Maximum = none	
C. Minimum Building Frontage			
Type “A” Frontages		25% *	
FM 407 Frontages		25% *	
All other frontages		None required	
D. Accessory buildings		Refer to Setbacks and build-to zones listed above	
E. Principal building orientation	Buildings shall be oriented to Type “A” frontages, FM 407 frontages or toward another focal point such as a park, plaza, square, other open space or environmental feature.		
F. Building façade and architectural design standards	Refer to Commercial Building Design section above.		



Regional Center South FB Zoning Districts			
Development Standard	Highway Mixed Use <i>(Standards not included in this application)</i>	Regional Center - Transition	Regional Center – Neighborhood <i>(Standards not included in this application)</i>
2.0 Block and Lot Standards			
A. Block Type		Regular (square or rectangular) should be primarily used in the site design. Irregular blocks may be permitted only if natural topography and/or vegetation prevents a rectilinear grid.	
B. Block Perimeter		Max. block perimeter = 1,600' without a driveway or street entry/intersection	
C. Type “A” Frontage Designation		Refer to Street Blocks and Classifications Exhibit	
D. Lot Area		Flexible	
E. Lot Width and Depth		Flexible	
F. Maximum Lot Coverage		70% @	
G. Maximum Impervious Cover	Flexible for each character zone. Average overall site impervious cover shall not exceed 80%. The development shall meet stormwater drainage requirements in the Town Development Standards unless the applicant proposed Light Impact Stormwater Design (LID) techniques subject to approval by the Town Engineer.		
3.0 Street Design Standards (This standard applies to all new streets, public and private, located in the Regional Center North and South FB Zoning District)			
Street design standards in the FB Districts shall be based upon creating a safe and inviting walking environment through an interconnected network of roads with sidewalks, street trees, street furniture, and amenities. Cul-de-sacs are prohibited unless natural features such as topography or stream corridors prevent a street connection. The right-of-way widths for streets proposed by the applicant and approved in conjunction with the MDP application by the Town Engineer. See Appendix F, Section 14.3.53-7.B.4 of this Section and criteria below for Street Design Standards within the regional Center North and South FB Zoning Districts, subject to the approval of the Town Engineer.			
A. Design Speed	See Appendix F for design speed ranges per street type.		
B. Street types allowed		i. Boulevards: 4-lane divided ii. Avenues: 3-lane divided iii. Residential streets: 2-lane undivided iv. Commercial and Residential Driveways and Alleys	
C. Travel lane widths	Appendix F, ITE’s Designing Walkable Urban Thoroughfares manual or NACTO’s		



Urban Street Design Guide shall guide the development of street design standards and shall be established as part of the MDP with the approval of the Town Engineer.			
Regional Center South FB Zoning Districts			
Development Standard	Highway Mixed Use <i>(Standards not included in this application)</i>	Regional Center - Transition	Regional Center – Neighborhood <i>(Standards not included in this application)</i>
D. Turning radii		None for driveways	
E. On-street Parking (along all internal streets except alleys)			
• Parallel		Permitted	
• Angled (head-in or reverse angled).		Permitted	
• Head in perpendicular		Permitted [@]	
F. Parking lane width			
• Parallel		8 feet	
• Angled		9 feet X 18 minimum	
G. Alleys		Permitted	
4.0 Streetscape Standards			
A. Sidewalks/ Trails/Walkways		6 feet (minimum) for along FM 407 frontage 5 feet (minimum) for all other perimeter frontages	
B. Planter/Planting Strip Type		Refer to landscape buffer widths listed above	
C. Planter/Planting Strip width		Refer to landscape buffer widths listed above	
D. Street Trees		Refer to landscape buffer widths listed above	
5.0 Open/Civic Space Standards			
A. Open/Civic Space		None required, Squares and plazas are appropriate. Any land dedicated in the site plan will count towards the overall master development requirement.	
*Overall open/civic space allocations in the FB Zoning district shall be a minimum of 20% of the gross area of the entire site included in the MDP and shall be distributed appropriately between the character zones. The location and design of appropriate open spaces shall be based on subsection 14.3.53-7.B.5 of this Section.			

* Is a deviation from the current form based code.

@ Indicated standard added where no standard was in Town Form Based Code, (was shown as Flexible)



TERRAMANNA

Regional Center North and South FB Zoning Districts DEVELOPMENT STANDARDS TABLE			
Development Standard	Highway Mixed Use <i>(Standards not included in this application)</i>	Regional Center - Transition	Regional Center – Neighborhood <i>(Standards not included in this application)</i>
6.0 Parking & Screening Standards			
A. Off-street parking	Based on the land uses developed on site, the parking requirements will default to the Argyle Zoning Ordinance at the time of this zoning application is approved. Sections 14.3.53-7.B.9 and 14.3.53-7.B.11 shall regulate the location and design of all proposed off-street parking including any structured parking proposed.		
Parking standards in the FB Zoning District are intended to be flexible due to the mixed-use nature, shared parking opportunities, and availability of on-street parking.			
B. Off-street loading		Section 14.3.66-4 of the Town Development Standards applies	
C. Screening			
1. Trash/recycling receptacles		Required for nonresidential uses Flexible for residential uses (along alleys if alleys are provided)	
2. Other utility equipment	See subsections 14.3.53-7.B.8 and 14.3.53-7.B.9		
3. Loading spaces	Screening required for nonresidential uses. Section 14.3.67 of the Town Development Standards applies only to nonresidential uses		
4. Surface parking areas	Required/Flexible (Standards in subsection 14.3.53-7.B.9 shall apply to any surface parking located along any public street with the exception of alleys.)		
7.0 Landscape and Streetscape			
A. Landscaping#			
1. Landscape buffer between surface parking and sidewalks/trails and streets (except alleys)		Refer to landscape buffer widths listed above	
2. Parking lot minimum interior landscaping		At least 10% of the total parking stall area must be provided in or adjacent to the landscape area. The landscape area must be fully landscaped with trees, shrubs, and/or groundcovers and must be fully irrigated.	

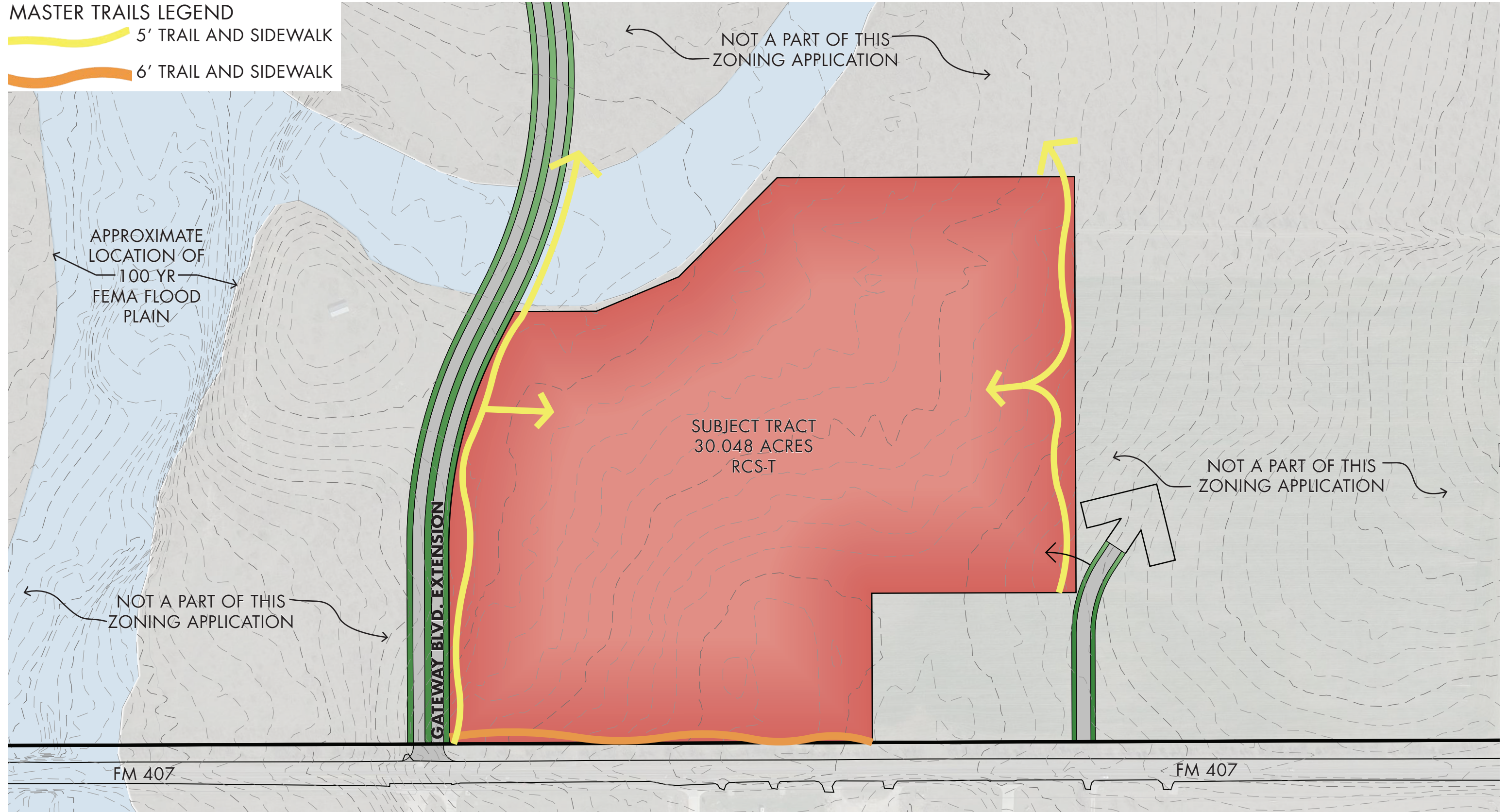


Regional Center North and South FB Zoning Districts DEVELOPMENT STANDARDS TABLE			
Development Standard	Highway Mixed Use <i>(Standards not included in this application)</i>	Regional Center - Transition	Regional Center – Neighborhood <i>(Standards not included in this application)</i>
B. Lighting			
1. Street Lighting		Per city street standards for all perimeter public streets	
2. Building entrances		Encouraged, must be architecturally compatible with adjacent buildings.	
3. Parking areas, trails, and streets			
8.0 Signs			
Flexible (Flexible signage in the Regional Center FB Zoning District may be proposed by the applicant and approved by the Planning and Zoning Commission as part of the MDP application or as a separate Master Sign Plan. Signage in the Regional Center FB Zoning District shall integrate the streetscape and architectural design of the district through a palette of signs that enhance the pedestrian environment and create a unique identity. If no standards are proposed by the applicant, standards in Article IV, Section 14.4.1 of the Town Development Standards shall apply.)			

@ Is a deviation from the current form based code.

MASTER TRAILS LEGEND

- 5' TRAIL AND SIDEWALK
- 6' TRAIL AND SIDEWALK



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 830 Central Parkway East, Suite 300
 Plano, Texas 75074
 972.201.3100 Texas Registration No. F-11962

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**MASTER TRAILS AND OPEN SPACE
 ZONING APPLICATION**
 HEATH TRACT
 ARGYLE, TEXAS

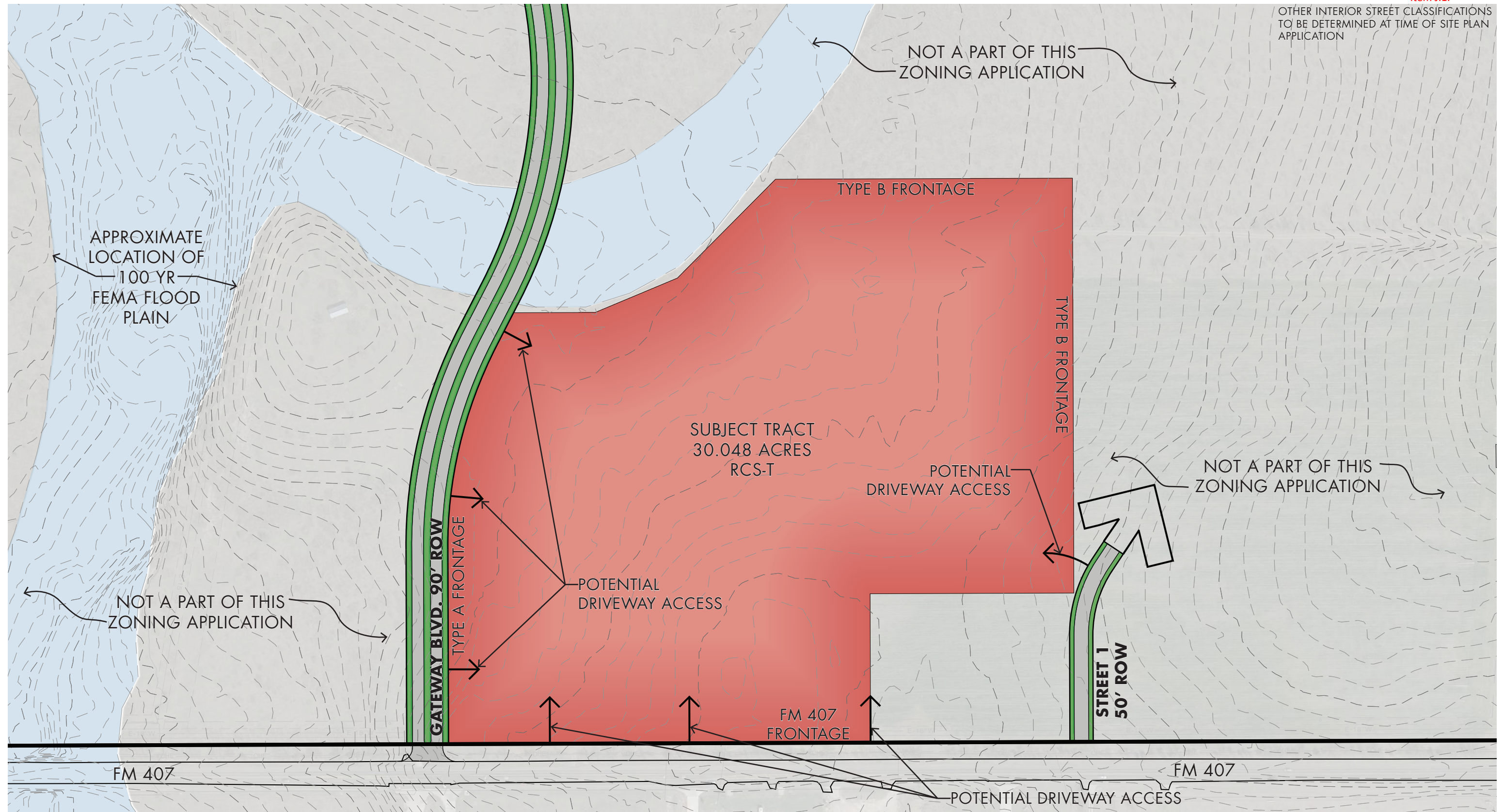
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OTHER INTERIOR STREET CLASSIFICATIONS TO BE DETERMINED AT TIME OF SITE PLAN APPLICATION



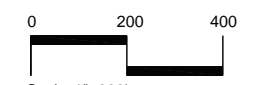
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 972.201.3100 Texas Registration No. F-11962

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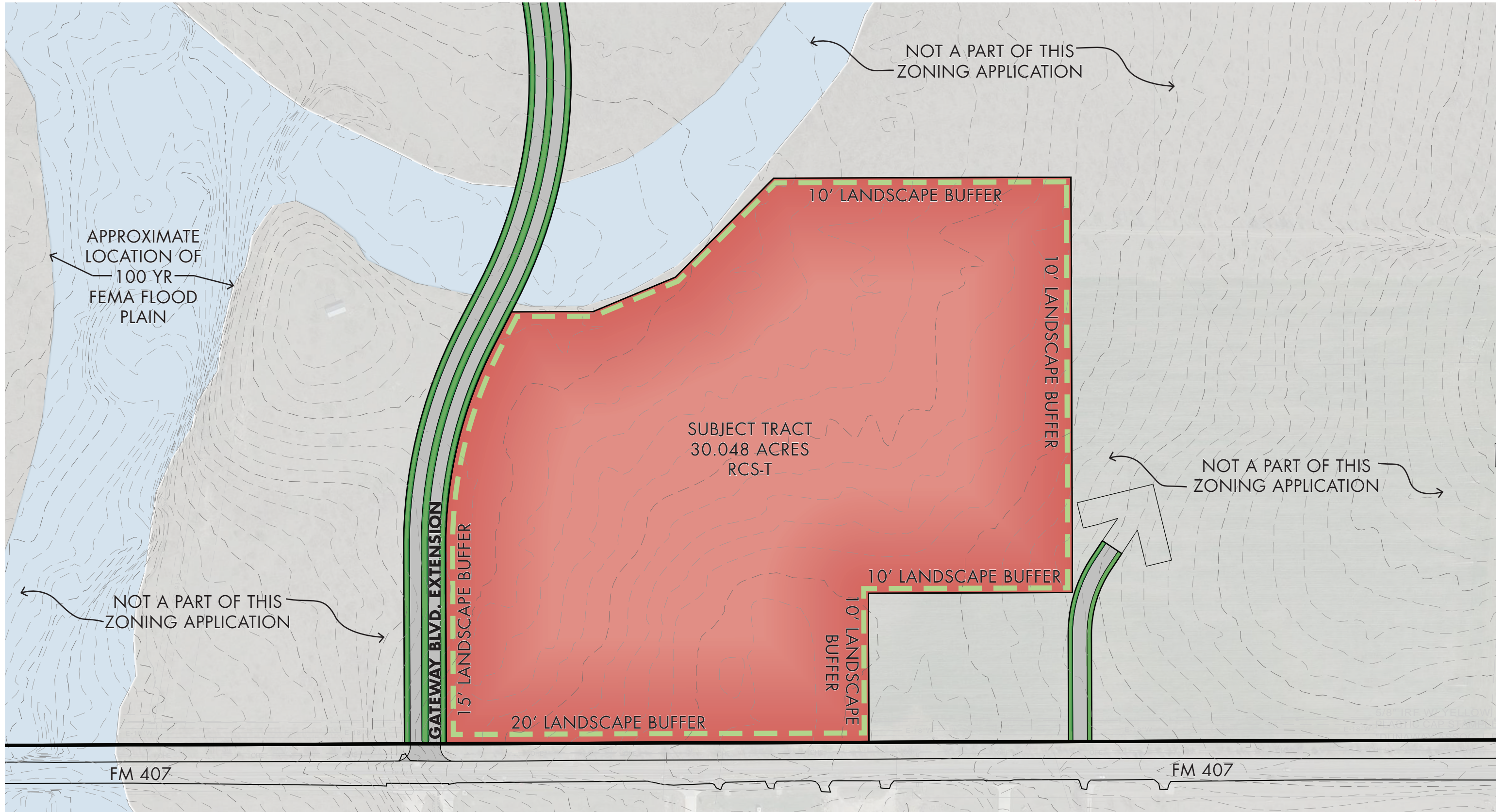
STREET BLOCKS AND CLASSIFICATIONS
ZONING APPLICATION
 HEATH TRACT
 ARGYLE, TEXAS

September 24, 2019 Agenda Packet 89 of 265



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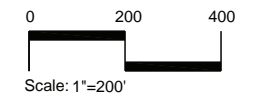




**LANDSCAPE BUFFERS AND SCREENING
 ZONING APPLICATION**

HEATH TRACT
 ARGYLE, TEXAS

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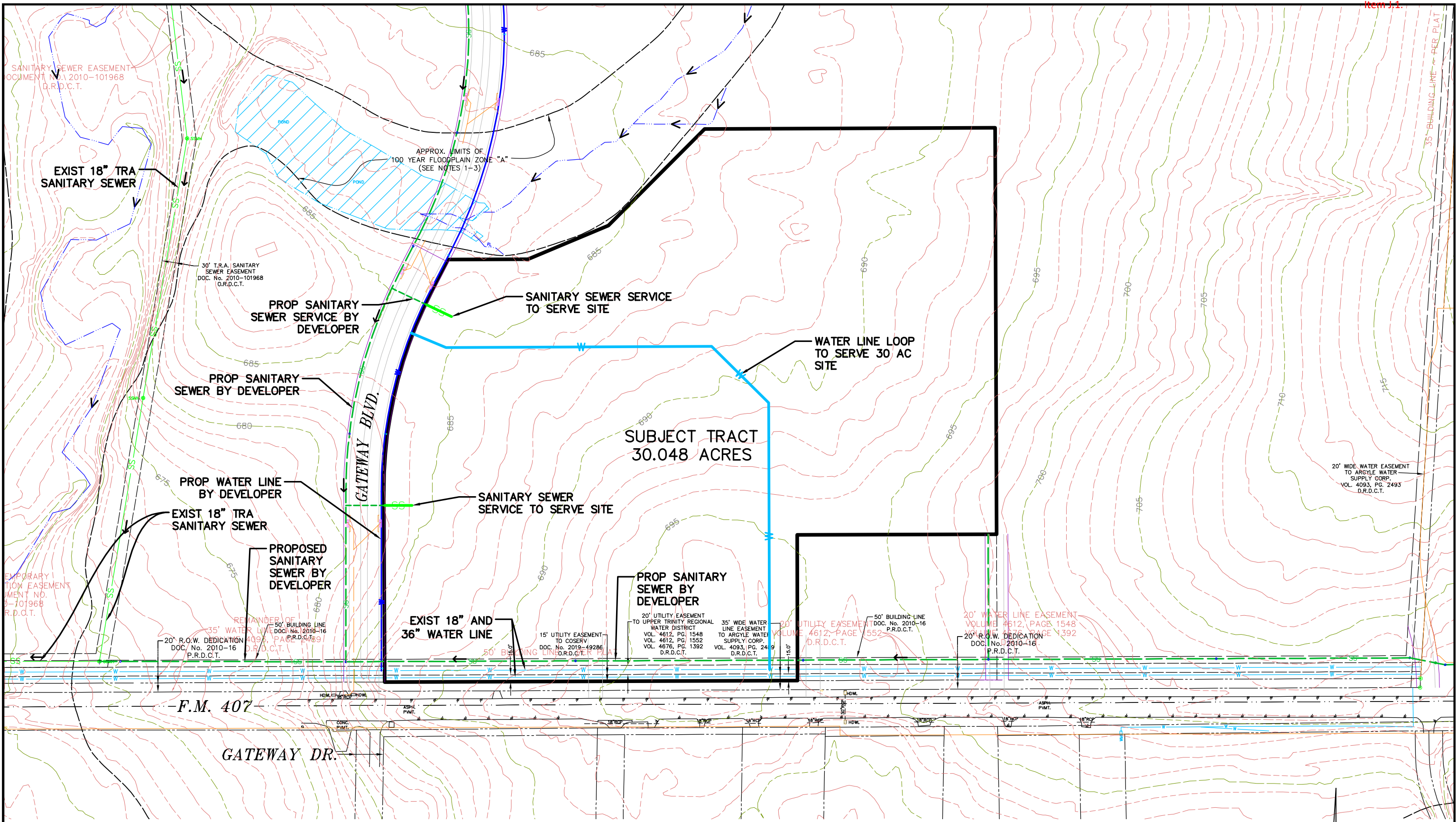
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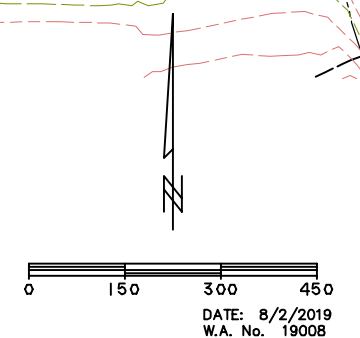
Item J.1.



PREPARED BY:
WIA WIER & ASSOCIATES, INC.
 ENGINEERS SURVEYORS LAND PLANNERS
 2201 E. LAMAR BLVD., SUITE 200E ARLINGTON, TEXAS 76010 METRO 18171467-7700
 Texas Firm Registration No. F-2776 www.WierAssociates.com
 Texas Board of Professional Land Surveying Registration No. 10053900

WATER AND SEWER EXHIBIT
ZONING APPLICATION
 HEATH TRACT
 ARGYLE, TEXAS
 September 24, 2019 Agenda Packet 91 of 265

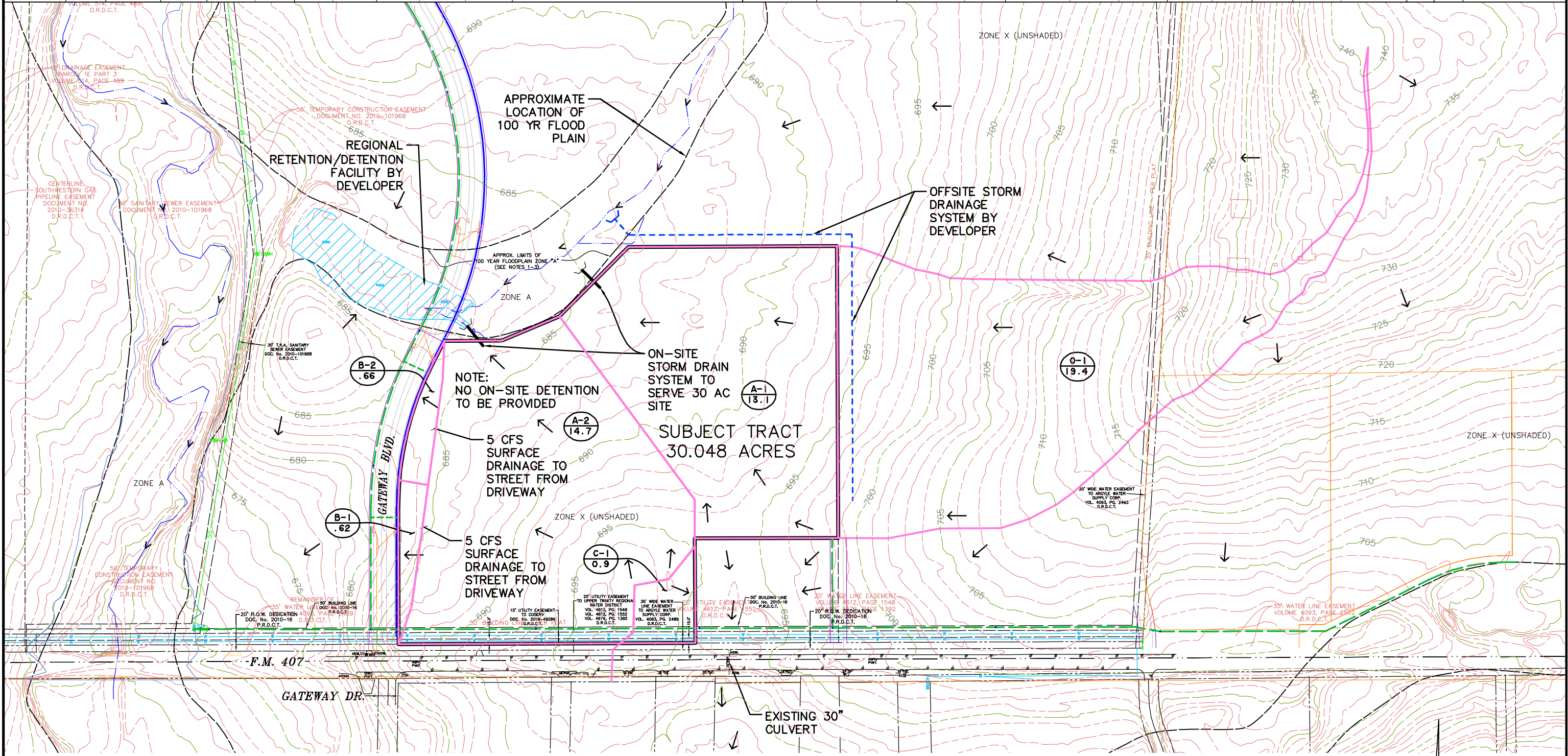
LEGEND	
	WATER LINE
	SANITARY SEWER



PRE-DEVELOPMENT DRAINAGE AREA CALCULATIONS

POST-DEVELOPMENT DRAINAGE AREA CALCULATIONS

DRAINAGE AREA DESIGNATION	TOTAL AREA	C	C x A	t _c (min.)	PRE-DEVELOPMENT			POST-DEVELOPMENT			REMARKS
					10 YEAR STORM	25 YEAR STORM	100 YEAR STORM	10 YEAR STORM	25 YEAR STORM	100 YEAR STORM	
A-1	13.1	0.30	3.93	10	6.5	7.55	9.24	25.5	29.7	36.3	
A-2	14.7	0.30	4.41	10	6.5	7.55	9.24	28.7	33.3	40.7	
B-1	0.62	0.30	0.19	10	6.5	7.55	9.24	1.2	1.4	1.7	
B-2	0.66	0.30	0.20	10	6.5	7.55	9.24	1.3	1.5	1.8	
C-1	0.90	0.30	0.27	10	6.5	7.55	9.24	1.8	2.0	2.5	
O-1	19.4	0.30	5.82	10	6.5	7.55	9.24	37.8	43.9	53.8	



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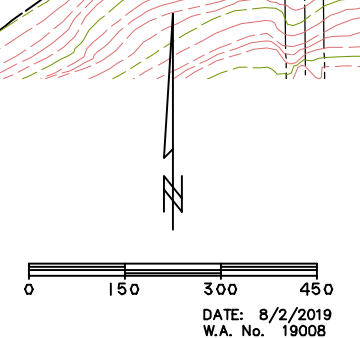
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WIA WIER & ASSOCIATES, INC.
 ENGINEERS SURVEYORS LAND PLANNERS
 2201 E. LAMAR BLVD., SUITE 200E ARLINGTON, TEXAS 76010 METRO (817) 467-7700
 Texas Firm Registration No. F-2776 www.WierAssociates.com
 Texas Board of Professional Land Surveying Registration No. 10053900

**DRAINAGE EXHIBIT
 ZONING APPLICATION**

HEATH TRACT
 ARGYLE, TEXAS
 September 24, 2019 Agenda Packet 92 of 265

LEGEND

- WATERSHED BOUNDARIES
- - - OFFSITE DRAINAGE



DATE: 8/2/2019
 W.A. No. 19008



05 August 2019

Mr. Cody Johnson
 Cody Johnson Studio, LLC
 9720 Coit Road, Suite 220-333
 Plano, Texas 75025

Re: Heath Tract Hospital Site Tree Survey - Two tracts totaling 43.7 acres located north of Farm-to-Market Road (FM) 407 and Birch Court in the Town of Argyle, Denton County, Texas

Dear Mr. Johnson,

Integrated Environmental Solutions, LLC (IES) conducted a tree survey in accordance with the Town of Argyle Tree Preservation and Mitigation ordinance (Section 14.5.50), published in 2017. According to the ordinance, a protected tree is a tree 6 inches in diameter or greater, measured 4.5 feet above natural grade, and is identified as a tree species listed in Appendix A of Section 14.5.50. For multi-trunk trees, the tree is considered a protected tree if at least one trunk is 6 inches or greater in diameter. **Table 1** contains a list of the tree species identified as “protected” by the ordinance.

Table 1. Protected Tree Species

Large Trees		Small Trees	
Pecan	Texas Ash	Bradford Pear	Japanese Black Pine
Chinquapin Oak	White Ash	Aristocrat Pear	Rusty ‘Blackhaw’ Viburnum
Chinese Pistache	Bald Cypress	Crape Myrtle	Shining Sumac
Live Oak	Laurel Oak	Vasey Oak	Possumhaw Holly
Red Oak	Post Oak	Mexican Plum	Southern Wax Myrtle
Shumard Oak	Sycamore	Yaupon Holly	Redbud
Lacey Oak	Bur Oak	Golden Raintree	
Cedar Elm	Texas Persimmon		
Western Soapberry			

The survey area was comprised of two sites: Site 1 – 30.0 acres associated with a proposal hospital site and Site 2 – 13.7 acres associated with a sanitary sewer line and road extension. Both sites are located between Sam David Road and Farm-to-Market Road (FM) 407, east of Interstate Highway (IH) 35W in the Village of Argyle, Denton County, Texas (**Attachment A, Figure 1**). The survey limits were developed from a graphic provided by your office depicting the boundary of the development. IES investigated the entire limits of the survey area on 26 July 2019 for any and all trees identified as a *Protected Tree* as identified by the ordinance. The trees were measured, recorded, and tagged with aluminum tags with a number that corresponds with the attached maps and data tables.

During the survey, no *protected* trees were observed within the survey area. Most of the survey area was comprised of agricultural active areas, dominated by honey mesquite (*Prosopis glandulosa*) with a large cultivated field used for soybean production. Representative photos were taken with their locations recorded (**Attachment B**).

IES appreciates the opportunity to work with you and Cody Johnson Studio, LLC. on this project. In the event there are any question or if we can provide any further assistance, please contact me at skipp@intenvsol.com or 972-562-7672.

Sincerely,

Integrated Environmental Solutions, LLC.



Mr. Shae Kipp
ISA Certified Arborist #TX-4518A

Attachments

File ref: 04.248.019



ATTACHMENT A

Figures

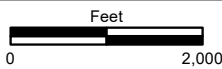


**Figure 1.
General Location Map**

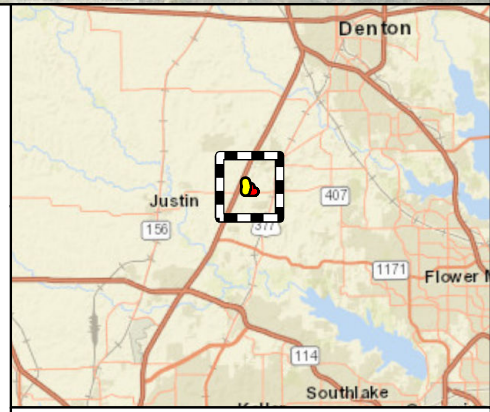
Heath Tract Hospital Site
Village of Argyle
Denton County, Texas

-  Site 1 Survey Area
-  Site 2 Survey Area

1 in = 2,000 feet



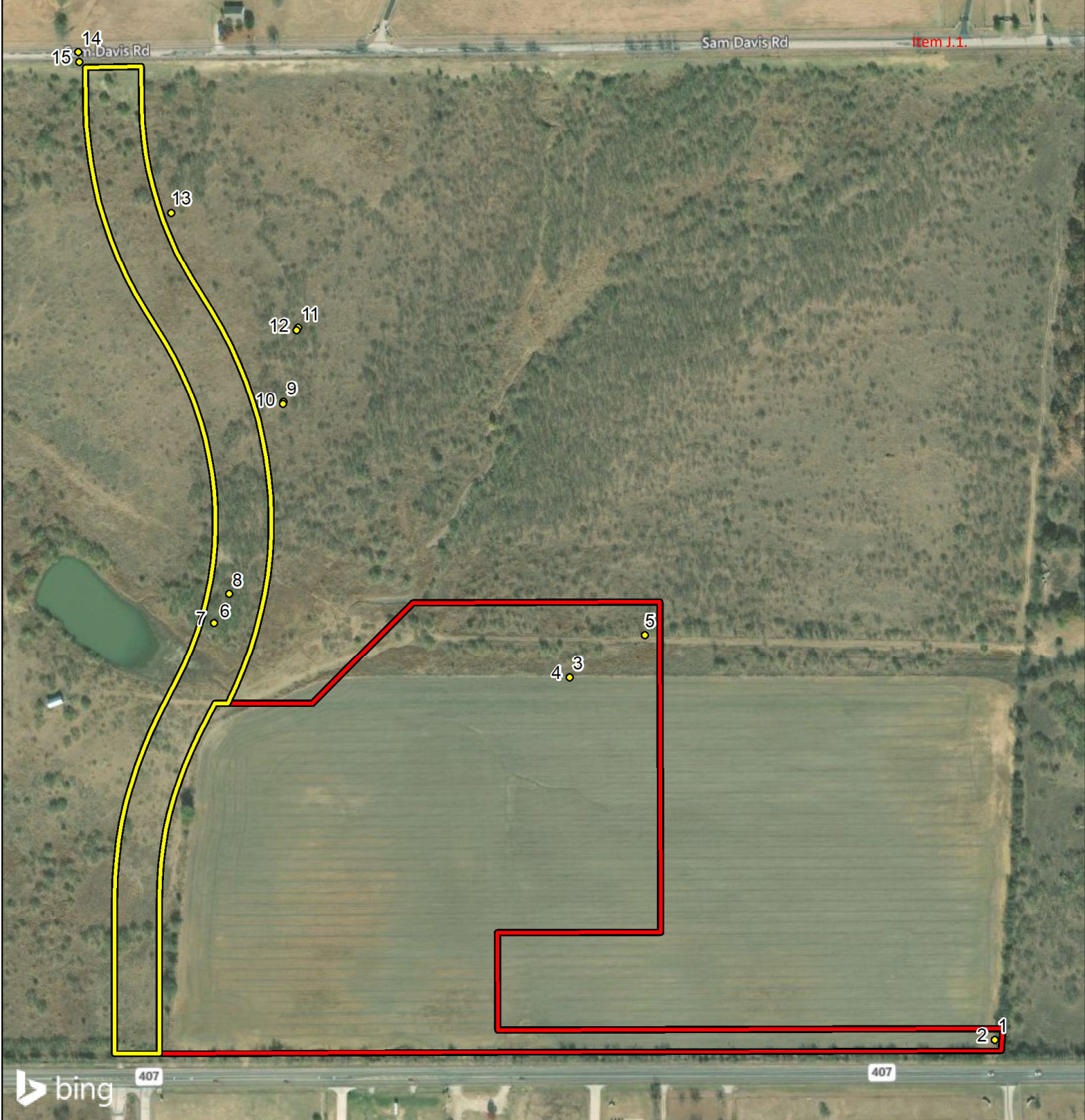
File Ref. 04.248.019
Date: 7/31/2019



Area of Detail Scale: 1 inch equals XX miles

ATTACHMENT B

Site Photographs



Photograph Location Map

Heath Tract Hospital Site
 Village of Argyle
 Denton County, Texas

Legend

- Photograph Locations
- Site 1 Survey Area
- Site 2 Survey Area

1 in = 350 feet



File Ref. 04.248.019
 Date: 7/31/2019



Photograph 1



Item J.1.

Photograph 2



Photograph 3



Photograph 4



Photograph 5



Photograph 6



Photograph 7



Photograph 8



Photograph 9



Photograph 10



Photograph 11



Photograph 12



Photograph 13



Photograph 14



Photograph 15

Argyle Hospital

TRAFFIC IMPACT ANALYSIS

Prepared By:

Kimley»»Horn

Texas Firm Registration Number F-928

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Fort Worth, TX 76102

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Contact: Pete Kelly, P.E

Job Number: 064499701

JULY 2019



Pete Kelly
7-31-2019

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EXECUTIVE SUMMARY

This report documents the traffic impact analysis performed for the proposed Argyle Hospital development, located north of FM 407 and east of IH-35W, in the Town of Argyle, Texas. The entire project is anticipated to be built-out by Year 2021.

Based on information provided by the developer, the development is anticipated to include:

- A Hospital facility containing approximately 230 beds; and
- Approximately 120,000 square feet devoted to Medical Office facilities.

The Argyle Hospital development currently has a total of four project access locations proposed, all of which are anticipated to be provided along FM 407 on the south side of the development.

The background traffic analysis will also consider two additional developments that are anticipated to occur south of FM 407. Both developments will be referenced in this study and are listed below:

- Pecan Square Phase 1 is a known development anticipated to be built out by 2021, to be located south of FM 407 and west of IH-35W. A Traffic Impact Analysis (TIA) was conducted for Pecan Square Phase 1 and submitted to the Town of Northlake in October 2018.
- Avalon at Argyle is a known development anticipated to be located directly south of FM 407 and the Argyle Hospital site. Information for this proposed development was obtained from the Town of Argyle.

FM 407 is currently anticipated to undergo a widening into a four-lane divided configuration in the near future. West of IH-35W, FM 407 is projected to be widened within the next five (5) years. The timeframe of the FM 407 widening east of IH-35W is currently unknown.

Traffic was evaluated for four scenarios in which the Weekday AM and PM peak hour level of service analyses were performed. A summary of these scenarios can be found in **Table A**. Traffic was analyzed for Existing (2019), Buildout (2021) Background, Buildout (2021), and Horizon (2026) scenarios.

Table A. Analysis Scenario Summary Table

Scenario	Roadway Conditions	Development Assumptions	Traffic Volumes
Existing (2019) Conditions	Existing	Existing	Existing
Buildout (2021) Background Conditions	Existing	Existing	Existing + 2 years of growth at 4% per year + Pecan Square Full Development Site Traffic + Avalon at Argyle Full Development Site Traffic
Buildout (2021) Conditions	Existing + 4 Argyle Hospital development access driveways	Existing + Argyle Hospital Full Development	Existing + 2 years of growth at 4% per year + Pecan Square Full Development Site Traffic + Avalon at Argyle Full Development Site Traffic + Argyle Hospital Full Development Site Traffic
Horizon (2026) Conditions	Existing + 4 Argyle Hospital development access driveways	Existing + Argyle Hospital Full Development	Existing + 7 years of growth at 4% per year + Pecan Square Full Development Site Traffic + Avalon at Argyle Full Development Site Traffic + Argyle Hospital Full Development Site Traffic

RECOMMENDATIONS

Based upon the findings of the TIA carried out for the area, the following recommendations have been made. **Exhibit A and Table B** provide a summary of the recommended improvements.

Intersection Capacity Analysis

Based on the Existing (2019) intersection capacity analyses for the Weekday AM and PM peak hours, all study area intersections are currently operating at overall acceptable levels of service.

Under Buildout (2021) Background, Buildout (2021), and Horizon (2026) conditions, all study area intersections are anticipated to operate at an acceptable LOS with the exceptions of the signalized intersection of IH-35W NBFR & FM 407, which is anticipated to operate at LOS F during the PM peak hour, and the proposed Argyle Hospital development driveways at Gateway Boulevard and the Shared Access Drive, which are both anticipated to operate below the target LOS in the Horizon (2026) year.

Recommendation: FM 407 is anticipated to undergo a widening into a four-lane divided configuration. The timeframe for this widening east of IH-35W is not yet known. However, a mitigated analysis was performed using Horizon (2026) volumes to determine the impact of the proposed widening for comparison purposes. Based on the analysis results, it is anticipated that the recommended changes will improve intersection operations to an acceptable level of service. It is recommended that volumes within the area be monitored to determine the appropriate timeframe for widening.

Thoroughfare Capacity Analysis

Based upon the results of the Existing (2018) and Buildout (2021) Background thoroughfare capacity analysis, all thoroughfares are anticipated to function at acceptable to tolerable operating conditions.

Based on the Buildout (2021) thoroughfare capacity analysis, most thoroughfares are anticipated to operate at acceptable to tolerable operating conditions. The only exception is a westbound segment of

FM 407, which is anticipated to operate over capacity in the PM peak hour. It is anticipated that the proposed widening of FM 407 by TxDOT to a four-lane divided facility will improve overall operations. There is not currently a timeframe for this widening east of IH-35W; however, it was incorporated into the Horizon (2026) thoroughfare capacity analysis procedures for comparison.

Based upon the results of the Horizon (2026) thoroughfare capacity analysis, all thoroughfares are anticipated to operate at acceptable operating conditions when incorporating the proposed widening of FM 407.

Auxiliary Lane Analysis

Both left and right-turn deceleration lane needs were evaluated at all site access locations based on Buildout (2021) volumes.

Right-Turn Deceleration Lanes

TxDOT's *Access Management Manual* sets forth criteria for auxiliary lanes. Considering the criteria set by TxDOT, there are no right-turn volumes along the access driveway that are projected to meet the respective thresholds. Therefore, no right-turn deceleration lanes are recommended throughout the development at Buildout (2021).

Left-Turn Deceleration Lanes

The criteria for left-turn deceleration lanes under the guidelines of the American Association of State Highway Officials (AASHTO) are based on the advancing and opposing volume, as well as the left turn percentage. Based on the anticipated values, left-turn deceleration lanes are warranted at the proposed FM 407 intersections with Gateway Boulevard and the Shared Access Drive. It is recommended that these deceleration lanes be implemented in conjunction with the proposed widening of FM 407 by TxDOT. It is recommended that these lanes be designed to the 45 mph speed limit criteria as operating speeds are anticipated to decrease as the area develops.

Sight Distance and Access Spacing

Sight Distance

Based on the conceptual site plan and proposed site access locations, all proposed driveways are anticipated to have adequate sight distance. It is recommended that all driveways be designed to provide adequate sight distance (i.e. clear sight with no obstructing objects, signs, landscaping, etc.).

Access Spacing

FM 407 is a TxDOT owned facility, and as such, criteria from the TxDOT *Access Management Manual* was used for analysis. For a roadway facility of this type, the Town's access spacing criteria at the posted speed limit of 55 mph is 425 feet. Based on this criterion, it is recommended that:

- A 40 -foot variance be granted along FM 407, between Gateway Boulevard & Drive 1; and
- A 68 -foot variance be granted along FM 407, between Drive 2 & the Shared Access Drive.

All remaining driveways are anticipated to meet TxDOT access spacing requirements.

All the recommendations from previous sections are summarized below in **Table B**.

Table B. Recommended Mitigations

Phase	Year	Recommendation	Trigger Point	Responsible Party
Horizon	2026	Monitor traffic volumes along FM 407 for the potential need to widen to a four-lane divided configuration	When V/C ratio along FM 407 ≥ 1.00	TxDOT/Town
		Construct an EBL deceleration lane at FM 407 & Gateway Drive at the time that FM 407 is widened	Widening of FM 407	Developer
		Construct an EBL deceleration lane at FM 407 & Shared Access Drive at the time that FM 407 is widened		



INTRODUCTION

PURPOSE

Kimley-Horn and Associates, Inc. was retained by HTM Argyle Land, LLC to perform a traffic impact analysis (TIA) for the proposed Argyle Hospital development, located north of FM 407 and east of IH-35W, in the Town of Argyle, Texas.

The purpose of this study is to address the traffic impacts of the Argyle Hospital development on surrounding streets and intersections. This TIA was prepared based on criteria set forth by the Town of Argyle and the TxDOT Department of Transportation (TxDOT). The specific objectives of this study are to determine existing and future levels of service at the various study intersections and recommend any capacity or operational related improvements, if necessary.

METHODOLOGY

The traffic evaluation was comprised of four scenarios for which the AM and PM peak hour level of service analyses were performed. All intersection analysis was completed using *Synchro 10TM* software. Based on TxDOT requirements, the horizon analysis year is required to occur five (5) years after the buildout year. With this consideration, this study assumes Year 2026 as the horizon analysis year. All scenarios are presented below in **Table 1**.

Table 1. Analysis Scenario Summary

Scenario	Roadway Conditions	Development Assumptions	Traffic Volumes
Existing (2019) Conditions	Existing	Existing	Existing
Buildout (2021) Background Conditions	Existing	Existing	Existing + 2 years of growth at 4% per year + Pecan Square Full Development Site Traffic + Avalon at Argyle Full Development Site Traffic
Buildout (2021) Conditions	Existing + 4 Argyle Hospital development access driveways	Existing + Argyle Hospital Full Development	Existing + 2 years of growth at 4% per year + Pecan Square Full Development Site Traffic + Avalon at Argyle Full Development Site Traffic + Argyle Hospital Full Development Site Traffic
Horizon (2026) Conditions	Existing + 4 Argyle Hospital development access driveways	Existing + Argyle Hospital Full Development	Existing + 7 years of growth at 4% per year + Pecan Square Full Development Site Traffic + Avalon at Argyle Full Development Site Traffic + Argyle Hospital Full Development Site Traffic

The following existing signalized intersections were evaluated as part of this study:

- FM 407 & IH-35W Northbound Frontage Road (NBFR)
- FM 407 & IH-35W Southbound Frontage Road (SBFR)
- FM 407 & Gateway Drive

EXISTING AND PROPOSED LAND USE

SITE LOCATION / STUDY AREA

The Argyle Hospital development is located north of FM 407 and east of IH-35W, in the Town of Argyle, Texas. The site is currently vacant and does not generate traffic. A vicinity map is presented in **Exhibit 1**.

PROPOSED DEVELOPMENT

The Argyle Hospital development is currently anticipated to be built-out by Year 2021. Based on information provided by the developer, the development is anticipated to include:

- A Hospital facility containing approximately 230 beds; and
- Approximately 120,000 square feet devoted to Medical Office facilities.

The Argyle Hospital development has a total of four project access locations proposed, all of which are anticipated to be provided along FM 407 on the south side of the development. FM 407 is currently anticipated to undergo a widening into a four-lane divided configuration in the near future. West of IH-35W, FM 407 is projected to be widened within the next five (5) years. The timeframe of the FM 407 widening east of IH-35W is currently unknown. Assuming that the eastern widening will occur before the Argyle Hospital development Horizon (2026) year, however, two of the four development driveways are proposed to be full-access facilities constructed at assumed median break locations along FM 407. The remaining two driveways are proposed as right-in/right-out (RI/RO) facilities.

The current site plan for the Buildout condition is provided in the **Appendix**.



EXISTING TRANSPORTATION SYSTEM

THOROUGHFARE SYSTEM

Exhibit 2 displays the existing thoroughfares, lane assignments, and traffic controls within the study area. The following is a general description of the major thoroughfares within the study area as they exist today.

FM 407 is currently a two-lane Major Arterial oriented in an east-west direction and serves existing residential properties located to the north. FM 407 is the main connector for vehicles approaching and departing from IH-35W and is the primary focus of this study. This roadway is anticipated to undergo a widening into a four-lane divided configuration in the near future. West of IH-35W, FM 407 is projected to be widened within the next five (5) years. The timeframe of the FM 407 widening east of IH-35W is currently unknown. The speed limit along FM 407 is 55 mph.

IH-35W is currently a four-lane divided interstate facility oriented in a north-south direction. It is projected that a large percentage of traffic entering the Argyle Hospital development will come from this roadway. The speed limit along IH-35W is 65 mph.

Gateway Boulevard is currently a two-lane undivided facility oriented in a north-south direction that is located south of the site. Gateway Boulevard is anticipated to be extended north of its current terminus at its intersection with FM 407 and extend into the Argyle Hospital property. The facility is also anticipated to be built as a four-lane Minor Arterial along the Hospital site boundary. The assumed speed limit for Gateway Boulevard is 30 mph.

EXISTING TRAFFIC VOLUMES

Exhibit 2 presents the Existing AM and PM peak hour traffic volumes. Counts were collected on Wednesday, December 6, 2017 at the following intersections:

- IH-35W NBFR & FM 407
- IH-35W SBFR & FM 407

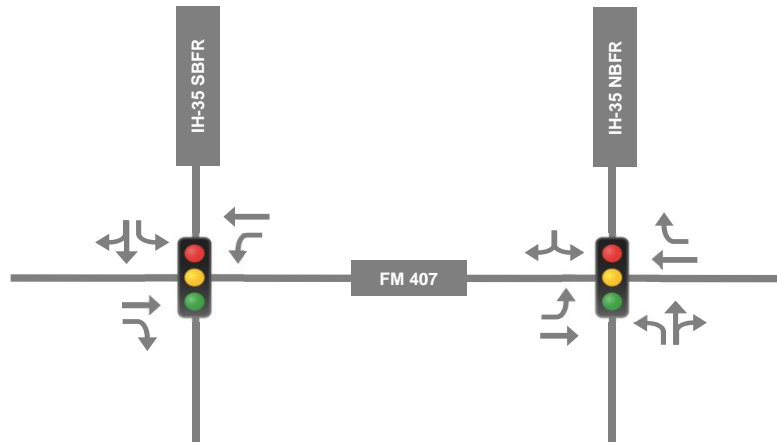
For analysis purposes, the collected traffic count data was grown at a rate of 4% for one (1) year to conservatively assume an estimate of traffic volumes for Year 2019. These volumes were assumed as Existing (2019) volumes throughout the study and are presented in **Exhibit 2**. The derivation of the 4% growth rate can be found further into the report (see *Development of Buildout (2021) Background Traffic*).

Traffic counts were not collected at the existing intersection of FM 407 & Gateway Drive. Gateway Drive currently exists as a private driveway that does not generate a significant amount of traffic. It is anticipated that the existing volumes at this intersection would have a nominal impact on the overall analysis.

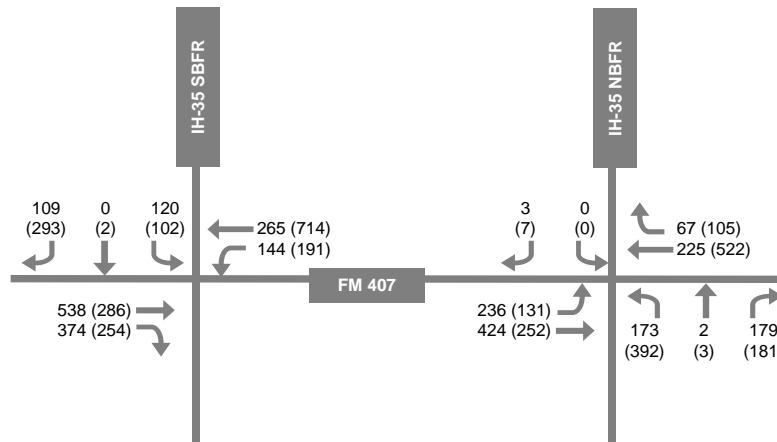
Raw traffic counts are provided in the **Appendix**.



LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
	Traffic Signal



A. Existing Lane Configuration and Traffic Control



B. Existing Traffic Volumes

PROJECT TRAFFIC CHARACTERISTICS

SITE GENERATED TRAFFIC

Site-generated traffic estimates are determined through a process known as trip generation. Rates are applied to the proposed land uses to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the current edition of the *Trip Generation Manual* published by the *Institute of Transportation Engineers* (ITE). ITE has established trip rates in nationwide studies of similar land uses. Applying these trip generation rates to the proposed site development results in daily, AM peak hour, and PM peak hour trips for the development. Each trip shown is a “one-way trip” which is defined as the entry or exit of a vehicle from the site. Therefore, each vehicle visiting the site is counted as two one-way trips, one inbound and one outbound.

Table 2 provides the rates included in the ITE *Trip Generation Manual* in addition to the entering and exiting distribution splits for all proposed land uses.

Table 2. Trip Generation Rates

Land Use Description	Variable	Daily		AM Peak Hour		PM Peak Hour	
		Rate	Split	Rate	Split	Rate	Split
Hospital ITE #610	Beds	22.32 * (X)	50% In 50% Out	1.84 * (X)	72% In 28% Out	1.89 * (X)	28% In 72% Out
Medical Office ITE #720	1,000 SF	34.8 * (X)	50% In 50% Out	2.78 * (X)	78% In 22% Out	3.46 * (X)	28% In 72% Out
Number of trips generated = Trip Rate (Development Unit); X = Dwelling Units							

Table 3 summarizes the total number of trips that are projected to be generated by the proposed development during the AM and PM peak periods. The number of trips generated represents the number of vehicles entering and exiting the proposed development to and from the adjacent street system.

Table 3. Trip Generation Calculation

Land Use Description	ITE Code	Intensity / Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Hospital	610	230 Beds	5,134	305	118	423	122	313	435
Medical Office	720	120,000 Square Feet	4,176	261	73	334	116	299	415

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution and assignment of the site-generated traffic to the study area roadway network was performed for the Argyle Hospital development based on examination of the existing traffic volumes, the existing roadway network, site access driveway locations, anticipated developments, and anticipated local traffic patterns.

For the purposes of a conservative analysis, traffic anticipated to enter at Drive 2 was consolidated to Drive 1. Therefore, no traffic is shown entering Drive 2.

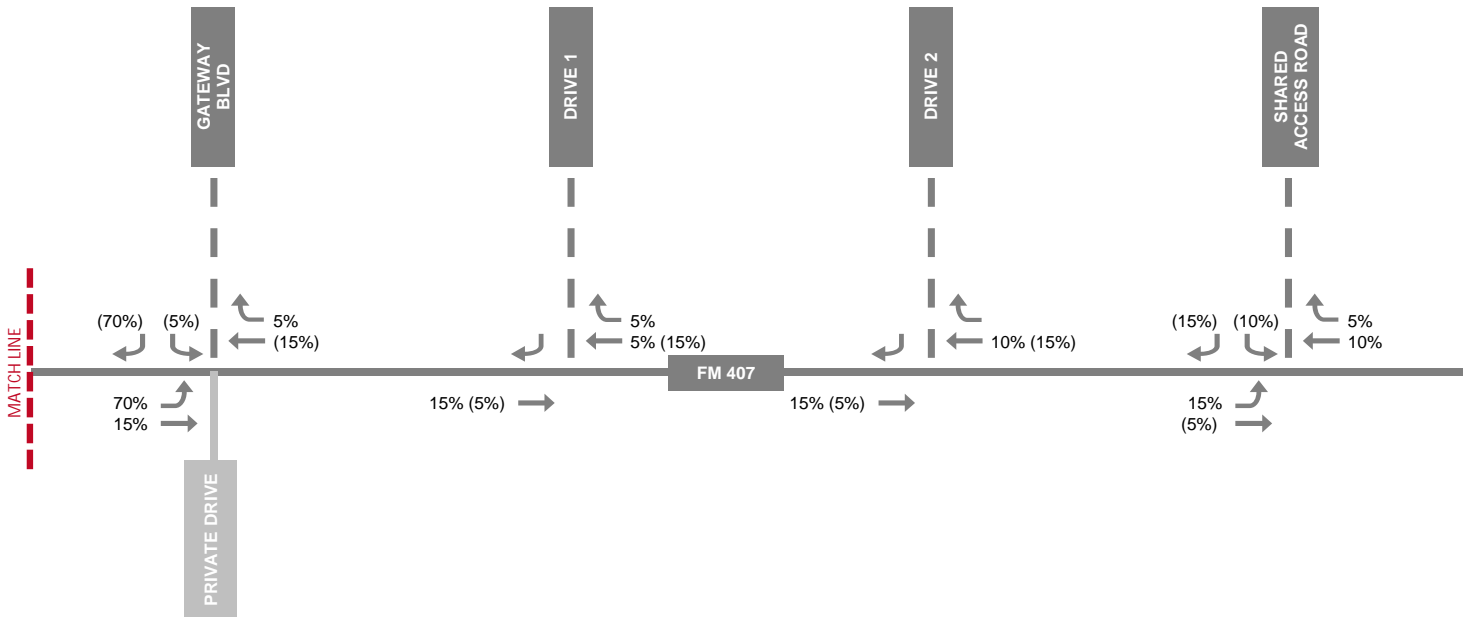
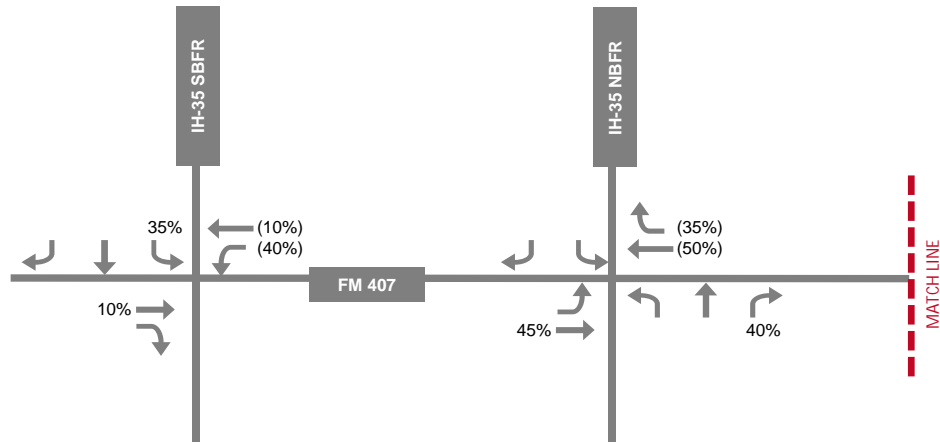
Exhibit 3 presents the inbound and outbound directional distribution percentages for Buildout site traffic during the AM and PM peak hours for the Argyle Hospital development. The following outlines the global distribution utilized:

- 35% via IH-35 SBFR, northwest of the site
- 40% via IH-35 NBFR, southwest of the site
- 10% via FM 407, west of the site
- 15% via FM 407, east of the site

Trip assignment resulting from applying the trip distribution to the anticipated trip generation for the AM and PM peak hours are presented in **Exhibit 4**.

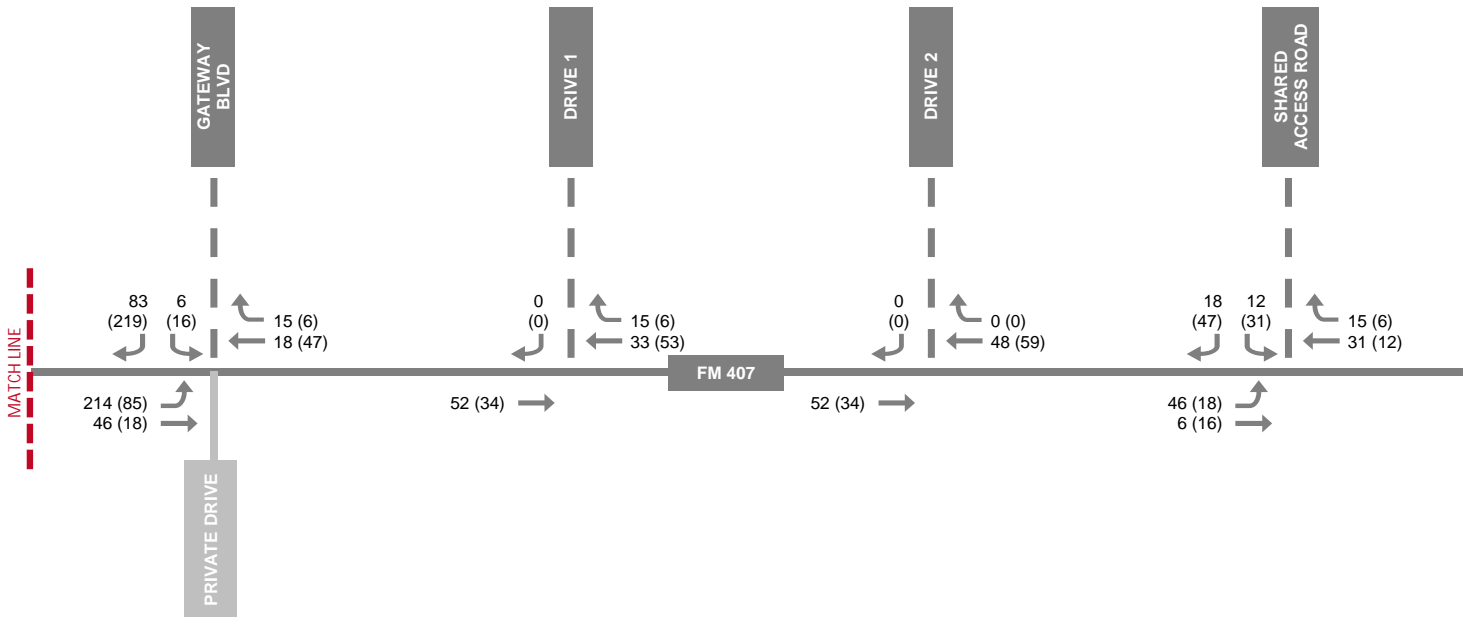
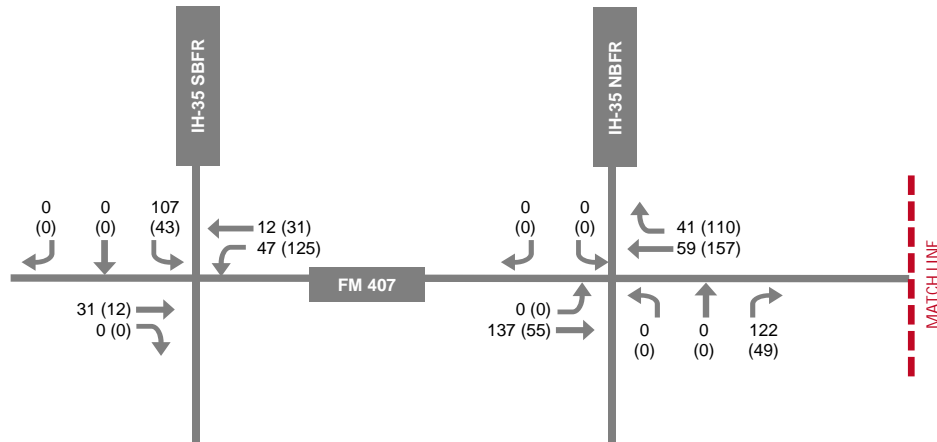


LEGEND	
XX%	Inbound Distribution
(XX%)	Outbound Distribution
— —	Future Site Drive





LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
	Future Site Drive



DEVELOPMENT OF BUILDOUT (2021) BACKGROUND TRAFFIC

To determine background growth at the study intersections, historical volume counts along FM 407 were obtained. These counts were provided by the Town of Argyle and the TxDOT *Statewide Planning Map*. Using this method, an average annual growth rate of 3.78% was calculated. This growth rate was rounded to 4% and used in background growth calculations. **Table 4** presents this historical count data.

Table 4. Trip Generation Calculation

Count Station Location	Year	24-Hour Volume	Annual Growth Rate
FM 407 W of US 377 (Town of Argyle)	2010	7,832	-
	2011	8,027	2%
	2012	8,219	2%
	2013	8,033	-2%
	2014	8,122	1%
	2015	8,123	0%
	2016	10,651	31%
	2017	9,655	-9%
	2018	10,273	6%
	2019	10,797	5%
FM 407 W of US 377 (TxDOT)	2008	6,200	-
	2009	6,100	-2%
	2010	7,000	15%
	2011	7,500	7%
	2012	7,500	0%
	2013	6,675	-11%
	2014	7,278	9%
	2015	6,578	-10%
	2016	6,610	0%
2017	8,054	22%	
Average Growth 1			4.11%
Average Growth 2			3.45%
Average Growth Rate			3.78%
Conservative Growth Rate			4.00%

Buildout (2021) Background traffic volumes consist of Existing (2019) traffic volumes grown at this 4% growth rate per year for two (2) years. **Exhibit 5** summarizes these anticipated Buildout (2021) Background traffic volumes.

The analysis will also consider two additional developments that are anticipated to occur south of FM 407. Both developments will be referenced in this study and are listed below:

- Pecan Square is a known development anticipated to be built out by 2021, to be located south of FM 407 and west of IH-35W. A Traffic Impact Analysis (TIA) was conducted for Pecan Square and submitted to the City of Denton in October 2018.
- Avalon at Argyle is a known development anticipated to be located directly south of FM 407 and the Argyle Hospital site. Information for this proposed development was obtained from the Town of Argyle.

Total anticipated site traffic from the anticipated Pecan Square and Avalon at Argyle developments can be found in **Exhibit 6**.

DEVELOPMENT OF BUILDOUT (2021) TRAFFIC

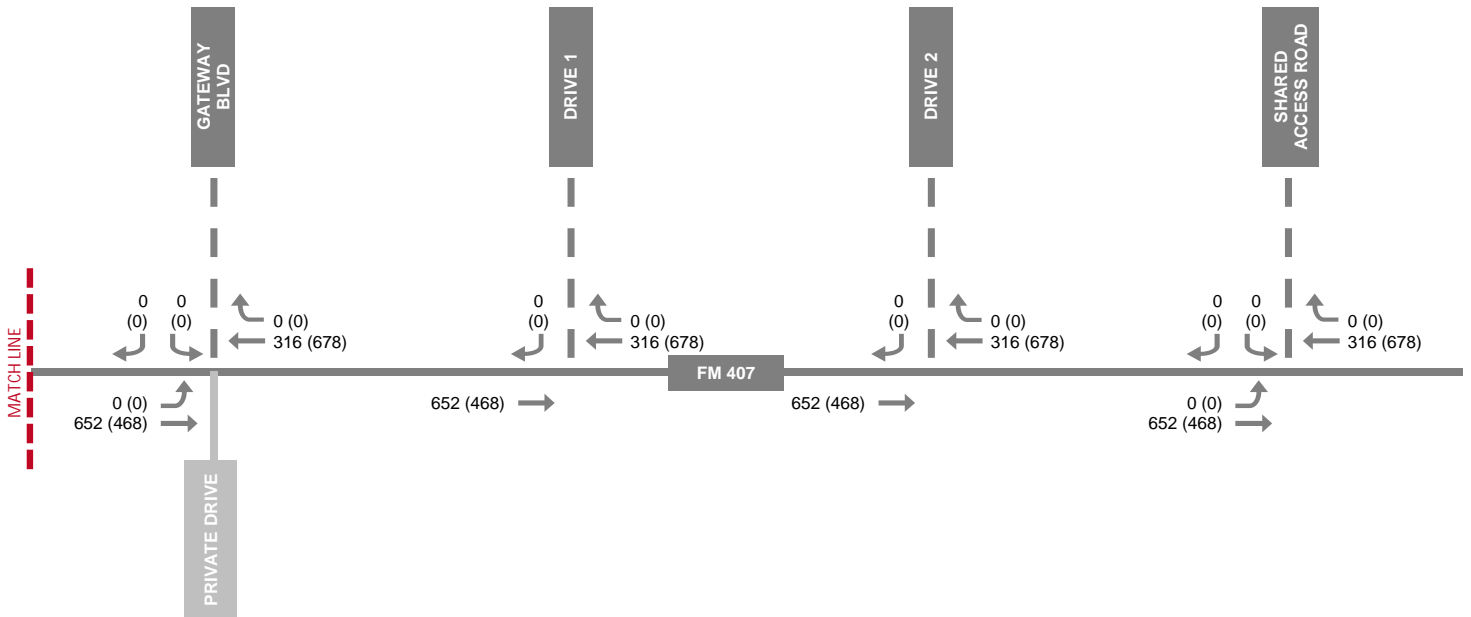
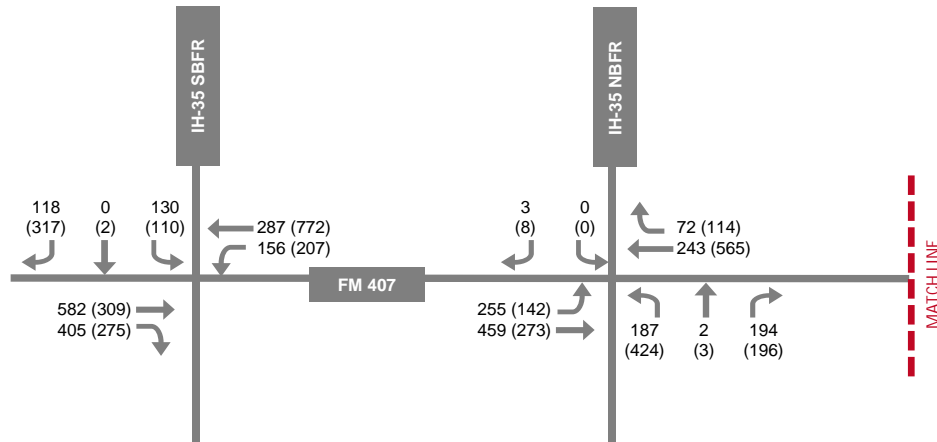
The anticipated Argyle Hospital development Trip Assignment (**Exhibit 4**) volumes were added to the Buildout (2021) Background traffic volumes (**Exhibit 5**) and the Adjacent Development site traffic volumes (**Exhibit 6**) to represent the estimated total (Background plus site-generated plus adjacent site-generated) traffic conditions for the 2021 study year after completion of the proposed Argyle Hospital development. **Exhibit 7** shows the resulting Buildout (2021) AM and PM peak hour traffic volumes.

DEVELOPMENT OF HORIZON (2026) TRAFFIC

Horizon (2026) total traffic volumes for Weekday AM and PM peak hours are presented in **Exhibit 8**. These volumes were estimated by combining the Argyle Hospital site traffic (**Exhibit 4**) with the Adjacent Development site traffic (**Exhibit 6**) and the Existing (2019) volumes grown at the 4% background growth rate for seven (7) years to Year 2026

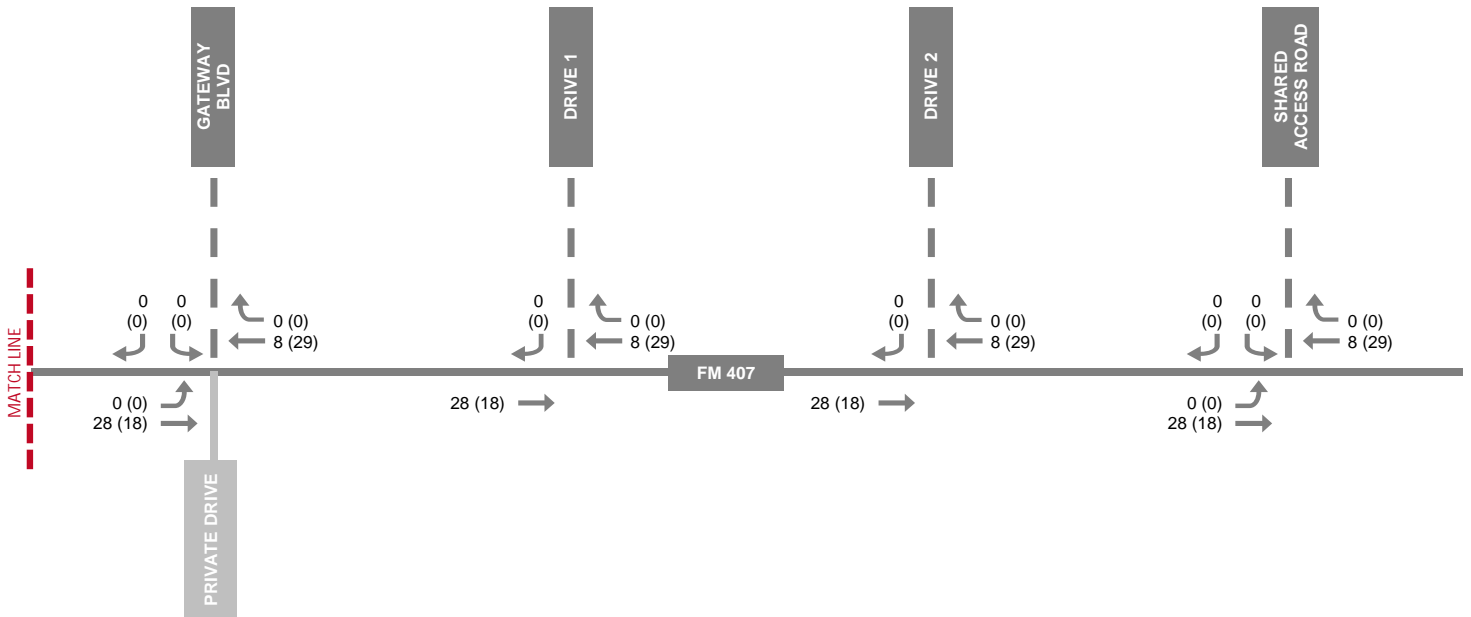
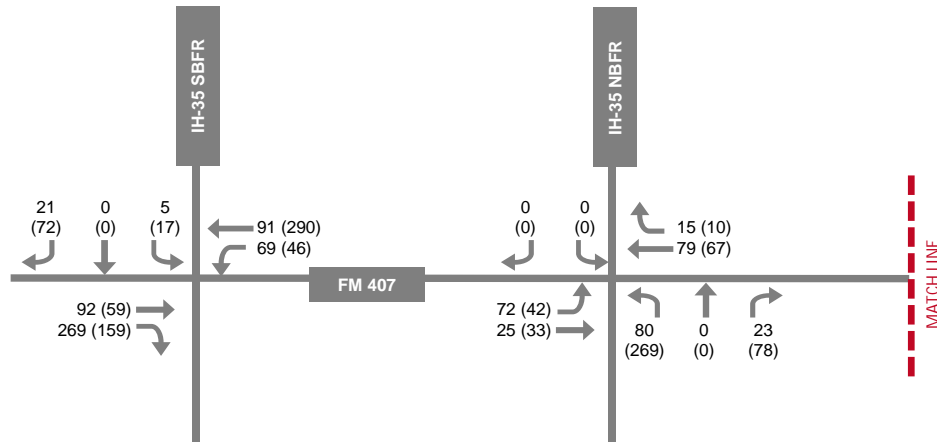


LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
—	Future Site Drive



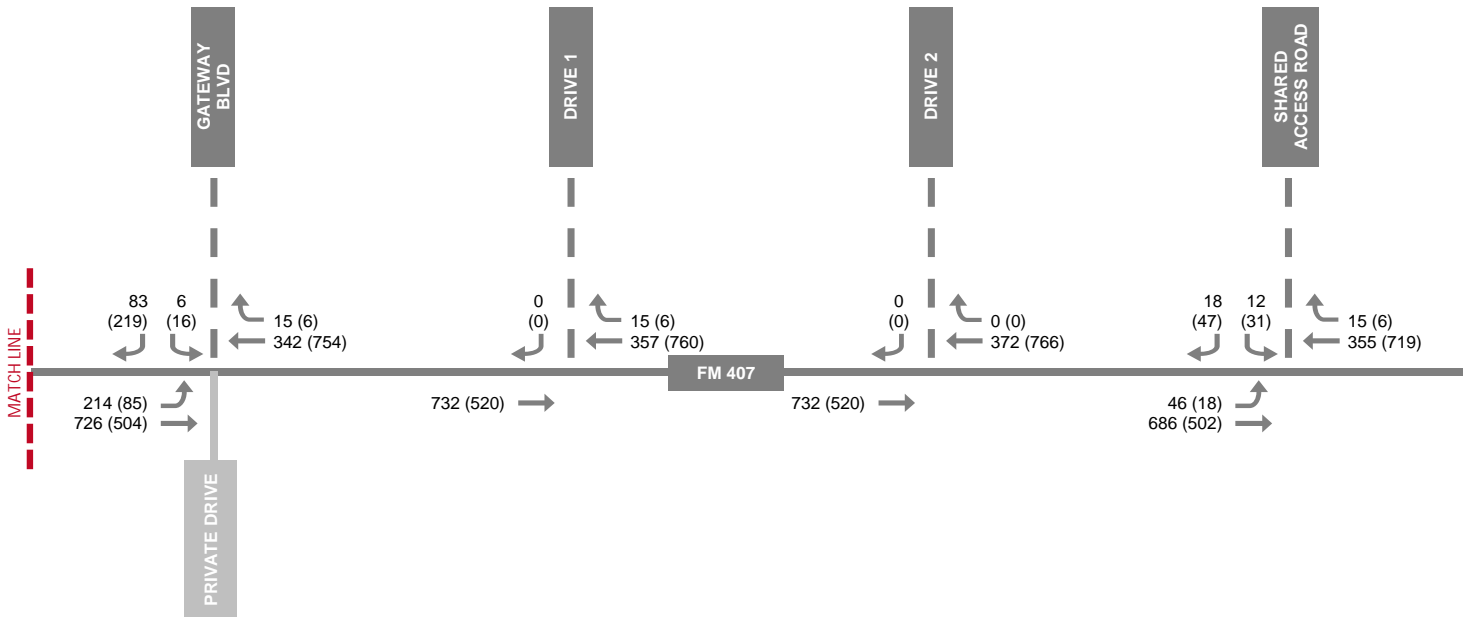
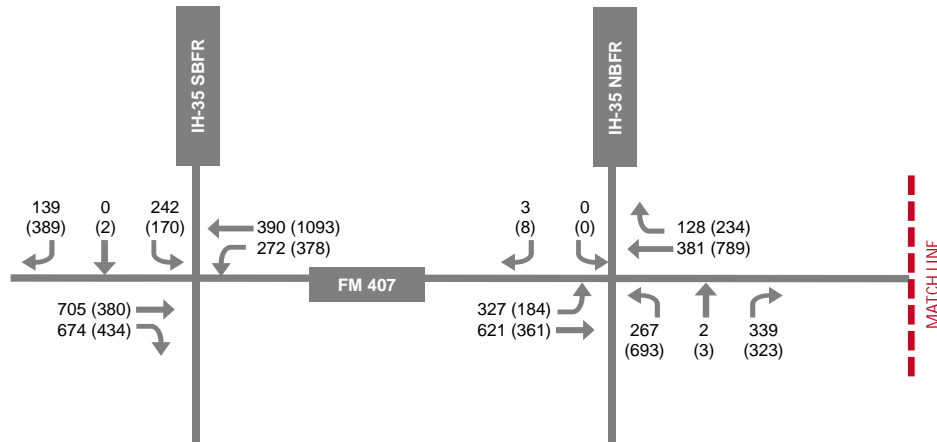


LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
—	Future Site Drive



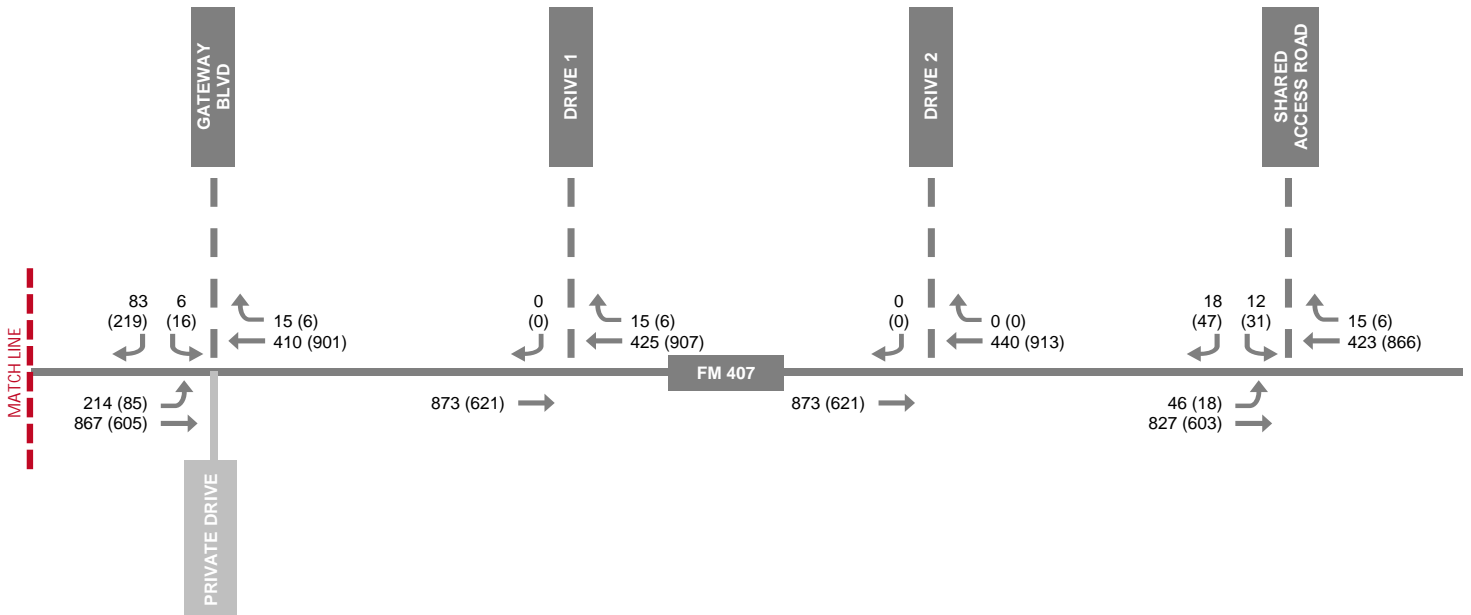
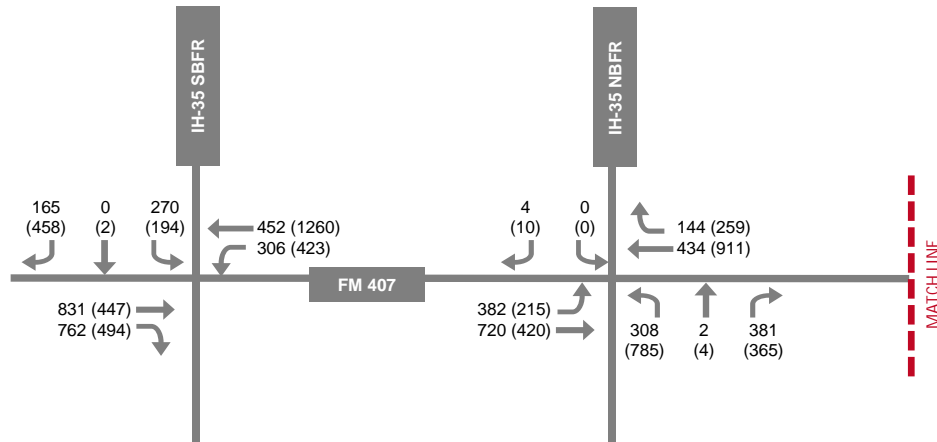


LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
—	Future Site Drive





LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour
—	Future Site Drive



TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn and Associates conducted a traffic operations analysis to determine potential capacity deficiencies during the Existing (2019), Buildout (2021) Background, Buildout (2021), and Horizon (2026) scenarios at the study intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual*.

Note that during traffic operations analysis, the Buildout (2021) Background scenario encompasses both the Buildout (2021) Background volumes (**Exhibit 5**), as well as the adjacent development site traffic volumes (**Exhibit 6**) anticipated from the proposed Pecan Square and Avalon at Argyle developments.

INTERSECTION ANALYSIS METHODOLOGY

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a specific street or highway during a specific time interval. It ranges from A (very little delay) to F (longer delays and congestion). LOS C is considered the minimum acceptable LOS for the Town of Argyle. **Table 5** shows the definition of LOS for signalized and unsignalized intersections.

Table 5. Definition of Level of Service

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies for the following analysis years:

- Existing (2019) – **Exhibit 2**
- Buildout (2021) Background – **Exhibits 5 and 6**
- Buildout (2021) – **Exhibit 7**
- Horizon (2026) – **Exhibit 8**

The *Synchro 10TM* output sheets for analyses completed are provided in the **Appendix**.

INTERSECTION ANALYSIS RESULTS

Tables 6 and 7 summarize the intersection operation results for the five scenarios analyzed during the weekday AM and PM peak hours, respectively.

Table 6. AM Peak Hour Intersection Capacity Analysis

Intersection	Type of Control	Approach	Existing (2019)		Buildout (2021) Background		Buildout (2021)		Horizon (2026)		Horizon (2026) Mitigated	
			Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
IH-35 & SBFR	Signalized	Northbound	-	-	-	-	-	-	-	-	-	-
		Southbound	47.4	D	49.5	D	49.9	D	52.6	D	50.4	D
		Eastbound	21.8	C	29.9	C	32.4	C	49.5	D	23.8	C
		Westbound	3.2	A	6.6	A	13.8	B	20.2	C	9.8	A
		Overall	21.5	C	26.0	C	30.1	C	42.0	D	24.2	C
IH-35 & NBFR	Signalized	Northbound	44.8	D	56.3	E	49.8	D	58.6	E	47.8	D
		Southbound	53.9	D	56.5	E	58.8	E	59.6	E	57.7	E
		Eastbound	4.9	A	6.7	A	10.1	B	13.0	B	9.2	A
		Westbound	50.2	D	54.5	D	57.4	E	69.2	E	48.2	D
		Overall	26.2	C	32.4	C	33.5	C	40.0	D	30.0	C
FM 407 & Gateway Blvd	TWSC	Southbound					14.0	B	16.1	C	12.6	B
FM 407 & Drive 1	TWSC	Southbound					0.0	A	0.0	A	0.0	A
FM 407 & Drive 2	TWSC	Southbound					0.0	A	0.0	A	0.0	A
FM 407 & Shared Access Drive	TWSC	Southbound					16.7	C	20.5	C	14.7	B

Table 7. PM Peak Hour Intersection Capacity Analysis

Intersection	Type of Control	Approach	Existing (2019)		Buildout (2021) Background		Buildout (2021)		Horizon (2026)		Horizon (2026) Mitigated	
			Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
IH-35 & SBFR	Signalized	Northbound	-	-	-	-	-	-	-	-	-	-
		Southbound	39.9	D	53.2	D	53.8	D	79.1	E	79.1	E
		Eastbound	43.0	D	37.7	D	47.6	D	58.6	E	40.4	D
		Westbound	2.0	A	8.6	A	18.4	B	64.4	E	10.2	B
		Overall	24.1	C	26.2	C	33.8	C	65.7	E	32.6	C
IH-35 & NBFR	Signalized	Northbound	38.8	D	100+	F	100+	F	100+	F	43.6	D
		Southbound	45.7	D	55.0	D	44.5	D	44.5	D	44.5	D
		Eastbound	18.1	B	21.7	C	14.7	B	16.6	B	18.6	B
		Westbound	39.3	D	100+	F	100+	F	188.2	F	58.3	E
		Overall	33.7	C	100+	F	100+	F	100+	F	44.1	D
FM 407 & Gateway Blvd	TWSC	Southbound					31.0	D	51.1	F	19.7	C
FM 407 & Drive 1	TWSC	Southbound					0.0	A	0.0	A	0.0	A
FM 407 & Drive 2	TWSC	Southbound					0.0	A	0.0	A	0.0	A
FM 407 & Shared Access Drive	TWSC	Southbound					23.0	C	32.5	D	22.3	C

EXISTING (2019) INTERSECTION OPERATIONS

Based on the Existing (2019) intersection capacity analyses for the Weekday AM and PM peak hours, all study area intersections are currently operating at overall acceptable levels of service.

BUILDOUT (2021) BACKGROUND INTERSECTION OPERATIONS

Under Buildout (2021) Background conditions, all study area intersections are anticipated to operate at an acceptable LOS with the exception of the signalized intersection of IH-35W NBFR & FM 407, which is anticipated to operate at LOS F during the PM peak hour.

FM 407 is anticipated to undergo a widening into a four-lane divided configuration. West of IH-35W, FM 407 is projected to be widened within the next five (5) years. The timeframe of the FM 407 widening east of IH-35W is currently unknown. It is anticipated that this widening will improve overall conditions within the study area. It is recommended that volumes within the area be monitored to determine the appropriate timeframe for widening.

BUILDOUT (2021) INTERSECTION OPERATIONS

Under Buildout (2021) conditions, all study area intersections are anticipated to function similarly to Buildout (2021) Background conditions. It is recommended that TxDOT continue to monitor volumes in the study to determine the need for widening FM 407 to four lanes divided.

HORIZON (2026) INTERSECTION OPERATIONS

Under Horizon (2026) conditions, all study area intersections are anticipated to function similarly to Buildout (2021) conditions, with the exceptions of the proposed Argyle Hospital development driveways at Gateway Boulevard and the Shared Access Drive, which are both anticipated to operate below the target LOS.

An auxiliary lane analysis was conducted at the proposed FM 407 intersections with Gateway Boulevard and the Shared Access Drive. Through the analysis, it was determined that left-turn auxiliary lanes are warranted in both locations (see *Auxiliary Lane Analysis*). It is recommended that left-turn auxiliary lanes be considered and installed at the time of the proposed widening of FM 407.

There is not currently a timeframe for the widening of FM 407 east of IH-35W. However, a mitigated analysis was performed using Horizon (2026) volumes to determine the impact of the proposed widening for comparison purposes. As shown in **Tables 6 and 7**, it is anticipated that these changes will improve intersection operations to an acceptable level of service. It is recommended that TxDOT and the Town of Argyle consider widening FM 407 east of IH-35W at the time of the Argyle Hospital development Horizon year (2026).

THOROUGHFARE CAPACITY ANALYSIS

In order to evaluate the capacity of the facilities within the study area, a thoroughfare capacity analysis was performed to determine the appropriate number of lanes needed to serve existing and future demand. This analysis was performed for FM 407, east of IH-35W, for all scenarios.

The traffic condition criteria are based on the volume-to-capacity ratio for traffic volumes and roadway capacity. The roadway capacity values used in this analysis are shown in **Table 8**. Acceptable grades (LOS A, B) are assigned to roadways with V/C ratios below 0.65, while a failing grade (LOS E, F) is attributed to roadways with a V/C ratio over 1.00, indicating that carry capacity has been met or exceeded. An acceptable or tolerable traffic condition is equivalent to LOS D or better. For all scenarios, an hourly capacity of 925 vehicles per lane was used for FM 407. These parameters are based upon guidance provided by NCTCOG.

Table 8. Traffic Condition Criteria for Thoroughfare Analysis

V/C Ratio	0.00	0.65	1.00
Traffic Conditions	Acceptable	Tolerable	Failing
V = Peak Hour Directional Volume (vehicles per hour) C = Per Lane Directional Capacity (vehicles per hour) Per lane directional capacity is assumed to be the following: Undivided Rural Principal Arterial: 925 per hour per lane (per NCTCOG)			

EXISTING (2019) – BUILDOUT (2021) BACKGROUND THOROUGHFARE OPERATIONS

Table 9 provides the volume to capacity ratio and traffic condition for the thoroughfare segments analyzed in the study area. Based upon the results of the Existing (2019) and Buildout (2021) Background thoroughfare capacity analyses, all thoroughfares are anticipated to operate at acceptable to tolerable operating conditions.

BUILDOUT (2021) THOROUGHFARE OPERATIONS

Table 9 provides the volume to capacity ratio and traffic condition for the thoroughfare segments analyzed in the study area. Based on the Buildout (2021) thoroughfare capacity analysis, most thoroughfares are anticipated to operate at acceptable to tolerable operating conditions. The only exception is a westbound segment of FM 407, which is anticipated to operate over capacity in the PM peak hour. It is anticipated that the proposed widening of FM 407 by TxDOT to a four-lane divided facility will improve overall operations. There is not currently a timeframe for this widening east of IH-35W; however, it was incorporated into the Horizon (2026) thoroughfare capacity analysis procedures for comparison.

HORIZON (2026) THOROUGHFARE OPERATIONS

Table 9 provides the volume to capacity ratio and traffic condition for the thoroughfare segments analyzed in the study area. Based upon the results of the Horizon (2026) thoroughfare capacity analysis, all thoroughfares are anticipated to operate at acceptable operating conditions when incorporating the proposed widening of FM 407. It is recommended that TxDOT and the Town of Argyle consider widening FM 407 east of IH-35W at the time of the Argyle Hospital development Horizon year (2026).

Table 9. Thoroughfare Capacity Analysis

Roadway	Scenario	Direction	No. Lanes	AM Peak Hour			PM Peak Hour		
				Vol	V/C Ratio	Traffic Condition	Vol	V/C Ratio	Traffic Condition
FM 407, E of IH-35W	Existing (2019)	EB	1	603	0.65	Tolerable	433	0.47	Acceptable
		WB	1	292	0.32	Acceptable	627	0.68	Tolerable
		Total	2	603	0.33	Acceptable	627	0.34	Acceptable
	Buildout (2021) Background	EB	1	701	0.76	Tolerable	580	0.63	Acceptable
		WB	1	409	0.44	Acceptable	756	0.82	Tolerable
		Total	2	701	0.38	Acceptable	580	0.31	Acceptable
	Buildout (2021)	EB	1	912	0.99	Tolerable	573	0.62	Acceptable
		WB	1	415	0.45	Acceptable	946	1.02	Failing
		Total	2	1327	0.72	Tolerable	1,519	0.82	Tolerable
	Horizon (2026)	EB	2	1101	0.60	Acceptable	785	0.42	Acceptable
		WB	2	578	0.31	Acceptable	1170	0.63	Acceptable
		Total	4	1679	0.45	Acceptable	1,955	0.53	Acceptable

AUXILIARY LANES

Both left and right-turn deceleration lane needs were evaluated at all site access locations. Results for these findings are summarized in the discussion below.

RIGHT-TURN DECELERATION LANES

Right-turn deceleration lane needs were evaluated at all proposed site access locations for the Argyle Hospital development considering Buildout (2021) volumes.

TxDOT’s *Access Management Manual* sets forth criteria for auxiliary lanes. Per Table 2.3 (Auxiliary Lane Thresholds), a right-turn deceleration lane should be considered on roads with a posted speed greater than 45 mph if the projected right-turn volume into a driveway is projected to be greater than 50 vehicles per hour (vph).

This criterion was applied to all access driveways along FM 407 (posted 55 mph) considering the volumes projected at Buildout (2021) of the development (**Exhibit 7**). Considering the criteria set by TxDOT, there are no right-turn volumes along the access driveway that are projected to meet the respective thresholds. Therefore, no right-turn deceleration lanes are recommended throughout the development at Buildout (2021).

LEFT-TURN DECELERATION LANES

The criteria for left-turn deceleration lanes under the guidelines of the American Association of State Highway Officials (AASHTO) are based on the advancing and opposing volume, as well as the left turn percentage. Advancing and opposing volumes, as well as eastbound left-turn percentages, are provided below in **Table 10** for all Argyle Hospital driveways. Based on these values, left-turn deceleration lanes are warranted at the proposed FM 407 intersections with Gateway Boulevard and the Shared Access Drive. It is recommended that these deceleration lanes be implemented at the time of the proposed widening of FM 407 by TxDOT.

These left-turn lanes are recommended to be designed according to criteria provided in TxDOT’s *Roadway Design Manual*. It is recommended that these lanes be designed to the 45 mph speed limit criteria as operating speeds are anticipated to be decrease as the area develops. This results in a 345’ deceleration length with 100’ of storage, for a total length of 445’. Left-turn lane warrant analysis sheets are found in the **Appendix**.

Table 10. Buildout (2021) Left-Turn Lane Analysis

	Gateway Boulevard		Drive 1		Drive 2		Shared Access Drive	
	AM	PM	AM	PM	AM	PM	AM	PM
Left-Turn Trips	214	85	0	0	0	0	46	18
Advancing Volume	940	589	732	520	732	520	732	520
Opposing Volume	357	760	372	766	372	766	370	725
EB Turn Percentage	23%	14%	0%	0%	0%	0%	6%	3%

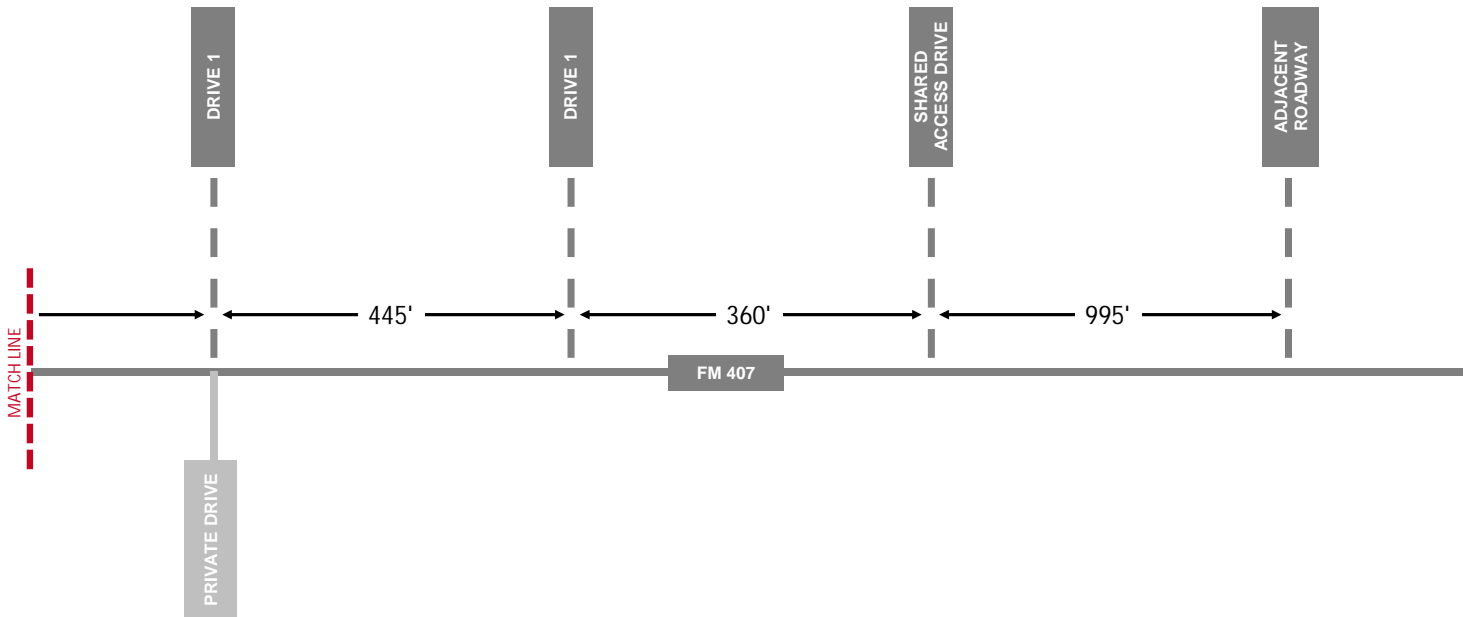
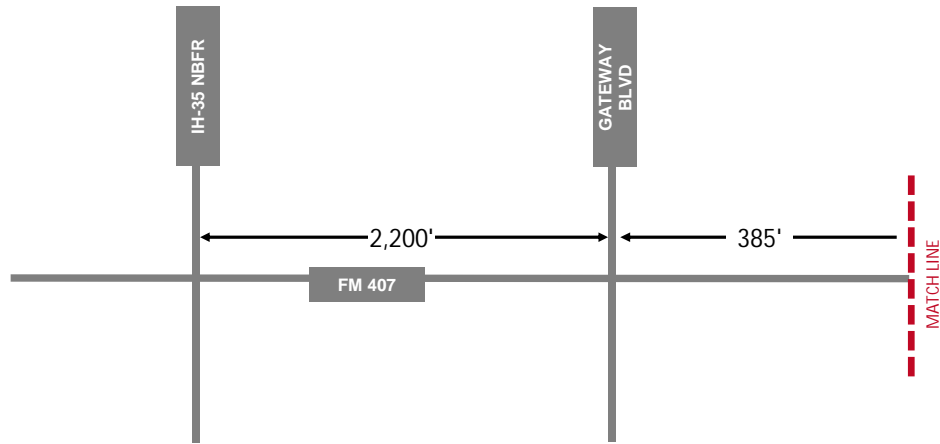
SIGHT DISTANCE AND ACCESS SPACING

Based on the conceptual site plan and proposed site access locations, all proposed driveways are anticipated to have adequate sight distance. It is recommended that all driveways be designed to provide adequate sight distance (i.e. clear sight with no obstructing objects, signs, landscaping, etc.). A photolog for the proposed site access locations is provided in the **Appendix**.

FM 407 is a TxDOT owned facility, and as such, criteria from the TxDOT *Access Management Manual* was used for analysis. For a roadway facility of this type, the Town's access spacing criteria at the posted speed limit of 55 mph is 425 feet. Based on this criterion, it is recommended that:

- A 40 -foot variance be requested along FM 407, between Gateway Boulevard & Drive 1; and
- A 68 -foot variance be requested along FM 407, between Drive 2 & the Shared Access Drive.

All remaining driveways are anticipated to meet TxDOT access spacing requirements, as shown in **Exhibit 9**.



CONCLUSION AND RECOMMENDATIONS

Based on the analyses performed, we offer the following conclusions and recommendations:

Intersection Capacity Analysis

Based on the Existing (2019) intersection capacity analyses for the Weekday AM and PM peak hours, all study area intersections are currently operating at overall acceptable levels of service.

Under Buildout (2021) Background, Buildout (2021), and Horizon (2026) conditions, all study area intersections are anticipated to operate at an acceptable LOS with the exceptions of the signalized intersection of IH-35W NBFR & FM 407, which is anticipated to operate at LOS F during the PM peak hour, and the proposed Argyle Hospital development driveways at Gateway Boulevard and the Shared Access Drive, which are both anticipated to operate below the target LOS in the Horizon (2026) year.

Recommendation: FM 407 is anticipated to undergo a widening into a four-lane divided configuration. The timeframe for this widening east of IH-35W is not yet known. However, a mitigated analysis was performed using Horizon (2026) volumes to determine the impact of the proposed widening for comparison purposes. Based on the analysis results, it is anticipated that the recommended changes will improve intersection operations to an acceptable level of service. It is recommended that volumes within the area be monitored to determine the appropriate timeframe for widening.

Thoroughfare Capacity Analysis

Based upon the results of the Existing (2018) and Buildout (2021) Background thoroughfare capacity analysis, all thoroughfares are anticipated to function at acceptable to tolerable operating conditions.

Based on the Buildout (2021) thoroughfare capacity analysis, most thoroughfares are anticipated to operate at acceptable to tolerable operating conditions. The only exception is a westbound segment of FM 407, which is anticipated to operate over capacity in the PM peak hour. It is anticipated that the proposed widening of FM 407 by TxDOT to a four-lane divided facility will improve overall operations. There is not currently a timeframe for this widening east of IH-35W; however, it was incorporated into the Horizon (2026) thoroughfare capacity analysis procedures for comparison.

Based upon the results of the Horizon (2026) thoroughfare capacity analysis, all thoroughfares are anticipated to operate at acceptable operating conditions when incorporating the proposed widening of FM 407.

Auxiliary Lane Analysis

Both left and right-turn deceleration lane needs were evaluated at all site access locations based on Buildout (2021) volumes.

Right-Turn Deceleration Lanes

TxDOT's *Access Management Manual* sets forth criteria for auxiliary lanes. Considering the criteria set by TxDOT, there are no right-turn volumes along the access driveway that are projected to meet the respective thresholds. Therefore, no right-turn deceleration lanes are recommended throughout the development at Buildout (2021).

Left-Turn Deceleration Lanes

The criteria for left-turn deceleration lanes under the guidelines of the American Association of State Highway Officials (AASHTO) are based on the advancing and opposing volume, as well as the left turn percentage. Based on the anticipated values, left-turn deceleration lanes are warranted at the proposed FM 407 intersections with Gateway Boulevard and the Shared Access Drive. It is recommended that these deceleration lanes be implemented in conjunction with the proposed widening of FM 407 by TxDOT. It is recommended that these lanes be designed to the 45 mph speed limit criteria as operating speeds are anticipated to decrease as the area develops.

Sight Distance and Access Spacing

Sight Distance

Based on the conceptual site plan and proposed site access locations, all proposed driveways are anticipated to have adequate sight distance. It is recommended that all driveways be designed to provide adequate sight distance (i.e. clear sight with no obstructing objects, signs, landscaping, etc.).

Access Spacing

FM 407 is a TxDOT owned facility, and as such, criteria from the TxDOT *Access Management Manual* was used for analysis. For a roadway facility of this type, the Town's access spacing criteria at the posted speed limit of 55 mph is 425 feet. Based on this criterion, it is recommended that:

- A 40 -foot variance be granted along FM 407, between Gateway Boulevard & Drive 1; and
- A 68 -foot variance be granted along FM 407, between Drive 2 & the Shared Access Drive.

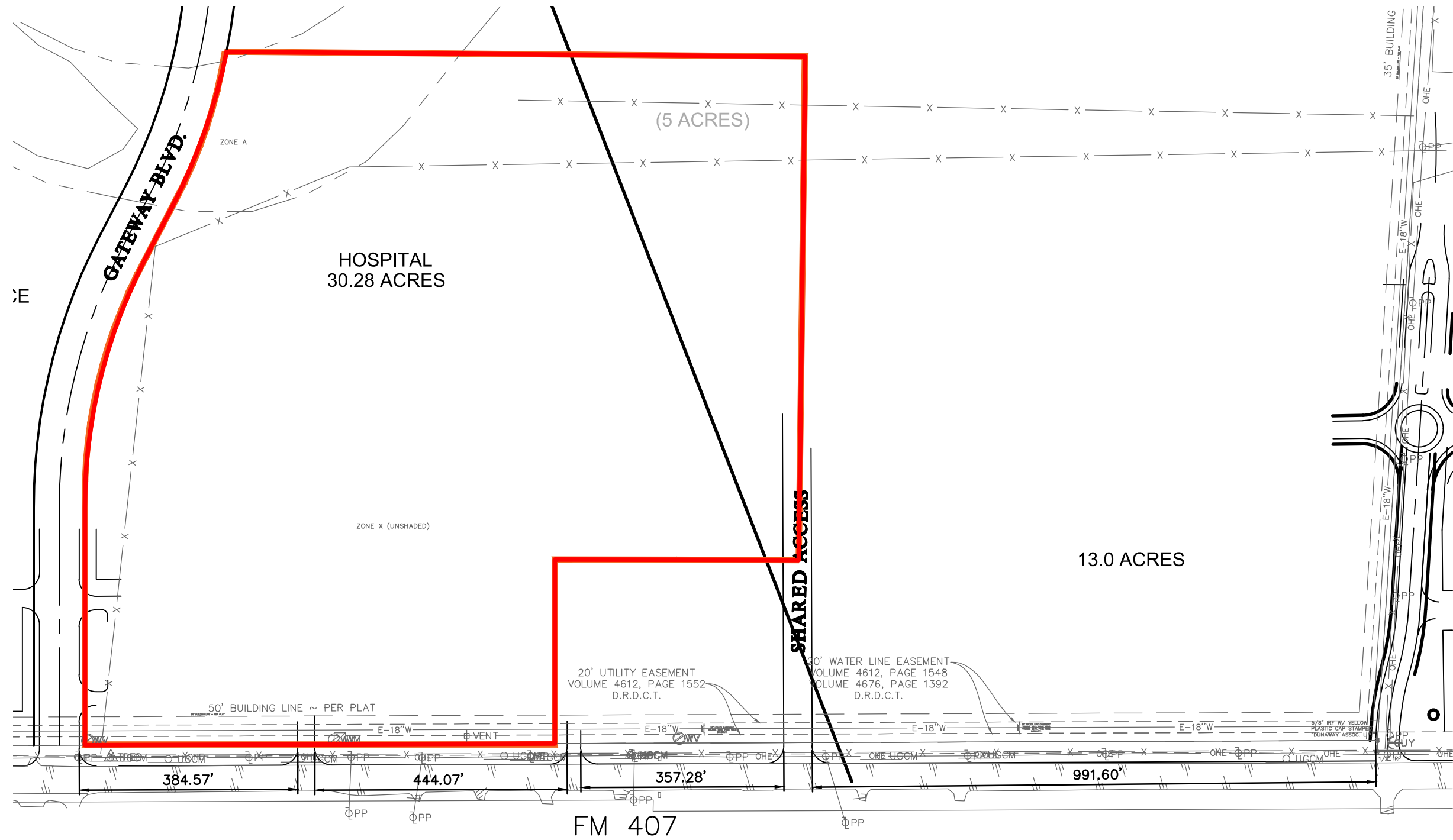
All remaining driveways are anticipated to meet TxDOT access spacing requirements.

All the recommendations from previous sections are summarized below in **Table B**.

APPENDIX

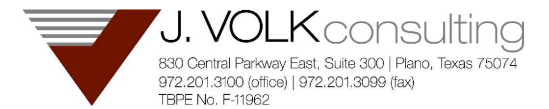
- A. Conceptual Site Plan
- B. Raw Traffic Counts
- C. Existing (2019) Traffic Analysis
- D. Buildout (2021) Background Traffic Analysis
- E. Buildout (2021) Traffic Analysis
- F. Horizon (2026) Traffic Analysis
- G. Left-Turn Lane Analysis
- H. Sight Distance Photolog

CONCEPTUAL SITE PLAN



THR ARGYLE ACCESS SPACING EXHIBIT

April 18, 2019



SCALE: 1" = 200'
 SHEET SIZE: 11" X 17"

RAW TRAFFIC COUNTS

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - FM 407 @
IH35W NBFR
Site Code:
Start Date: 12/06/2017
Page No: 1

Turning Movement Data

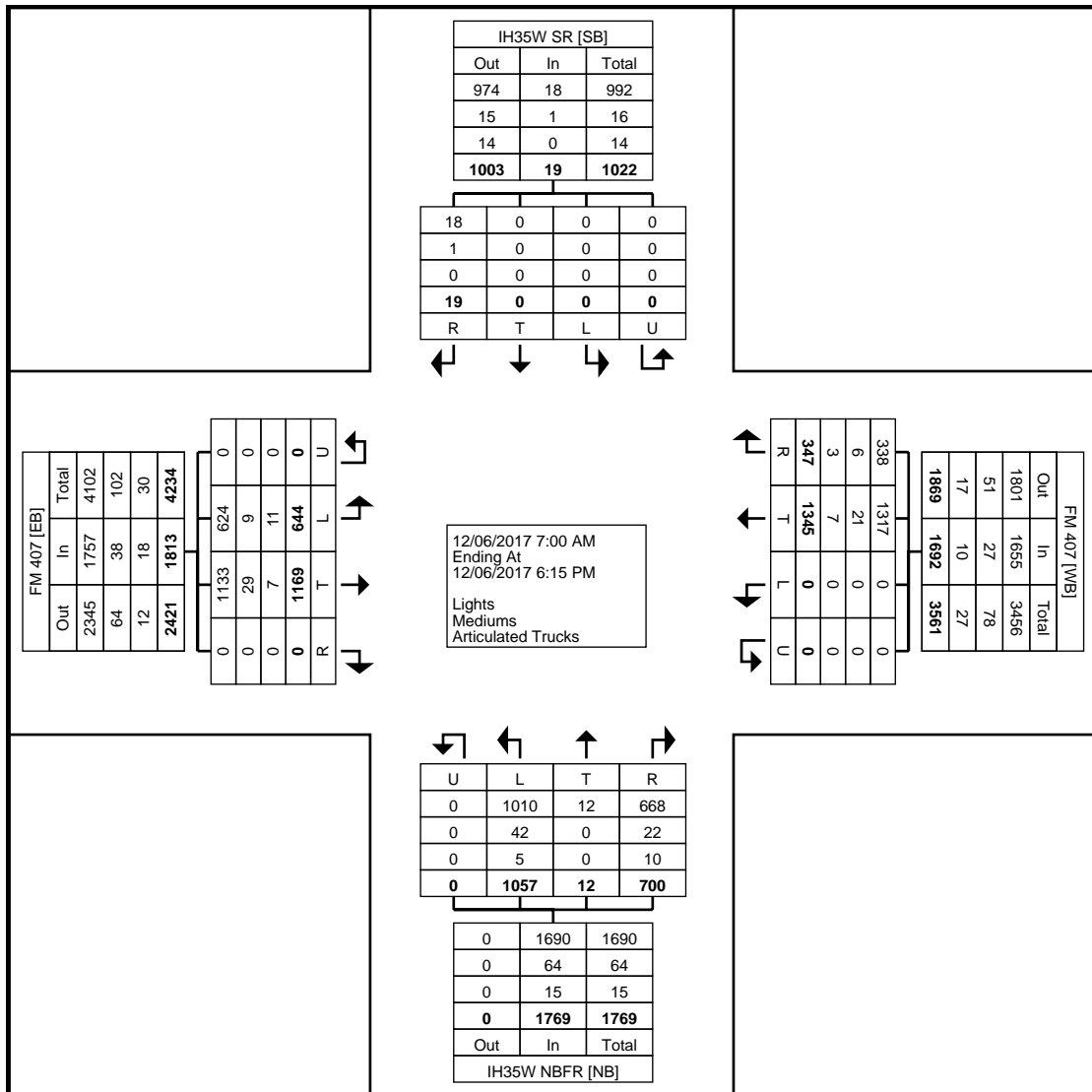
Start Time	IH35W SR Southbound					FM 407 Westbound					IH35W NBFR Northbound					FM 407 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:00 AM	0	0	0	0	0	0	46	11	0	57	39	2	50	0	91	61	109	0	0	170	318
7:15 AM	0	0	1	0	1	0	54	15	0	69	41	0	45	0	86	50	85	0	0	135	291
7:30 AM	0	0	2	0	2	0	60	13	0	73	41	0	35	0	76	66	89	0	0	155	306
7:45 AM	0	0	0	0	0	0	56	25	0	81	45	0	42	0	87	50	125	0	0	175	343
Hourly Total	0	0	3	0	3	0	216	64	0	280	166	2	172	0	340	227	408	0	0	635	1258
8:00 AM	0	0	1	0	1	0	53	12	0	65	44	0	36	0	80	50	95	0	0	145	291
8:15 AM	0	0	1	0	1	0	70	18	0	88	44	0	44	0	88	52	56	0	0	108	285
8:30 AM	0	0	1	0	1	0	62	19	0	81	51	0	43	0	94	42	51	0	0	93	269
8:45 AM	0	0	0	0	0	0	58	12	0	70	44	1	41	0	86	34	65	0	0	99	255
Hourly Total	0	0	3	0	3	0	243	61	0	304	183	1	164	0	348	178	267	0	0	445	1100
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	4	0	4	0	120	30	0	150	76	2	45	0	123	18	64	0	0	82	359
4:15 PM	0	0	0	0	0	0	64	29	0	93	93	2	49	0	144	29	63	0	0	92	329
4:30 PM	0	0	0	0	0	0	103	33	0	136	73	2	45	0	120	42	66	0	0	108	364
4:45 PM	0	0	2	0	2	0	97	29	0	126	89	0	51	0	140	23	58	0	0	81	349
Hourly Total	0	0	6	0	6	0	384	121	0	505	331	6	190	0	527	112	251	0	0	363	1401
5:00 PM	0	0	3	0	3	0	125	44	0	169	90	2	48	0	140	26	49	0	0	75	387
5:15 PM	0	0	1	0	1	0	116	22	0	138	94	1	49	0	144	34	75	0	0	109	392
5:30 PM	0	0	3	0	3	0	135	16	0	151	91	0	39	0	130	36	62	0	0	98	382
5:45 PM	0	0	0	0	0	0	126	19	0	145	102	0	38	0	140	30	56	0	0	86	371
Hourly Total	0	0	7	0	7	0	502	101	0	603	377	3	174	0	554	126	242	0	0	368	1532
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Grand Total	0	0	19	0	19	0	1345	347	0	1692	1057	12	700	0	1769	644	1169	0	0	1813	5293
Approach %	0.0	0.0	100.0	0.0	-	0.0	79.5	20.5	0.0	-	59.8	0.7	39.6	0.0	-	35.5	64.5	0.0	0.0	-	-
Total %	0.0	0.0	0.4	0.0	0.4	0.0	25.4	6.6	0.0	32.0	20.0	0.2	13.2	0.0	33.4	12.2	22.1	0.0	0.0	34.3	-
Lights	0	0	18	0	18	0	1317	338	0	1655	1010	12	668	0	1690	624	1133	0	0	1757	5120
% Lights	-	-	94.7	-	94.7	-	97.9	97.4	-	97.8	95.6	100.0	95.4	-	95.5	96.9	96.9	-	-	96.9	96.7
Mediums	0	0	1	0	1	0	21	6	0	27	42	0	22	0	64	9	29	0	0	38	130
% Mediums	-	-	5.3	-	5.3	-	1.6	1.7	-	1.6	4.0	0.0	3.1	-	3.6	1.4	2.5	-	-	2.1	2.5
Articulated Trucks	0	0	0	0	0	0	7	3	0	10	5	0	10	0	15	11	7	0	0	18	43
% Articulated Trucks	-	-	0.0	-	0.0	-	0.5	0.9	-	0.6	0.5	0.0	1.4	-	0.8	1.7	0.6	-	-	1.0	0.8

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Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 2 - FM 407 @
IH35W NBFR
Site Code:
Start Date: 12/06/2017
Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

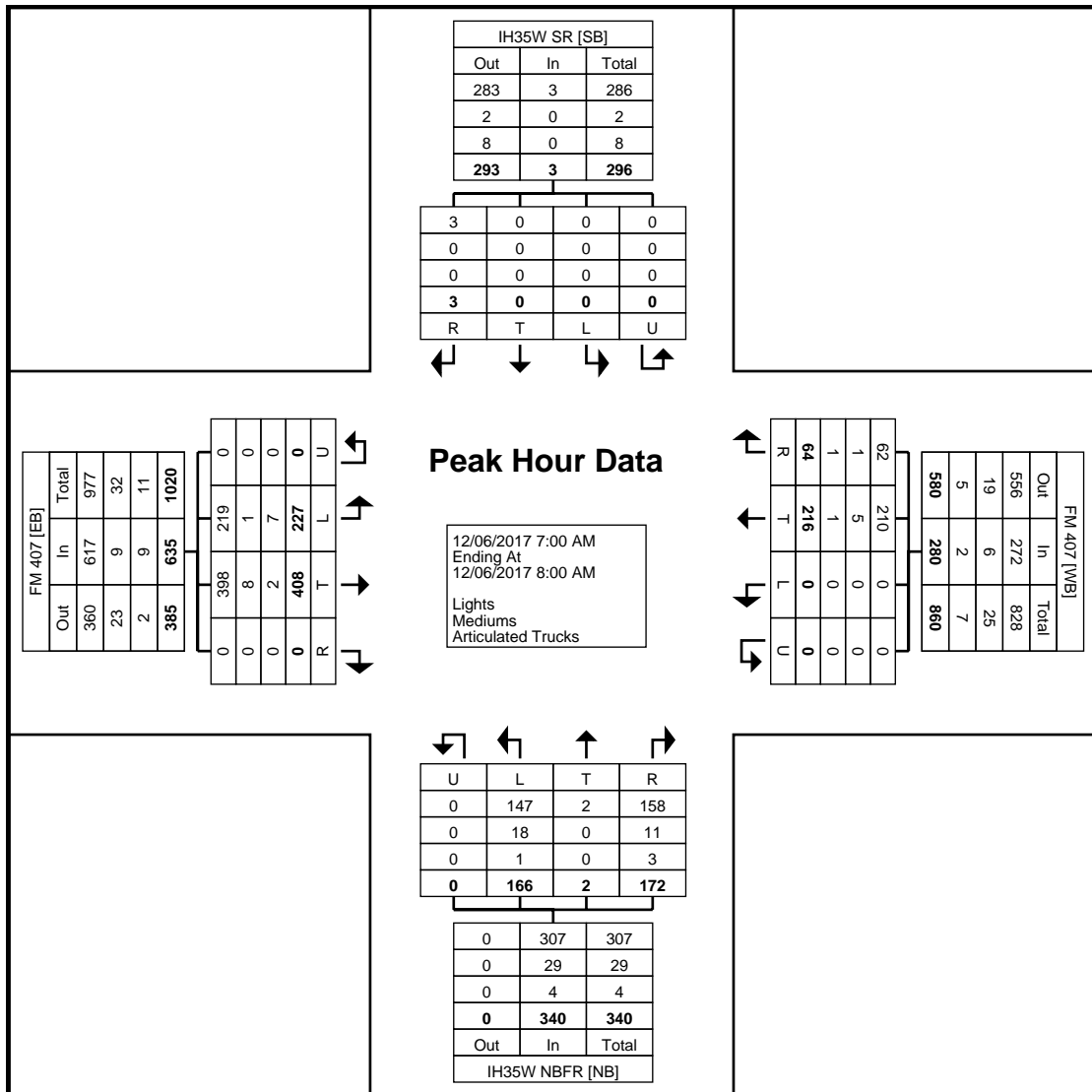
Start Time	IH35W SR Southbound					FM 407 Westbound					IH35W NBFR Northbound					FM 407 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:00 AM	0	0	0	0	0	0	46	11	0	57	39	2	50	0	91	61	109	0	0	170	318
7:15 AM	0	0	1	0	1	0	54	15	0	69	41	0	45	0	86	50	85	0	0	135	291
7:30 AM	0	0	2	0	2	0	60	13	0	73	41	0	35	0	76	66	89	0	0	155	306
7:45 AM	0	0	0	0	0	0	56	25	0	81	45	0	42	0	87	50	125	0	0	175	343
Total	0	0	3	0	3	0	216	64	0	280	166	2	172	0	340	227	408	0	0	635	1258
Approach %	0.0	0.0	100.0	0.0	-	0.0	77.1	22.9	0.0	-	48.8	0.6	50.6	0.0	-	35.7	64.3	0.0	0.0	-	-
Total %	0.0	0.0	0.2	0.0	0.2	0.0	17.2	5.1	0.0	22.3	13.2	0.2	13.7	0.0	27.0	18.0	32.4	0.0	0.0	50.5	-
PHF	0.000	0.000	0.375	0.000	0.375	0.000	0.900	0.640	0.000	0.864	0.922	0.250	0.860	0.000	0.934	0.860	0.816	0.000	0.000	0.907	0.917
Lights	0	0	3	0	3	0	210	62	0	272	147	2	158	0	307	219	398	0	0	617	1199
% Lights	-	-	100.0	-	100.0	-	97.2	96.9	-	97.1	88.6	100.0	91.9	-	90.3	96.5	97.5	-	-	97.2	95.3
Mediums	0	0	0	0	0	0	5	1	0	6	18	0	11	0	29	1	8	0	0	9	44
% Mediums	-	-	0.0	-	0.0	-	2.3	1.6	-	2.1	10.8	0.0	6.4	-	8.5	0.4	2.0	-	-	1.4	3.5
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	1	0	3	0	4	7	2	0	0	9	15
% Articulated Trucks	-	-	0.0	-	0.0	-	0.5	1.6	-	0.7	0.6	0.0	1.7	-	1.2	3.1	0.5	-	-	1.4	1.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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817.265.8968

Count Name: 2 - FM 407 @
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Turning Movement Peak Hour Data Plot (7:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

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Count Name: 2 - FM 407 @
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Turning Movement Peak Hour Data (5:00 PM)

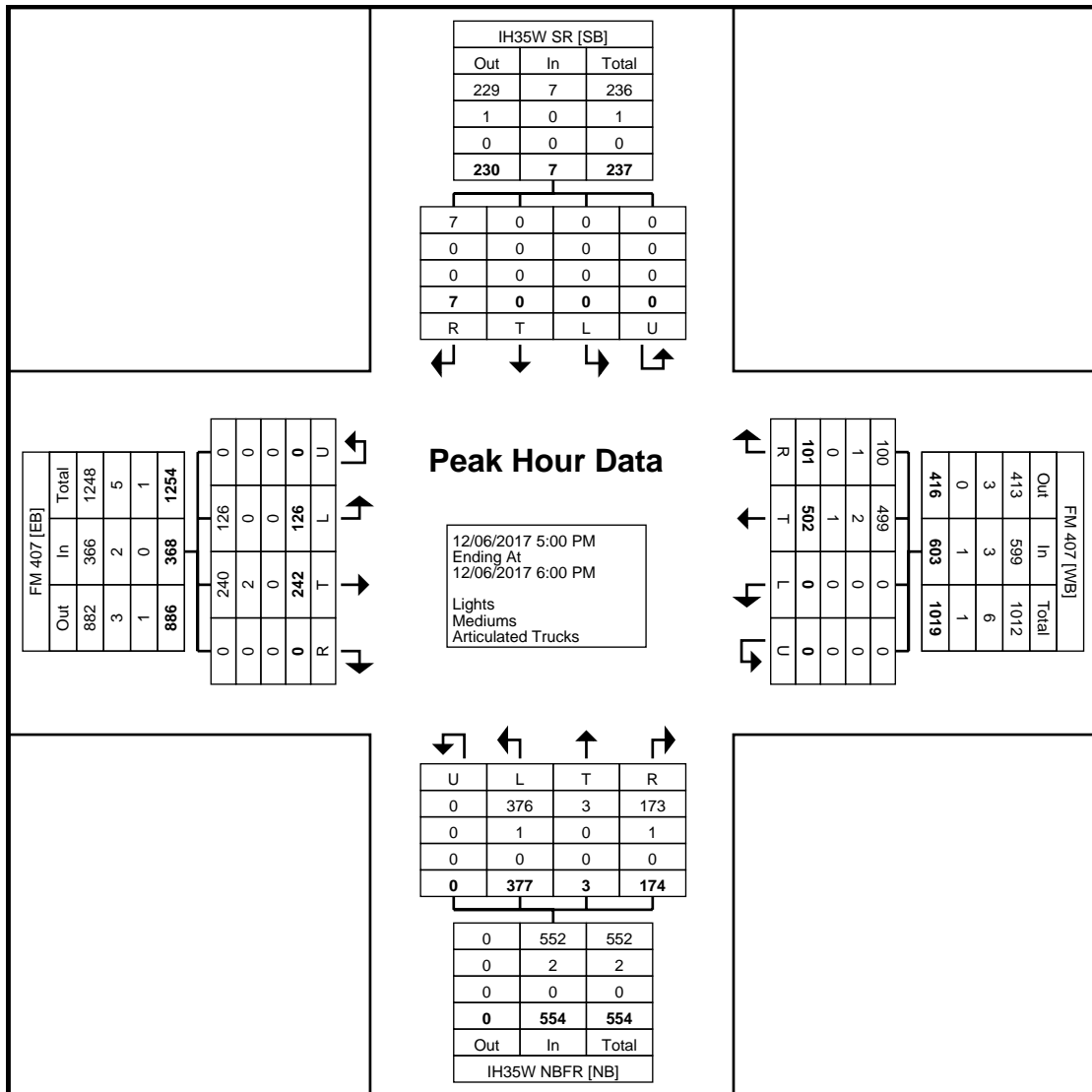
Start Time	IH35W SR Southbound					FM 407 Westbound					IH35W NBFR Northbound					FM 407 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:00 PM	0	0	3	0	3	0	125	44	0	169	90	2	48	0	140	26	49	0	0	75	387
5:15 PM	0	0	1	0	1	0	116	22	0	138	94	1	49	0	144	34	75	0	0	109	392
5:30 PM	0	0	3	0	3	0	135	16	0	151	91	0	39	0	130	36	62	0	0	98	382
5:45 PM	0	0	0	0	0	0	126	19	0	145	102	0	38	0	140	30	56	0	0	86	371
Total	0	0	7	0	7	0	502	101	0	603	377	3	174	0	554	126	242	0	0	368	1532
Approach %	0.0	0.0	100.0	0.0	-	0.0	83.3	16.7	0.0	-	68.1	0.5	31.4	0.0	-	34.2	65.8	0.0	0.0	-	-
Total %	0.0	0.0	0.5	0.0	0.5	0.0	32.8	6.6	0.0	39.4	24.6	0.2	11.4	0.0	36.2	8.2	15.8	0.0	0.0	24.0	-
PHF	0.000	0.000	0.583	0.000	0.583	0.000	0.930	0.574	0.000	0.892	0.924	0.375	0.888	0.000	0.962	0.875	0.807	0.000	0.000	0.844	0.977
Lights	0	0	7	0	7	0	499	100	0	599	376	3	173	0	552	126	240	0	0	366	1524
% Lights	-	-	100.0	-	100.0	-	99.4	99.0	-	99.3	99.7	100.0	99.4	-	99.6	100.0	99.2	-	-	99.5	99.5
Mediums	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	0	2	0	0	2	7
% Mediums	-	-	0.0	-	0.0	-	0.4	1.0	-	0.5	0.3	0.0	0.6	-	0.4	0.0	0.8	-	-	0.5	0.5
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	-	-	0.0	-	0.0	-	0.2	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	0.0	0.1

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Count Name: 2 - FM 407 @
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Turning Movement Peak Hour Data Plot (5:00 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: 3 - FM 407 @
IH35W SBFR
Site Code:
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Turning Movement Data

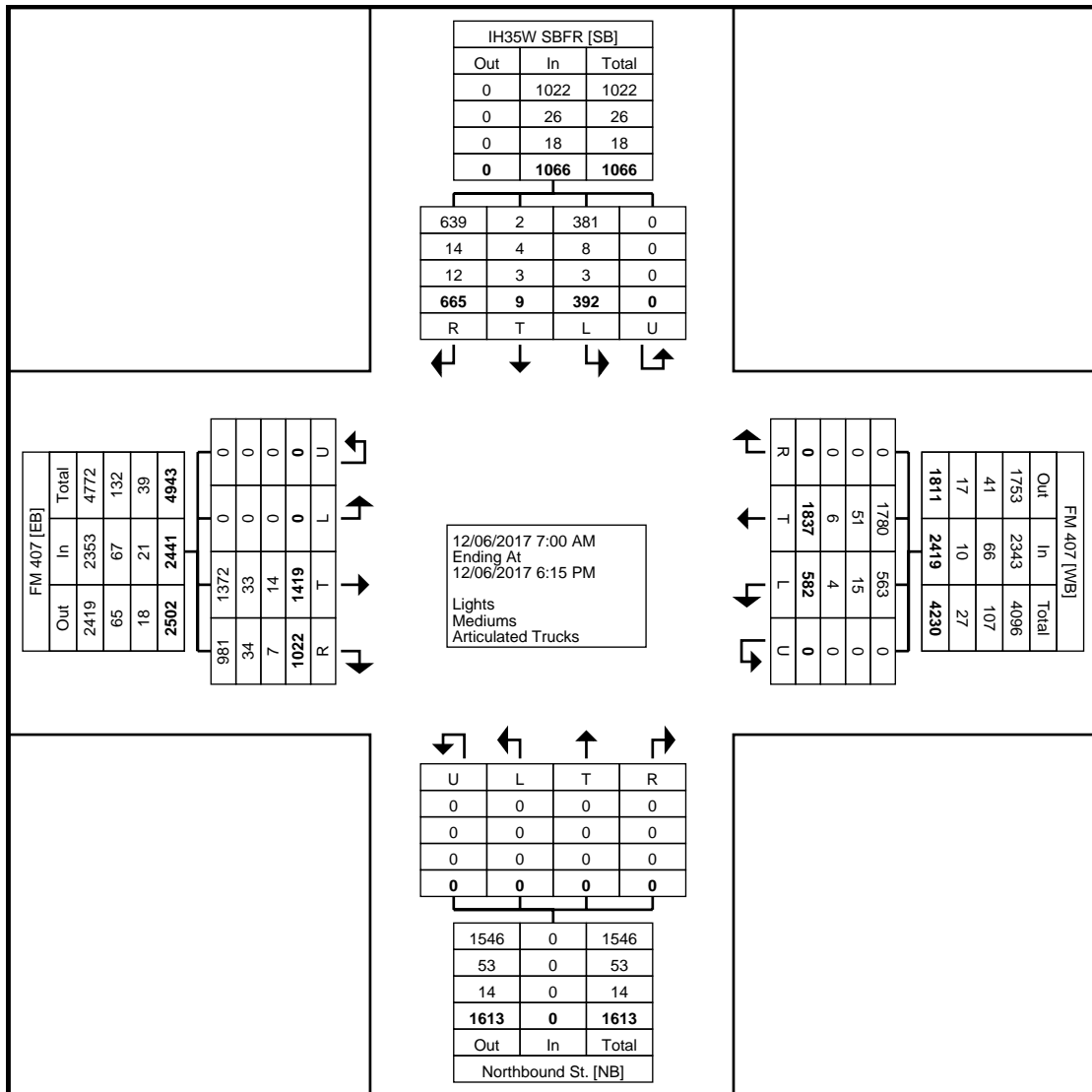
Start Time	IH35W SBFR Southbound					FM 407 Westbound					Northbound St. Northbound					FM 407 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:00 AM	12	0	18	0	30	29	62	0	0	91	0	0	0	0	0	0	160	95	0	255	376
7:15 AM	30	0	27	0	57	40	56	0	0	96	0	0	0	0	0	0	102	86	0	188	341
7:30 AM	25	0	35	0	60	36	72	0	0	108	0	0	0	0	0	0	128	89	0	217	385
7:45 AM	48	0	25	0	73	33	65	0	0	98	0	0	0	0	0	0	127	90	0	217	388
Hourly Total	115	0	105	0	220	138	255	0	0	393	0	0	0	0	0	0	517	360	0	877	1490
8:00 AM	31	0	31	0	62	37	65	0	0	102	0	0	0	0	0	0	112	69	0	181	345
8:15 AM	18	0	19	0	37	34	83	0	0	117	0	0	0	0	0	0	93	60	0	153	307
8:30 AM	15	3	20	0	38	27	83	0	0	110	0	0	0	0	0	0	76	59	0	135	283
8:45 AM	25	4	24	0	53	39	65	0	0	104	0	0	0	0	0	0	74	40	0	114	271
Hourly Total	89	7	94	0	190	137	296	0	0	433	0	0	0	0	0	0	355	228	0	583	1206
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	30	0	57	0	87	37	157	0	0	194	0	0	0	0	0	0	55	43	0	98	379
4:15 PM	22	0	36	0	58	25	131	0	0	156	0	0	0	0	0	0	63	53	0	116	330
4:30 PM	19	0	48	0	67	27	159	0	0	186	0	0	0	0	0	0	90	61	0	151	404
4:45 PM	19	0	43	0	62	34	152	0	0	186	0	0	0	0	0	0	64	33	0	97	345
Hourly Total	90	0	184	0	274	123	599	0	0	722	0	0	0	0	0	0	272	190	0	462	1458
5:00 PM	14	0	71	0	85	57	157	0	0	214	0	0	0	0	0	0	61	46	0	107	406
5:15 PM	33	0	81	0	114	45	167	0	0	212	0	0	0	0	0	0	79	87	0	166	492
5:30 PM	26	1	67	0	94	46	178	0	0	224	0	0	0	0	0	0	71	60	0	131	449
5:45 PM	25	1	63	0	89	36	185	0	0	221	0	0	0	0	0	0	64	51	0	115	425
Hourly Total	98	2	282	0	382	184	687	0	0	871	0	0	0	0	0	0	275	244	0	519	1772
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	392	9	665	0	1066	582	1837	0	0	2419	0	0	0	0	0	0	1419	1022	0	2441	5926
Approach %	36.8	0.8	62.4	0.0	-	24.1	75.9	0.0	0.0	-	NaN	NaN	NaN	NaN	-	0.0	58.1	41.9	0.0	-	-
Total %	6.6	0.2	11.2	0.0	18.0	9.8	31.0	0.0	0.0	40.8	0.0	0.0	0.0	0.0	0.0	0.0	23.9	17.2	0.0	41.2	-
Lights	381	2	639	0	1022	563	1780	0	0	2343	0	0	0	0	0	0	1372	981	0	2353	5718
% Lights	97.2	22.2	96.1	-	95.9	96.7	96.9	-	-	96.9	-	-	-	-	-	-	96.7	96.0	-	96.4	96.5
Mediums	8	4	14	0	26	15	51	0	0	66	0	0	0	0	0	0	33	34	0	67	159
% Mediums	2.0	44.4	2.1	-	2.4	2.6	2.8	-	-	2.7	-	-	-	-	-	-	2.3	3.3	-	2.7	2.7
Articulated Trucks	3	3	12	0	18	4	6	0	0	10	0	0	0	0	0	0	14	7	0	21	49
% Articulated Trucks	0.8	33.3	1.8	-	1.7	0.7	0.3	-	-	0.4	-	-	-	-	-	-	1.0	0.7	-	0.9	0.8

GRAM Traffic NTX Inc.

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Turning Movement Data Plot

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Count Name: 3 - FM 407 @
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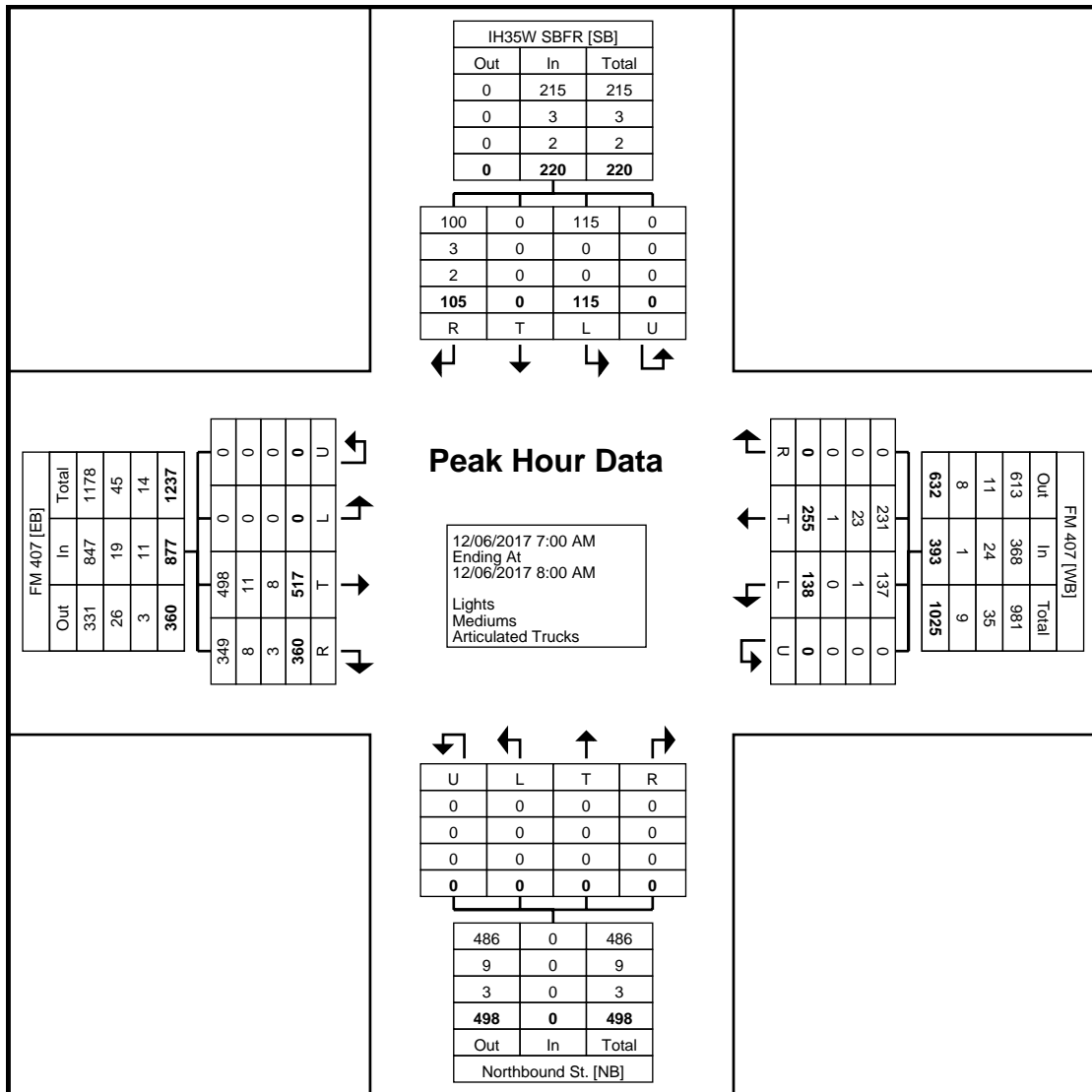
Start Time	IH35W SBFR Southbound					FM 407 Westbound					Northbound St. Northbound					FM 407 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
7:00 AM	12	0	18	0	30	29	62	0	0	91	0	0	0	0	0	0	160	95	0	255	376
7:15 AM	30	0	27	0	57	40	56	0	0	96	0	0	0	0	0	0	102	86	0	188	341
7:30 AM	25	0	35	0	60	36	72	0	0	108	0	0	0	0	0	0	128	89	0	217	385
7:45 AM	48	0	25	0	73	33	65	0	0	98	0	0	0	0	0	0	127	90	0	217	388
Total	115	0	105	0	220	138	255	0	0	393	0	0	0	0	0	0	517	360	0	877	1490
Approach %	52.3	0.0	47.7	0.0	-	35.1	64.9	0.0	0.0	-	NaN	NaN	NaN	NaN	-	0.0	59.0	41.0	0.0	-	-
Total %	7.7	0.0	7.0	0.0	14.8	9.3	17.1	0.0	0.0	26.4	0.0	0.0	0.0	0.0	0.0	0.0	34.7	24.2	0.0	58.9	-
PHF	0.599	0.000	0.750	0.000	0.753	0.863	0.885	0.000	0.000	0.910	0.000	0.000	0.000	0.000	0.000	0.000	0.808	0.947	0.000	0.860	0.960
Lights	115	0	100	0	215	137	231	0	0	368	0	0	0	0	0	0	498	349	0	847	1430
% Lights	100.0	-	95.2	-	97.7	99.3	90.6	-	-	93.6	-	-	-	-	-	-	96.3	96.9	-	96.6	96.0
Mediums	0	0	3	0	3	1	23	0	0	24	0	0	0	0	0	0	11	8	0	19	46
% Mediums	0.0	-	2.9	-	1.4	0.7	9.0	-	-	6.1	-	-	-	-	-	-	2.1	2.2	-	2.2	3.1
Articulated Trucks	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	8	3	0	11	14
% Articulated Trucks	0.0	-	1.9	-	0.9	0.0	0.4	-	-	0.3	-	-	-	-	-	-	1.5	0.8	-	1.3	0.9

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Turning Movement Peak Hour Data Plot (7:00 AM)

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Turning Movement Peak Hour Data (5:00 PM)

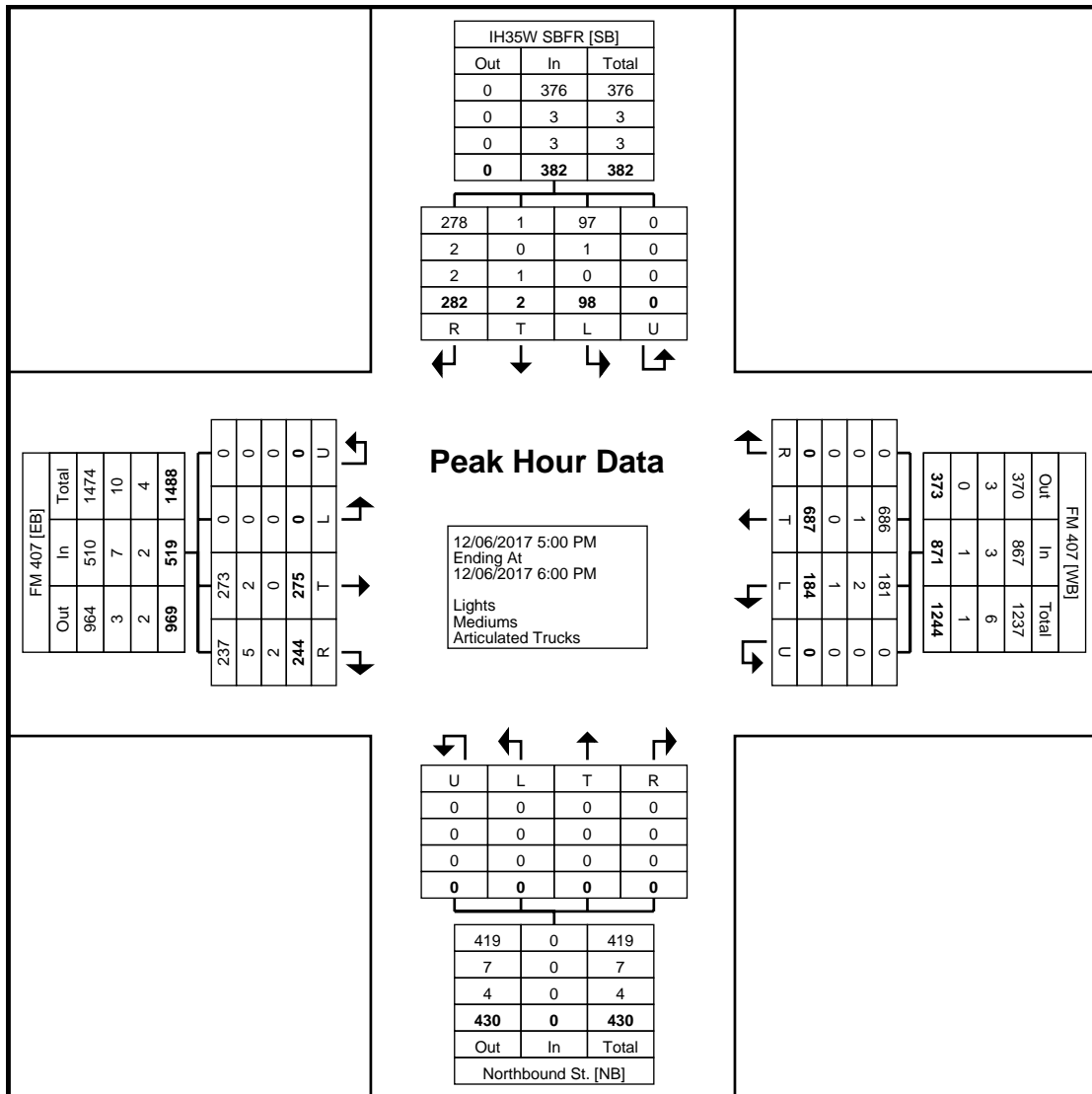
Start Time	IH35W SBFR Southbound					FM 407 Westbound					Northbound St. Northbound					FM 407 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
5:00 PM	14	0	71	0	85	57	157	0	0	214	0	0	0	0	0	0	61	46	0	107	406
5:15 PM	33	0	81	0	114	45	167	0	0	212	0	0	0	0	0	0	79	87	0	166	492
5:30 PM	26	1	67	0	94	46	178	0	0	224	0	0	0	0	0	0	71	60	0	131	449
5:45 PM	25	1	63	0	89	36	185	0	0	221	0	0	0	0	0	0	64	51	0	115	425
Total	98	2	282	0	382	184	687	0	0	871	0	0	0	0	0	0	275	244	0	519	1772
Approach %	25.7	0.5	73.8	0.0	-	21.1	78.9	0.0	0.0	-	NaN	NaN	NaN	NaN	-	0.0	53.0	47.0	0.0	-	-
Total %	5.5	0.1	15.9	0.0	21.6	10.4	38.8	0.0	0.0	49.2	0.0	0.0	0.0	0.0	0.0	0.0	15.5	13.8	0.0	29.3	-
PHF	0.742	0.500	0.870	0.000	0.838	0.807	0.928	0.000	0.000	0.972	0.000	0.000	0.000	0.000	0.000	0.000	0.870	0.701	0.000	0.782	0.900
Lights	97	1	278	0	376	181	686	0	0	867	0	0	0	0	0	0	273	237	0	510	1753
% Lights	99.0	50.0	98.6	-	98.4	98.4	99.9	-	-	99.5	-	-	-	-	-	-	99.3	97.1	-	98.3	98.9
Mediums	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	0	2	5	0	7	13
% Mediums	1.0	0.0	0.7	-	0.8	1.1	0.1	-	-	0.3	-	-	-	-	-	-	0.7	2.0	-	1.3	0.7
Articulated Trucks	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	6
% Articulated Trucks	0.0	50.0	0.7	-	0.8	0.5	0.0	-	-	0.1	-	-	-	-	-	-	0.0	0.8	-	0.4	0.3

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










Turning Movement Peak Hour Data Plot (5:00 PM)

EXISTING (2019) TRAFFIC ANALYSIS

HCM Signalized Intersection Capacity Analysis

1: IH-35W SBFR & FM 407

Argyle Hospital TIA
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑					↖	↗	
Traffic Volume (vph)	0	538	374	144	265	0	0	0	0	120	0	109
Future Volume (vph)	0	538	374	144	265	0	0	0	0	120	0	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1583	
Flt Permitted		1.00	1.00	0.24	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	451	1863					1770	1583	
Peak-hour factor, PHF	0.86	0.86	0.86	0.91	0.91	0.91	0.92	0.92	0.92	0.75	0.75	0.75
Adj. Flow (vph)	0	626	435	158	291	0	0	0	0	160	0	145
RTOR Reduction (vph)	0	0	174	0	0	0	0	0	0	0	123	0
Lane Group Flow (vph)	0	626	261	158	291	0	0	0	0	160	22	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		62.2	62.2	87.3	93.3					18.5	18.5	
Effective Green, g (s)		62.2	62.2	87.3	93.3					18.5	18.5	
Actuated g/C Ratio		0.52	0.52	0.73	0.78					0.15	0.15	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		963	818	602	1444					272	243	
v/s Ratio Prot		c0.34		c0.05	c0.16					c0.09	0.01	
v/s Ratio Perm			0.16	0.14								
v/c Ratio		0.65	0.32	0.26	0.20					0.59	0.09	
Uniform Delay, d1		21.1	16.8	8.7	3.6					47.4	43.7	
Progression Factor		1.00	1.00	0.80	0.28					1.00	1.00	
Incremental Delay, d2		3.4	1.0	0.2	0.1					3.2	0.2	
Delay (s)		24.5	17.8	7.2	1.1					50.6	43.9	
Level of Service		C	B	A	A					D	D	
Approach Delay (s)		21.8			3.2			0.0			47.4	
Approach LOS		C			A			A			D	
Intersection Summary												
HCM 2000 Control Delay			21.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			120.3			Sum of lost time (s)				21.0		
Intersection Capacity Utilization			55.1%			ICU Level of Service				B		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA
Existing AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	424	0	0	225	67	173	2	179	0	0	3
Future Volume (vph)	236	424	0	0	225	67	173	2	179	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1586			1611	
Flt Permitted	0.32	1.00			1.00	1.00	0.75	1.00			1.00	
Satd. Flow (perm)	604	1863			1863	1583	1402	1586			1611	
Peak-hour factor, PHF	0.91	0.91	0.91	0.86	0.86	0.86	0.93	0.93	0.93	0.38	0.38	0.38
Adj. Flow (vph)	259	466	0	0	262	78	186	2	192	0	0	8
RTOR Reduction (vph)	0	0	0	0	0	63	0	154	0	0	8	0
Lane Group Flow (vph)	259	466	0	0	262	15	186	40	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	79.7	85.7			23.1	23.1	24.1	24.1			6.5	
Effective Green, g (s)	79.7	85.7			23.1	23.1	24.1	24.1			6.5	
Actuated g/C Ratio	0.66	0.71			0.19	0.19	0.20	0.20			0.05	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	948	1327			357	303	280	317			87	
v/s Ratio Prot	0.13	c0.25			c0.14			0.03			0.00	
v/s Ratio Perm	0.05					0.01	c0.13					
v/c Ratio	0.27	0.35			0.73	0.05	0.66	0.13			0.00	
Uniform Delay, d1	8.6	6.6			45.7	39.6	44.4	39.5			53.8	
Progression Factor	0.59	0.69			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.1	0.1			7.6	0.1	5.8	0.2			0.0	
Delay (s)	5.2	4.7			53.3	39.7	50.2	39.7			53.9	
Level of Service	A	A			D	D	D	D			D	
Approach Delay (s)		4.9			50.2			44.8			53.9	
Approach LOS		A			D			D			D	

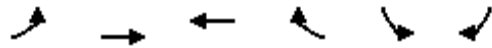
Intersection Summary

HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.3	Sum of lost time (s)	21.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: FM 407 & Gateway Blvd

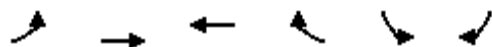


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	0	603	292	0	0	0
Future Volume (Veh/h)	0	603	292	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	655	317	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317			972	317	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317			972	317	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			100	100	
cM capacity (veh/h)	1243			280	724	
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	655	317	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1243	1700	1700	1700		
Volume to Capacity	0.00	0.19	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			35.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: FM 407 & Drive 1

Argyle Hospital TIA
Existing AM

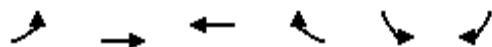


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	603	292	0	0	0
Future Volume (Veh/h)	0	603	292	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	655	317	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317				972	317
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317				972	317
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1243				280	724
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	655	317	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.39	0.19	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			35.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

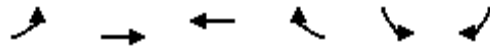
5: FM 407 & Drive 2

Argyle Hospital TIA
Existing AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	603	292	0	0	0
Future Volume (Veh/h)	0	603	292	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	655	317	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317				972	317
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317				972	317
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1243				280	724
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	655	317	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.39	0.19	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			35.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: FM 407 & Shared Access Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	0	603	292	0	0	0
Future Volume (Veh/h)	0	603	292	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	655	317	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	317				972	317
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	317				972	317
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1243				280	724
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	655	317	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1243	1700	1700			
Volume to Capacity	0.00	0.19	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			35.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: IH-35W SBFR & FM 407



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑					↘	↙	
Traffic Volume (vph)	0	286	254	191	714	0	0	0	0	102	2	293
Future Volume (vph)	0	286	254	191	714	0	0	0	0	102	2	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1585	
Flt Permitted		1.00	1.00	0.21	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	394	1863					1770	1585	
Peak-hour factor, PHF	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	0	367	326	197	736	0	0	0	0	121	2	349
RTOR Reduction (vph)	0	0	229	0	0	0	0	0	0	0	238	0
Lane Group Flow (vph)	0	367	97	197	736	0	0	0	0	121	113	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		28.4	28.4	75.7	81.7					21.5	21.5	
Effective Green, g (s)		28.4	28.4	75.7	81.7					21.5	21.5	
Actuated g/C Ratio		0.25	0.25	0.68	0.73					0.19	0.19	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		473	402	849	1362					340	305	
v/s Ratio Prot		c0.20		0.10	c0.40					0.07	c0.07	
v/s Ratio Perm			0.06	0.06								
v/c Ratio		0.78	0.24	0.23	0.54					0.36	0.37	
Uniform Delay, d1		38.7	33.1	8.2	6.7					39.1	39.2	
Progression Factor		1.00	1.00	0.47	0.18					1.00	1.00	
Incremental Delay, d2		11.8	1.4	0.1	0.3					0.6	0.8	
Delay (s)		50.5	34.5	4.0	1.5					39.7	40.0	
Level of Service		D	C	A	A					D	D	
Approach Delay (s)		43.0			2.0			0.0			39.9	
Approach LOS		D			A			A			D	

Intersection Summary





















HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	111.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	252	0	0	522	105	392	3	181	0	0	7
Future Volume (vph)	131	252	0	0	522	105	392	3	181	0	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1588			1611	
Flt Permitted	0.14	1.00			1.00	1.00	0.75	1.00			1.00	
Satd. Flow (perm)	262	1863			1863	1583	1397	1588			1611	
Peak-hour factor, PHF	0.84	0.84	0.84	0.89	0.89	0.89	0.96	0.96	0.96	0.58	0.58	0.58
Adj. Flow (vph)	156	300	0	0	587	118	408	3	189	0	0	12
RTOR Reduction (vph)	0	0	0	0	0	71	0	123	0	0	11	0
Lane Group Flow (vph)	156	300	0	0	587	47	408	69	0	0	1	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	56.2	62.2			41.2	41.2	39.0	39.0			10.7	
Effective Green, g (s)	56.2	62.2			41.2	41.2	39.0	39.0			10.7	
Actuated g/C Ratio	0.50	0.56			0.37	0.37	0.35	0.35			0.10	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	334	1037			687	583	487	554			154	
v/s Ratio Prot	c0.06	0.16			c0.32			0.04			0.00	
v/s Ratio Perm	0.17					0.03	c0.29					
v/c Ratio	0.47	0.29			0.85	0.08	0.84	0.12			0.01	
Uniform Delay, d1	19.5	13.1			32.5	22.9	33.4	24.7			45.7	
Progression Factor	1.02	1.28			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.7	0.1			10.1	0.1	11.9	0.1			0.0	
Delay (s)	20.7	16.8			42.6	23.0	45.4	24.8			45.7	
Level of Service	C	B			D	C	D	C			D	
Approach Delay (s)		18.1			39.3			38.8			45.7	
Approach LOS		B			D			D			D	

Intersection Summary

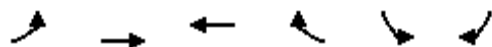
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	111.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: FM 407 & Gateway Blvd

Argyle Hospital TIA
Existing PM

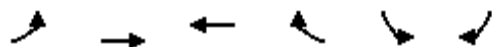


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↘	↙
Traffic Volume (veh/h)	0	433	627	0	0	0
Future Volume (Veh/h)	0	433	627	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	471	682	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	682				1153	682
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	682				1153	682
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	911				218	450
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	471	682	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	911	1700	1700	1700		
Volume to Capacity	0.00	0.40	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: FM 407 & Drive 1

Argyle Hospital TIA
Existing PM

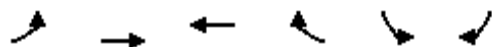


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	433	627	0	0	0
Future Volume (Veh/h)	0	433	627	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	471	682	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	682				1153	682
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	682				1153	682
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	911				218	450
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	471	682	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.28	0.40	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2

Argyle Hospital TIA
Existing PM

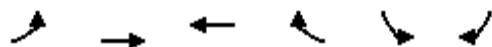


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	433	627	0	0	0
Future Volume (Veh/h)	0	433	627	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	471	682	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	682				1153	682
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	682				1153	682
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	911				218	450
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	471	682	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.28	0.40	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: FM 407 & Shared Access Drive

Argyle Hospital TIA
Existing PM





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↶		↶	
Traffic Volume (veh/h)	0	433	627	0	0	0
Future Volume (Veh/h)	0	433	627	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	471	682	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	682				1153	682
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	682				1153	682
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	911				218	450
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	471	682	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	911	1700	1700			
Volume to Capacity	0.00	0.40	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.3%		ICU Level of Service	A
Analysis Period (min)			15			

BUILDOUT (2021) BACKGROUND TRAFFIC ANALYSIS

HCM Signalized Intersection Capacity Analysis

1: IH-35W SBFR & FM 407

Argyle Hospital TIA
Background AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	674	674	225	378	0	0	0	0	135	0	139
Future Volume (vph)	0	674	674	225	378	0	0	0	0	135	0	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1583	
Flt Permitted		1.00	1.00	0.14	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	261	1863					1770	1583	
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)	0	733	733	245	411	0	0	0	0	147	0	151
RTOR Reduction (vph)	0	0	262	0	0	0	0	0	0	0	129	0
Lane Group Flow (vph)	0	733	471	245	411	0	0	0	0	147	22	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		62.1	62.1	92.6	98.6					18.5	18.5	
Effective Green, g (s)		62.1	62.1	92.6	98.6					18.5	18.5	
Actuated g/C Ratio		0.49	0.49	0.74	0.79					0.15	0.15	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		921	782	558	1462					260	233	
v/s Ratio Prot		c0.39		c0.11	0.22					c0.08	0.01	
v/s Ratio Perm			0.30	0.22								
v/c Ratio		0.80	0.60	0.44	0.28					0.57	0.10	
Uniform Delay, d1		26.5	22.9	14.5	3.7					49.8	46.3	
Progression Factor		1.00	1.00	1.10	0.20					1.00	1.00	
Incremental Delay, d2		7.1	3.4	0.3	0.1					2.8	0.2	
Delay (s)		33.5	26.3	16.4	0.8					52.6	46.5	
Level of Service		C	C	B	A					D	D	
Approach Delay (s)		29.9			6.6			0.0			49.5	
Approach LOS		C			A			A			D	
Intersection Summary												
HCM 2000 Control Delay			26.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			125.6			Sum of lost time (s)				21.0		
Intersection Capacity Utilization			74.9%			ICU Level of Service				D		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA
Background AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↷	↶	↶	↷			↷	
Traffic Volume (vph)	327	484	0	0	322	87	267	2	217	0	0	3
Future Volume (vph)	327	484	0	0	322	87	267	2	217	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1586			1611	
Flt Permitted	0.21	1.00			1.00	1.00	0.76	1.00			1.00	
Satd. Flow (perm)	399	1863			1863	1583	1408	1586			1611	
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)	355	526	0	0	350	95	290	2	236	0	0	3
RTOR Reduction (vph)	0	0	0	0	0	73	0	181	0	0	3	0
Lane Group Flow (vph)	355	526	0	0	350	22	290	57	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	80.0	86.0			28.5	28.5	29.1	29.1			6.5	
Effective Green, g (s)	80.0	86.0			28.5	28.5	29.1	29.1			6.5	
Actuated g/C Ratio	0.64	0.68			0.23	0.23	0.23	0.23			0.05	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	816	1275			422	359	326	367			83	
v/s Ratio Prot	c0.18	c0.28			c0.19			0.04			0.00	
v/s Ratio Perm	0.10					0.01	c0.21					
v/c Ratio	0.44	0.41			0.83	0.06	0.89	0.15			0.00	
Uniform Delay, d1	12.2	8.7			46.2	38.1	46.7	38.4			56.5	
Progression Factor	0.51	0.79			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.2	0.1			12.7	0.1	24.2	0.2			0.0	
Delay (s)	6.4	7.0			58.9	38.1	70.9	38.6			56.5	
Level of Service	A	A			E	D	E	D			E	
Approach Delay (s)		6.7			54.5			56.3			56.5	
Approach LOS		A			D			E			E	

Intersection Summary

HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	125.6	Sum of lost time (s)	21.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

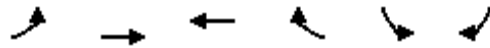
c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: FM 407 & Gateway Blvd

Argyle Hospital TIA

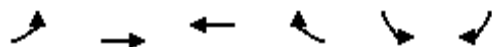
Background AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	0	680	324	0	0	0
Future Volume (Veh/h)	0	680	324	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	739	352	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352				1091	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352				1091	352
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1207				238	692
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	739	352	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1207	1700	1700	1700		
Volume to Capacity	0.00	0.21	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			39.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

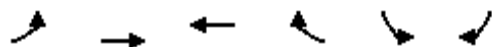
4: FM 407 & Drive 1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	680	324	0	0	0
Future Volume (Veh/h)	0	680	324	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	739	352	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352				1091	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352				1091	352
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1207				238	692
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	739	352	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.43	0.21	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			39.1%		ICU Level of Service	A
Analysis Period (min)			15			

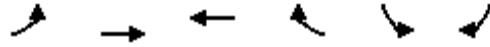
HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	680	324	0	0	0
Future Volume (Veh/h)	0	680	324	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	739	352	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352				1091	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352				1091	352
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1207				238	692
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	739	352	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.43	0.21	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			39.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: FM 407 & Shared Access Drive





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Volume (veh/h)	0	680	324	0	0	0
Future Volume (Veh/h)	0	680	324	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	739	352	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352				1091	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352				1091	352
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1207				238	692
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	739	352	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1207	1700	1700			
Volume to Capacity	0.00	0.21	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			39.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

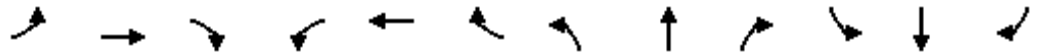
1: IH-35W SBFR & FM 407

Argyle Hospital TIA
Background PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	368	434	253	1062	0	0	0	0	127	2	389
Future Volume (vph)	0	368	434	253	1062	0	0	0	0	127	2	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1585	
Flt Permitted		1.00	1.00	0.27	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	505	1863					1770	1585	
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)	0	400	472	275	1154	0	0	0	0	138	2	423
RTOR Reduction (vph)	0	0	316	0	0	0	0	0	0	0	70	0
Lane Group Flow (vph)	0	400	156	275	1154	0	0	0	0	138	355	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		43.0	43.0	80.6	86.6					34.9	34.9	
Effective Green, g (s)		43.0	43.0	80.6	86.6					34.9	34.9	
Actuated g/C Ratio		0.33	0.33	0.62	0.67					0.27	0.27	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		616	523	678	1241					475	425	
v/s Ratio Prot		0.21		0.12	c0.62					0.08	c0.22	
v/s Ratio Perm			0.10	0.13								
v/c Ratio		0.65	0.30	0.41	0.93					0.29	0.83	
Uniform Delay, d1		37.1	32.3	13.4	19.0					37.7	44.8	
Progression Factor		1.00	1.00	0.45	0.41					1.00	1.00	
Incremental Delay, d2		5.2	1.5	0.0	1.4					0.3	13.2	
Delay (s)		42.3	33.8	6.1	9.2					38.1	58.1	
Level of Service		D	C	A	A					D	E	
Approach Delay (s)		37.7			8.6			0.0			53.2	
Approach LOS		D			A			A			D	
Intersection Summary												
HCM 2000 Control Delay			26.2			HCM 2000 Level of Service					C	
HCM 2000 Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)					21.0	
Intersection Capacity Utilization			88.8%			ICU Level of Service					E	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: IH-35W NBFR/IH35W NBFR & FM 407



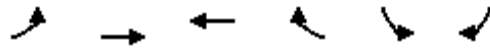
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	306	0	0	632	124	693	3	274	0	0	8
Future Volume (vph)	184	306	0	0	632	124	693	3	274	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1586			1611	
Flt Permitted	0.10	1.00			1.00	1.00	0.75	1.00			1.00	
Satd. Flow (perm)	177	1863			1863	1583	1394	1586			1611	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.58	0.58
Adj. Flow (vph)	200	333	0	0	687	135	753	3	298	0	0	14
RTOR Reduction (vph)	0	0	0	0	0	91	0	185	0	0	13	0
Lane Group Flow (vph)	200	333	0	0	687	44	753	116	0	0	1	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	64.0	70.0			42.0	42.0	49.5	49.5			10.5	
Effective Green, g (s)	64.0	70.0			42.0	42.0	49.5	49.5			10.5	
Actuated g/C Ratio	0.49	0.54			0.32	0.32	0.38	0.38			0.08	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	356	1003			601	511	530	603			130	
v/s Ratio Prot	c0.09	0.18			c0.37			0.07			0.00	
v/s Ratio Perm	0.18					0.03	c0.54					
v/c Ratio	0.56	0.33			1.14	0.09	1.42	0.19			0.01	
Uniform Delay, d1	27.8	16.9			44.0	30.6	40.2	26.9			55.0	
Progression Factor	0.72	1.28			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	1.7	0.2			83.0	0.1	200.2	0.2			0.0	
Delay (s)	21.6	21.7			127.0	30.7	240.4	27.1			55.0	
Level of Service	C	C			F	C	F	C			D	
Approach Delay (s)		21.7			111.2			179.5			55.0	
Approach LOS		C			F			F			D	

Intersection Summary

HCM 2000 Control Delay	120.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		

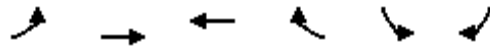
c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: FM 407 & Gateway Blvd



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↘	↙
Traffic Volume (veh/h)	0	486	707	0	0	0
Future Volume (Veh/h)	0	486	707	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	528	768	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	768				1296	768
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	768				1296	768
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	846				179	402
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	528	768	0	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	846	1700	1700	1700		
Volume to Capacity	0.00	0.45	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS			A	A		
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: FM 407 & Drive 1

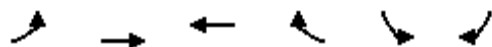


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Volume (veh/h)	0	486	707	0	0	0
Future Volume (Veh/h)	0	486	707	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	528	768	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	768				1296	768
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	768				1296	768
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	846				179	402
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	528	768	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.31	0.45	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2

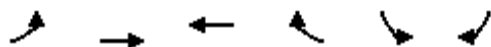
Argyle Hospital TIA
Background PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	486	707	0	0	0
Future Volume (Veh/h)	0	486	707	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	528	768	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	768				1296	768
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	768				1296	768
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	846				179	402
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	528	768	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.31	0.45	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: FM 407 & Shared Access Drive





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	0	486	707	0	0	0
Future Volume (Veh/h)	0	486	707	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	528	768	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	768				1296	768
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	768				1296	768
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	846				179	402
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	528	768	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	846	1700	1700			
Volume to Capacity	0.00	0.45	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.5%		ICU Level of Service	A
Analysis Period (min)			15			

BUILDOUT (2021) TRAFFIC ANALYSIS

HCM Signalized Intersection Capacity Analysis

1: IH-35W SBFR & FM 407





















Argyle Hospital TIA
Buildout AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	705	674	272	390	0	0	0	0	242	0	139
Future Volume (vph)	0	705	674	272	390	0	0	0	0	242	0	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1583	
Flt Permitted		1.00	1.00	0.11	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	207	1863					1770	1583	
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)	0	766	733	296	424	0	0	0	0	263	0	151
RTOR Reduction (vph)	0	0	257	0	0	0	0	0	0	0	120	0
Lane Group Flow (vph)	0	766	476	296	424	0	0	0	0	263	31	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		63.0	63.0	87.5	93.5					26.3	26.3	
Effective Green, g (s)		63.0	63.0	87.5	93.5					26.3	26.3	
Actuated g/C Ratio		0.49	0.49	0.68	0.73					0.20	0.20	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		914	777	439	1357					362	324	
v/s Ratio Prot		c0.41		c0.13	0.23					c0.15	0.02	
v/s Ratio Perm			0.30	0.33								
v/c Ratio		0.84	0.61	0.67	0.31					0.73	0.10	
Uniform Delay, d1		28.2	23.8	27.6	6.1					47.6	41.4	
Progression Factor		1.00	1.00	0.89	0.72					1.00	1.00	
Incremental Delay, d2		9.1	3.6	2.4	0.1					7.1	0.1	
Delay (s)		37.3	27.4	27.1	4.5					54.7	41.5	
Level of Service		D	C	C	A					D	D	
Approach Delay (s)		32.4			13.8			0.0			49.9	
Approach LOS		C			B			A			D	
Intersection Summary												
HCM 2000 Control Delay			30.1			HCM 2000 Level of Service					C	
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			128.3			Sum of lost time (s)					21.0	
Intersection Capacity Utilization			77.7%			ICU Level of Service					D	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA
Buildout AM

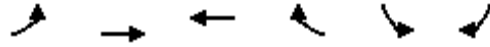
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	327	621	0	0	381	128	267	2	339	0	0	3
Future Volume (vph)	327	621	0	0	381	128	267	2	339	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1585			1611	
Flt Permitted	0.15	1.00			1.00	1.00	0.76	1.00			1.00	
Satd. Flow (perm)	285	1863			1863	1583	1408	1585			1611	
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)	355	675	0	0	414	139	290	2	368	0	0	3
RTOR Reduction (vph)	0	0	0	0	0	104	0	217	0	0	3	0
Lane Group Flow (vph)	355	675	0	0	414	35	290	153	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	80.0	86.0			32.2	32.2	31.8	31.8			5.5	
Effective Green, g (s)	80.0	86.0			32.2	32.2	31.8	31.8			5.5	
Actuated g/C Ratio	0.62	0.67			0.25	0.25	0.25	0.25			0.04	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	730	1248			467	397	348	392			69	
v/s Ratio Prot	0.18	c0.36			c0.22			0.10			0.00	
v/s Ratio Perm	0.12					0.02	c0.21					
v/c Ratio	0.49	0.54			0.89	0.09	0.83	0.39			0.00	
Uniform Delay, d1	17.5	10.9			46.3	36.8	45.7	40.2			58.8	
Progression Factor	0.61	0.85			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.3	0.3			18.0	0.1	15.6	0.6			0.0	
Delay (s)	11.0	9.6			64.3	36.9	61.3	40.8			58.8	
Level of Service	B	A			E	D	E	D			E	
Approach Delay (s)		10.1			57.4			49.8			58.8	
Approach LOS		B			E			D			E	
Intersection Summary												
HCM 2000 Control Delay			33.5									C
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			128.3								21.0	
Intersection Capacity Utilization			73.4%									D
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: FM 407 & Gateway Blvd

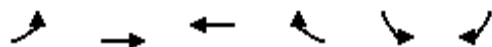
Argyle Hospital TIA
Buildout AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Volume (veh/h)	214	726	342	15	6	83
Future Volume (Veh/h)	214	726	342	15	6	83
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	233	789	372	16	7	90
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	388				1635	380
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388				1635	380
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	80				92	87
cM capacity (veh/h)	1170				89	667
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	1022	388	7	90		
Volume Left	233	0	7	0		
Volume Right	0	16	0	90		
cSH	1170	1700	89	667		
Volume to Capacity	0.20	0.23	0.08	0.13		
Queue Length 95th (ft)	19	0	6	12		
Control Delay (s)	4.5	0.0	48.9	11.2		
Lane LOS	A		E	B		
Approach Delay (s)	4.5	0.0	14.0			
Approach LOS			B			
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			82.3%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: FM 407 & Drive 1

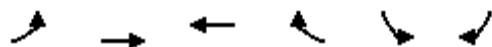


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	732	357	15	0	0
Future Volume (Veh/h)	0	732	357	15	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	796	388	16	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	404				1192	396
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404				1192	396
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1155				207	653
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	796	404	0			
Volume Left	0	0	0			
Volume Right	0	16	0			
cSH	1700	1700	1700			
Volume to Capacity	0.47	0.24	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			41.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2

Argyle Hospital TIA
Buildout AM

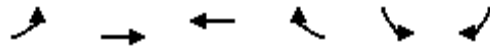


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	732	372	0	0	0
Future Volume (Veh/h)	0	732	372	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	796	404	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	404				1200	404
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404				1200	404
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1155				204	647
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	796	404	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.47	0.24	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			41.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: FM 407 & Shared Access Drive

Argyle Hospital TIA
Buildout AM





















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	46	686	355	15	12	18
Future Volume (Veh/h)	46	686	355	15	12	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	746	386	16	13	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	402				1240	394
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	402				1240	394
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				93	97
cM capacity (veh/h)	1157				185	655
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	796	402	33			
Volume Left	50	0	13			
Volume Right	0	16	20			
cSH	1157	1700	470			
Volume to Capacity	0.04	0.24	0.07			
Queue Length 95th (ft)	3	0	6			
Control Delay (s)	1.1	0.0	16.7			
Lane LOS	A		C			
Approach Delay (s)	1.1	0.0	16.7			
Approach LOS			C			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			71.6%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: IH-35W SBFR & FM 407

Argyle Hospital TIA
Buildout PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	380	434	378	1093	0	0	0	0	170	2	389
Future Volume (vph)	0	380	434	378	1093	0	0	0	0	170	2	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1585	
Flt Permitted		1.00	1.00	0.17	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	323	1863					1770	1585	
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)	0	413	472	411	1188	0	0	0	0	185	2	423
RTOR Reduction (vph)	0	0	310	0	0	0	0	0	0	0	68	0
Lane Group Flow (vph)	0	413	162	411	1188	0	0	0	0	185	357	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		36.0	36.0	80.9	86.9					34.6	34.6	
Effective Green, g (s)		36.0	36.0	80.9	86.9					34.6	34.6	
Actuated g/C Ratio		0.28	0.28	0.62	0.67					0.27	0.27	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		515	438	700	1245					471	421	
v/s Ratio Prot		0.22		0.20	c0.64					0.10	c0.23	
v/s Ratio Perm			0.10	0.16								
v/c Ratio		0.80	0.37	0.59	0.95					0.39	0.85	
Uniform Delay, d1		43.7	37.9	19.6	19.7					39.1	45.2	
Progression Factor		1.00	1.00	0.83	0.85					1.00	1.00	
Incremental Delay, d2		12.4	2.4	0.1	2.2					0.5	14.7	
Delay (s)		56.1	40.2	16.5	19.1					39.6	59.9	
Level of Service		E	D	B	B					D	E	
Approach Delay (s)		47.6			18.4			0.0			53.8	
Approach LOS		D			B			A			D	
Intersection Summary												
HCM 2000 Control Delay			33.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)				21.0		
Intersection Capacity Utilization			90.5%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA
Buildout PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	361	0	0	789	234	693	3	323	0	0	8
Future Volume (vph)	184	361	0	0	789	234	693	3	323	0	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1586			1611	
Flt Permitted	0.08	1.00			1.00	1.00	0.75	1.00			1.00	
Satd. Flow (perm)	152	1863			1863	1583	1394	1586			1611	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.58	0.58
Adj. Flow (vph)	200	392	0	0	858	254	753	3	351	0	0	14
RTOR Reduction (vph)	0	0	0	0	0	92	0	225	0	0	12	0
Lane Group Flow (vph)	200	392	0	0	858	162	753	129	0	0	2	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	67.0	73.0			49.0	49.0	46.5	46.5			22.5	
Effective Green, g (s)	67.0	73.0			49.0	49.0	46.5	46.5			22.5	
Actuated g/C Ratio	0.52	0.56			0.38	0.38	0.36	0.36			0.17	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	302	1046			702	596	498	567			278	
v/s Ratio Prot	c0.09	c0.21			c0.46			0.08			0.00	
v/s Ratio Perm	0.25					0.10	c0.54					
v/c Ratio	0.66	0.37			1.22	0.27	1.51	0.23			0.01	
Uniform Delay, d1	32.4	15.8			40.5	28.1	41.8	29.2			44.5	
Progression Factor	0.60	0.64			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	4.0	0.2			112.5	0.2	240.6	0.2			0.0	
Delay (s)	23.5	10.2			153.0	28.4	282.4	29.4			44.5	
Level of Service	C	B			F	C	F	C			D	
Approach Delay (s)		14.7			124.6			201.5			44.5	
Approach LOS		B			F			F			D	

Intersection Summary

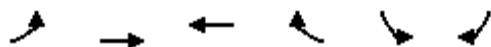
HCM 2000 Control Delay	131.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	110.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

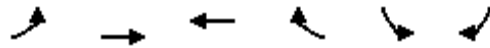
3: FM 407 & Gateway Blvd

Argyle Hospital TIA
Buildout PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	85	504	754	6	16	219
Future Volume (Veh/h)	85	504	754	6	16	219
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	548	820	7	17	238
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	827				1556	824
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	827				1556	824
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				85	36
cM capacity (veh/h)	804				110	373
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	640	827	17	238		
Volume Left	92	0	17	0		
Volume Right	0	7	0	238		
cSH	804	1700	110	373		
Volume to Capacity	0.11	0.49	0.15	0.64		
Queue Length 95th (ft)	10	0	13	106		
Control Delay (s)	2.9	0.0	43.6	30.2		
Lane LOS	A		E	D		
Approach Delay (s)	2.9	0.0	31.0			
Approach LOS			D			
Intersection Summary						
Average Delay			5.7			
Intersection Capacity Utilization			84.6%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: FM 407 & Drive 1

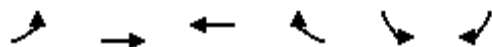


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	520	760	6	0	0
Future Volume (Veh/h)	0	520	760	6	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	565	826	7	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	833				1394	830
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	833				1394	830
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	800				156	370
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	565	833	0			
Volume Left	0	0	0			
Volume Right	0	7	0			
cSH	1700	1700	1700			
Volume to Capacity	0.33	0.49	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			43.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2

Argyle Hospital TIA
Buildout PM

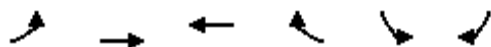


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Volume (veh/h)	0	520	766	0	0	0
Future Volume (Veh/h)	0	520	766	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	565	833	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	833				1398	833
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	833				1398	833
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	800				155	369
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	565	833	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.33	0.49	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			43.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: FM 407 & Shared Access Drive

Argyle Hospital TIA
Buildout PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	↙
Traffic Volume (veh/h)	18	502	719	6	31	47
Future Volume (Veh/h)	18	502	719	6	31	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	546	782	7	34	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	789				1372	786
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	789				1372	786
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				78	87
cM capacity (veh/h)	831				157	392
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	566	789	85			
Volume Left	20	0	34			
Volume Right	0	7	51			
cSH	831	1700	393			
Volume to Capacity	0.02	0.46	0.22			
Queue Length 95th (ft)	2	0	20			
Control Delay (s)	0.7	0.0	23.0			
Lane LOS	A		C			
Approach Delay (s)	0.7	0.0	23.0			
Approach LOS			C			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization		51.0%		ICU Level of Service		A
Analysis Period (min)			15			

HORIZON (2026) TRAFFIC ANALYSIS

HCM Signalized Intersection Capacity Analysis

1: IH-35W SBFR & FM 407



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑					↖	↗	
Traffic Volume (vph)	0	831	762	306	452	0	0	0	0	270	0	165
Future Volume (vph)	0	831	762	306	452	0	0	0	0	270	0	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1583	
Flt Permitted		1.00	1.00	0.06	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	118	1863					1770	1583	
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)	0	903	828	333	491	0	0	0	0	293	0	179
RTOR Reduction (vph)	0	0	249	0	0	0	0	0	0	0	141	0
Lane Group Flow (vph)	0	903	579	333	491	0	0	0	0	293	38	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		63.0	63.0	88.2	94.2					27.3	27.3	
Effective Green, g (s)		63.0	63.0	88.2	94.2					27.3	27.3	
Actuated g/C Ratio		0.48	0.48	0.68	0.72					0.21	0.21	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		902	767	400	1349					371	332	
v/s Ratio Prot		c0.48		c0.16	0.26					c0.17	0.02	
v/s Ratio Perm			0.37	0.40								
v/c Ratio		1.00	0.75	0.83	0.36					0.79	0.11	
Uniform Delay, d1		33.5	27.2	40.8	6.7					48.6	41.6	
Progression Factor		1.00	1.00	0.91	0.74					1.00	1.00	
Incremental Delay, d2		30.2	6.8	5.4	0.1					10.7	0.2	
Delay (s)		63.7	34.0	42.6	5.0					59.3	41.7	
Level of Service		E	C	D	A					E	D	
Approach Delay (s)		49.5			20.2			0.0			52.6	
Approach LOS		D			C			A			D	
Intersection Summary												
HCM 2000 Control Delay			42.0			HCM 2000 Level of Service					D	
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)					21.0	
Intersection Capacity Utilization			87.7%			ICU Level of Service					E	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA

Horizon AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	382	720	0	0	434	144	308	2	381	0	0	4
Future Volume (vph)	382	720	0	0	434	144	308	2	381	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1585			1611	
Flt Permitted	0.12	1.00			1.00	1.00	0.76	1.00			1.00	
Satd. Flow (perm)	219	1863			1863	1583	1407	1585			1611	
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)	415	783	0	0	472	157	335	2	414	0	0	4
RTOR Reduction (vph)	0	0	0	0	0	109	0	173	0	0	4	0
Lane Group Flow (vph)	415	783	0	0	472	48	335	243	0	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	80.0	86.0			34.0	34.0	33.5	33.5			5.5	
Effective Green, g (s)	80.0	86.0			34.0	34.0	33.5	33.5			5.5	
Actuated g/C Ratio	0.62	0.66			0.26	0.26	0.26	0.26			0.04	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	683	1232			487	414	362	408			68	
v/s Ratio Prot	0.21	c0.42			c0.25			0.15			0.00	
v/s Ratio Perm	0.16					0.03	c0.24					
v/c Ratio	0.61	0.64			0.97	0.12	0.93	0.60			0.00	
Uniform Delay, d1	25.0	12.8			47.5	36.6	47.0	42.3			59.6	
Progression Factor	0.61	0.86			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.5	0.4			32.5	0.1	28.9	2.3			0.0	
Delay (s)	15.8	11.4			80.0	36.7	75.9	44.6			59.6	
Level of Service	B	B			F	D	E	D			E	
Approach Delay (s)		13.0			69.2			58.6			59.6	
Approach LOS		B			E			E			E	

Intersection Summary

HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: FM 407 & Gateway Blvd

Argyle Hospital TIA
Horizon AM

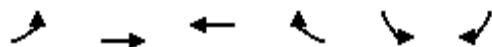


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	214	867	410	15	6	83
Future Volume (Veh/h)	214	867	410	15	6	83
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	233	942	446	16	7	90
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	462				1862	454
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	462				1862	454
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	79				89	85
cM capacity (veh/h)	1099				63	606
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	1175	462	7	90		
Volume Left	233	0	7	0		
Volume Right	0	16	0	90		
cSH	1099	1700	63	606		
Volume to Capacity	0.21	0.27	0.11	0.15		
Queue Length 95th (ft)	20	0	9	13		
Control Delay (s)	5.3	0.0	68.9	12.0		
Lane LOS	A		F	B		
Approach Delay (s)	5.3	0.0	16.1			
Approach LOS			C			
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			93.3%		ICU Level of Service	F
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: FM 407 & Drive 1

Argyle Hospital TIA
Horizon AM

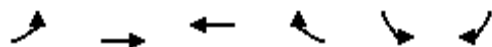


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	873	425	15	0	0
Future Volume (Veh/h)	0	873	425	15	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	949	462	16	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	478				1419	470
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478				1419	470
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1084				151	594
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	949	478	0			
Volume Left	0	0	0			
Volume Right	0	16	0			
cSH	1700	1700	1700			
Volume to Capacity	0.56	0.28	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			49.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2

Argyle Hospital TIA
Horizon AM



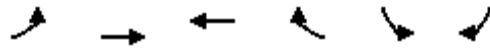
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	873	440	0	0	0
Future Volume (Veh/h)	0	873	440	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	949	478	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	478				1427	478
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478				1427	478
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1084				149	587
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	949	478	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.56	0.28	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			49.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: FM 407 & Shared Access Drive

Argyle Hospital TIA

Horizon AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	46	827	423	15	12	18
Future Volume (Veh/h)	46	827	423	15	12	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	899	460	16	13	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476				1467	468
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476				1467	468
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				90	97
cM capacity (veh/h)	1086				134	595
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	949	476	33			
Volume Left	50	0	13			
Volume Right	0	16	20			
cSH	1086	1700	341			
Volume to Capacity	0.05	0.28	0.10			
Queue Length 95th (ft)	4	0	8			
Control Delay (s)	1.2	0.0	20.5			
Lane LOS	A		C			
Approach Delay (s)	1.2	0.0	20.5			
Approach LOS			C			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			82.6%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
1: IH-35W SBFR & FM 407



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑					↘	↙	
Traffic Volume (vph)	0	447	494	423	1260	0	0	0	0	194	2	458
Future Volume (vph)	0	447	494	423	1260	0	0	0	0	194	2	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583	1770	1863					1770	1584	
Flt Permitted		1.00	1.00	0.11	1.00					0.95	1.00	
Satd. Flow (perm)		1863	1583	207	1863					1770	1584	
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)	0	486	537	460	1370	0	0	0	0	211	2	498
RTOR Reduction (vph)	0	0	300	0	0	0	0	0	0	0	45	0
Lane Group Flow (vph)	0	486	237	460	1370	0	0	0	0	211	455	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		36.0	36.0	79.0	85.0					36.5	36.5	
Effective Green, g (s)		36.0	36.0	79.0	85.0					36.5	36.5	
Actuated g/C Ratio		0.28	0.28	0.61	0.65					0.28	0.28	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		515	438	642	1218					496	444	
v/s Ratio Prot		0.26		0.24	c0.74					0.12	c0.29	
v/s Ratio Perm			0.15	0.20								
v/c Ratio		0.94	0.54	0.72	1.12					0.43	1.03	
Uniform Delay, d1		46.0	40.0	29.2	22.5					38.2	46.8	
Progression Factor		1.00	1.00	0.87	0.89					1.00	1.00	
Incremental Delay, d2		27.9	4.7	0.4	57.3					0.6	49.4	
Delay (s)		73.9	44.7	25.8	77.3					38.8	96.2	
Level of Service		E	D	C	E					D	F	
Approach Delay (s)		58.6			64.4			0.0			79.1	
Approach LOS		E			E			A			E	

Intersection Summary

HCM 2000 Control Delay	65.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	103.5%	ICU Level of Service	G
Analysis Period (min)	15		




















c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA

Horizon PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	420	0	0	911	259	785	4	365	0	0	10
Future Volume (vph)	215	420	0	0	911	259	785	4	365	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	4.5	4.5			4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00			1.00	0.85	1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1770	1863			1863	1583	1770	1586			1611	
Flt Permitted	0.08	1.00			1.00	1.00	0.75	1.00			1.00	
Satd. Flow (perm)	152	1863			1863	1583	1390	1586			1611	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.58	0.58
Adj. Flow (vph)	234	457	0	0	990	282	853	4	397	0	0	17
RTOR Reduction (vph)	0	0	0	0	0	92	0	245	0	0	14	0
Lane Group Flow (vph)	234	457	0	0	990	190	853	156	0	0	3	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2					2	4 12			4		
Actuated Green, G (s)	67.0	73.0			49.0	49.0	46.5	46.5			22.5	
Effective Green, g (s)	67.0	73.0			49.0	49.0	46.5	46.5			22.5	
Actuated g/C Ratio	0.52	0.56			0.38	0.38	0.36	0.36			0.17	
Clearance Time (s)	6.0				6.0	6.0					4.5	
Vehicle Extension (s)	3.0				3.0	3.0					3.0	
Lane Grp Cap (vph)	302	1046			702	596	497	567			278	
v/s Ratio Prot	c0.11	c0.25			c0.53			0.10			0.00	
v/s Ratio Perm	0.29					0.12	c0.61					
v/c Ratio	0.77	0.44			1.41	0.32	1.72	0.28			0.01	
Uniform Delay, d1	36.1	16.6			40.5	28.7	41.8	29.7			44.5	
Progression Factor	0.57	0.64			1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	7.2	0.2			193.0	0.3	330.8	0.3			0.0	
Delay (s)	27.8	10.9			233.5	29.0	372.5	30.0			44.5	
Level of Service	C	B			F	C	F	C			D	
Approach Delay (s)		16.6			188.2			263.0			44.5	
Approach LOS		B			F			F			D	

Intersection Summary

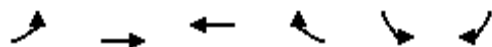
HCM 2000 Control Delay	179.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	123.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

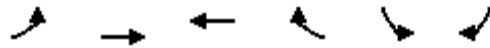
3: FM 407 & Gateway Blvd

Argyle Hospital TIA
Horizon PM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Volume (veh/h)	85	605	901	6	16	219
Future Volume (Veh/h)	85	605	901	6	16	219
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	658	979	7	17	238
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	986				1824	982
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	986				1824	982
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				77	21
cM capacity (veh/h)	701				74	302
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	750	986	17	238		
Volume Left	92	0	17	0		
Volume Right	0	7	0	238		
cSH	701	1700	74	302		
Volume to Capacity	0.13	0.58	0.23	0.79		
Queue Length 95th (ft)	11	0	20	156		
Control Delay (s)	3.4	0.0	68.0	49.8		
Lane LOS	A		F	E		
Approach Delay (s)	3.4	0.0	51.1			
Approach LOS			F			
Intersection Summary						
Average Delay			7.8			
Intersection Capacity Utilization			97.7%		ICU Level of Service	F
Analysis Period (min)			15			

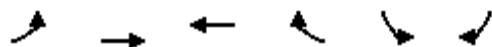
HCM Unsignalized Intersection Capacity Analysis
4: FM 407 & Drive 1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	621	907	6	0	0
Future Volume (Veh/h)	0	621	907	6	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	675	986	7	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	993				1664	990
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	993				1664	990
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	696				106	299
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	675	993	0			
Volume Left	0	0	0			
Volume Right	0	7	0			
cSH	1700	1700	1700			
Volume to Capacity	0.40	0.58	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			51.4%	ICU Level of Service		A
Analysis Period (min)			15			

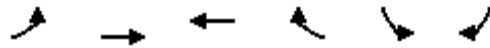
HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↔			↗
Traffic Volume (veh/h)	0	621	913	0	0	0
Future Volume (Veh/h)	0	621	913	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	675	992	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	992				1667	992
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	992				1667	992
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	697				106	298
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	675	992	0			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.40	0.58	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			51.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: FM 407 & Shared Access Drive















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	603	866	6	31	47
Future Volume (Veh/h)	18	603	866	6	31	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	655	941	7	34	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	948				1640	944
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	948				1640	944
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				68	84
cM capacity (veh/h)	724				107	318
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	675	948	85			
Volume Left	20	0	34			
Volume Right	0	7	51			
cSH	724	1700	268			
Volume to Capacity	0.03	0.56	0.32			
Queue Length 95th (ft)	2	0	33			
Control Delay (s)	0.7	0.0	32.5			
Lane LOS	A		D			
Approach Delay (s)	0.7	0.0	32.5			
Approach LOS			D			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization		56.2%		ICU Level of Service		B
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: IH-35W SBFR & FM 407

Argyle Hospital TIA
Horizon AM Mitigated

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑					↖	↗	
Traffic Volume (vph)	0	831	762	306	452	0	0	0	0	270	0	165
Future Volume (vph)	0	831	762	306	452	0	0	0	0	270	0	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		0.95	1.00	1.00	0.95					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3539	1583	1770	3539					1770	1583	
Flt Permitted		1.00	1.00	0.22	1.00					0.95	1.00	
Satd. Flow (perm)		3539	1583	415	3539					1770	1583	
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)	0	903	828	333	491	0	0	0	0	293	0	179
RTOR Reduction (vph)	0	0	358	0	0	0	0	0	0	0	141	0
Lane Group Flow (vph)	0	903	470	333	491	0	0	0	0	293	38	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5	6				8	16	8
Permitted Phases			6	6								
Actuated Green, G (s)		63.1	63.1	84.8	90.8					26.8	26.8	
Effective Green, g (s)		63.1	63.1	84.8	90.8					26.8	26.8	
Actuated g/C Ratio		0.50	0.50	0.67	0.72					0.21	0.21	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		1770	792	512	2548					376	336	
v/s Ratio Prot		0.26		c0.11	0.14					c0.17	0.02	
v/s Ratio Perm			0.30	c0.33								
v/c Ratio		0.51	0.59	0.65	0.19					0.78	0.11	
Uniform Delay, d1		21.1	22.4	11.5	5.7					46.9	40.1	
Progression Factor		1.00	1.00	1.36	0.71					1.00	1.00	
Incremental Delay, d2		1.1	3.3	2.5	0.0					9.8	0.2	
Delay (s)		22.2	25.6	18.1	4.1					56.7	40.2	
Level of Service		C	C	B	A					E	D	
Approach Delay (s)		23.8			9.8			0.0			50.4	
Approach LOS		C			A			A			D	
Intersection Summary												
HCM 2000 Control Delay			24.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			126.1			Sum of lost time (s)				21.0		
Intersection Capacity Utilization			86.4%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: IH-35W NBFR/IH35W NBFR & FM 407



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑		↘↘	↑			↕	
Traffic Volume (vph)	382	720	0	0	434	144	308	2	381	0	0	4
Future Volume (vph)	382	720	0	0	434	144	308	2	381	0	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		4.5	4.5			4.5	
Lane Util. Factor	1.00	0.95			0.95		0.97	1.00			1.00	
Frt	1.00	1.00			0.96		1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1770	3539			3407		3433	1585			1611	
Flt Permitted	0.20	1.00			1.00		0.76	1.00			1.00	
Satd. Flow (perm)	368	3539			3407		2729	1585			1611	
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)	415	783	0	0	472	157	335	2	414	0	0	4
RTOR Reduction (vph)	0	0	0	0	26	0	0	182	0	0	4	0
Lane Group Flow (vph)	415	783	0	0	603	0	335	234	0	0	0	0
Turn Type	pm+pt	NA			NA		Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2						4 12			4		
Actuated Green, G (s)	81.9	87.9			30.0		27.7	27.7			5.5	
Effective Green, g (s)	81.9	87.9			30.0		27.7	27.7			5.5	
Actuated g/C Ratio	0.65	0.70			0.24		0.22	0.22			0.04	
Clearance Time (s)	6.0				6.0						4.5	
Vehicle Extension (s)	3.0				3.0						3.0	
Lane Grp Cap (vph)	816	2466			810		599	348			70	
v/s Ratio Prot	c0.21	0.22			c0.18			c0.15			0.00	
v/s Ratio Perm	0.12						0.12					
v/c Ratio	0.51	0.32			0.74		0.56	0.67			0.00	
Uniform Delay, d1	13.7	7.4			44.5		43.8	45.1			57.7	
Progression Factor	0.82	1.05			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.1			3.7		1.1	5.1			0.0	
Delay (s)	11.7	7.9			48.2		44.9	50.1			57.7	
Level of Service	B	A			D		D	D			E	
Approach Delay (s)		9.2			48.2			47.8			57.7	
Approach LOS		A			D			D			E	

Intersection Summary

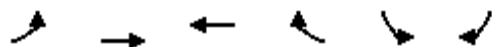
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	126.1	Sum of lost time (s)	21.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: FM 407 & Gateway Blvd

Argyle Hospital TIA
Horizon AM Mitigated

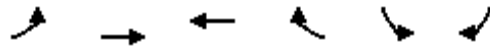


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷↷	↷↶		↶	↷	
Traffic Volume (veh/h)	214	867	410	15	6	83	
Future Volume (Veh/h)	214	867	410	15	6	83	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	233	942	446	16	7	90	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	462				1391	231	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	462				1391	231	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	79				93	88	
cM capacity (veh/h)	1095				105	771	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	233	471	471	297	165	7	90
Volume Left	233	0	0	0	0	7	0
Volume Right	0	0	0	0	16	0	90
cSH	1095	1700	1700	1700	1700	105	771
Volume to Capacity	0.21	0.28	0.28	0.17	0.10	0.07	0.12
Queue Length 95th (ft)	20	0	0	0	0	5	10
Control Delay (s)	9.2	0.0	0.0	0.0	0.0	41.8	10.3
Lane LOS	A					E	B
Approach Delay (s)	1.8			0.0		12.6	
Approach LOS						B	
Intersection Summary							
Average Delay			1.9				
Intersection Capacity Utilization			37.0%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

4: FM 407 & Drive 1

Argyle Hospital TIA
Horizon AM Mitigated

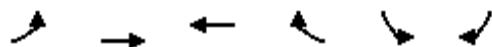


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	873	425	15	0	0
Future Volume (Veh/h)	0	873	425	15	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	949	462	16	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	478				944	239
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478				944	239
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1081				260	762
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	474	474	308	170	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	16	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.28	0.28	0.18	0.10	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			27.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: FM 407 & Drive 2

Argyle Hospital TIA
Horizon AM Mitigated

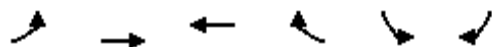


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	873	440	0	0	0
Future Volume (Veh/h)	0	873	440	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	949	478	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	478				952	239
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478				952	239
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1081				257	762
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	474	474	319	159	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.28	0.28	0.19	0.09	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			27.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: FM 407 & Shared Access Drive

Argyle Hospital TIA
Horizon AM Mitigated



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑↗		↘	↘
Traffic Volume (veh/h)	46	827	423	15	12	18
Future Volume (Veh/h)	46	827	423	15	12	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	899	460	16	13	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	476				1018	238
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	476				1018	238
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				94	97
cM capacity (veh/h)	1082				223	763
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	50	450	450	307	169	33
Volume Left	50	0	0	0	0	13
Volume Right	0	0	0	0	16	20
cSH	1082	1700	1700	1700	1700	566
Volume to Capacity	0.05	0.26	0.26	0.18	0.10	0.06
Queue Length 95th (ft)	4	0	0	0	0	5
Control Delay (s)	8.5	0.0	0.0	0.0	0.0	14.7
Lane LOS	A					B
Approach Delay (s)	0.4			0.0		14.7
Approach LOS						B
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			32.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: IH-35W SBFR & FM 407

Argyle Hospital TIA
Horizon PM Mitigated



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	
Traffic Volume (vph)	0	447	494	423	1260	0	0	0	0	194	2	458
Future Volume (vph)	0	447	494	423	1260	0	0	0	0	194	2	458
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	6.0	6.0					4.5	4.5	
Lane Util. Factor		0.95	1.00	1.00	0.95					1.00	1.00	
Frt		1.00	0.85	1.00	1.00					1.00	0.85	
Flt Protected		1.00	1.00	0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3539	1583	1770	3539					1770	1584	
Flt Permitted		1.00	1.00	0.32	1.00					0.95	1.00	
Satd. Flow (perm)		3539	1583	601	3539					1770	1584	
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)	0	486	537	460	1370	0	0	0	0	211	2	498
RTOR Reduction (vph)	0	0	388	0	0	0	0	0	0	0	45	0
Lane Group Flow (vph)	0	486	149	460	1370	0	0	0	0	211	455	0
Turn Type		NA	Perm	D.P+P	NA					Split	NA	
Protected Phases		6		5	5 6					8 16	8 16	
Permitted Phases			6	6								
Actuated Green, G (s)		36.0	36.0	79.0	85.0					36.5	36.5	
Effective Green, g (s)		36.0	36.0	79.0	85.0					36.5	36.5	
Actuated g/C Ratio		0.28	0.28	0.61	0.65					0.28	0.28	
Clearance Time (s)		4.0	4.0	6.0								
Vehicle Extension (s)		3.0	3.0	3.0								
Lane Grp Cap (vph)		980	438	751	2313					496	444	
v/s Ratio Prot		0.14		c0.20	c0.39					0.12	c0.29	
v/s Ratio Perm			0.09	c0.17								
v/c Ratio		0.50	0.34	0.61	0.59					0.43	1.03	
Uniform Delay, d1		39.4	37.5	14.6	12.7					38.2	46.8	
Progression Factor		1.00	1.00	0.81	0.74					1.00	1.00	
Incremental Delay, d2		1.8	2.1	0.6	0.2					0.6	49.4	
Delay (s)		41.2	39.6	12.3	9.5					38.8	96.2	
Level of Service		D	D	B	A					D	F	
Approach Delay (s)		40.4			10.2			0.0			79.1	
Approach LOS		D			B			A			E	

Intersection Summary

HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: IH-35W NBFR/IH35W NBFR & FM 407

Argyle Hospital TIA
Horizon PM Mitigated



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↷		↶	↷			↷	↶
Traffic Volume (vph)	215	420	0	0	911	259	785	4	365	0	0	10
Future Volume (vph)	215	420	0	0	911	259	785	4	365	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0		4.5	4.5			4.5	
Lane Util. Factor	1.00	0.95			0.95		0.97	1.00			1.00	
Frt	1.00	1.00			0.97		1.00	0.85			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1770	3539			3422		3433	1586			1611	
Flt Permitted	0.08	1.00			1.00		0.75	1.00			1.00	
Satd. Flow (perm)	152	3539			3422		2697	1586			1611	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.58	0.58
Adj. Flow (vph)	234	457	0	0	990	282	853	4	397	0	0	17
RTOR Reduction (vph)	0	0	0	0	20	0	0	246	0	0	14	0
Lane Group Flow (vph)	234	457	0	0	1252	0	853	155	0	0	3	0
Turn Type	pm+pt	NA			NA		Perm	NA			NA	
Protected Phases	1	1 2			2			4 12			4	
Permitted Phases	1 2						4 12			4		
Actuated Green, G (s)	67.3	73.3			49.0		46.2	46.2			22.5	
Effective Green, g (s)	67.3	73.3			49.0		46.2	46.2			22.5	
Actuated g/C Ratio	0.52	0.56			0.38		0.36	0.36			0.17	
Clearance Time (s)	6.0				6.0						4.5	
Vehicle Extension (s)	3.0				3.0						3.0	
Lane Grp Cap (vph)	306	1995			1289		958	563			278	
v/s Ratio Prot	c0.11	0.13			c0.37			0.10			0.00	
v/s Ratio Perm	0.29						c0.32					
v/c Ratio	0.76	0.23			0.97		0.89	0.28			0.01	
Uniform Delay, d1	35.5	14.2			39.8		39.5	29.9			44.5	
Progression Factor	0.70	0.73			1.00		1.00	1.00			1.00	
Incremental Delay, d2	9.8	0.1			18.5		10.4	0.3			0.0	
Delay (s)	34.5	10.5			58.3		49.9	30.2			44.5	
Level of Service	C	B			E		D	C			D	
Approach Delay (s)		18.6			58.3			43.6			44.5	
Approach LOS		B			E			D			D	

Intersection Summary

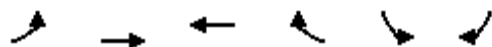
HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

3: FM 407 & Gateway Blvd

Argyle Hospital TIA
Horizon PM Mitigated

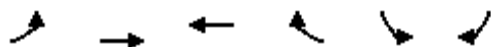


Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↷		↶	↷	
Traffic Volume (veh/h)	85	605	901	6	16	219	
Future Volume (Veh/h)	85	605	901	6	16	219	
Sign Control		Free	Free		Stop		
Grade		0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	92	658	979	7	17	238	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None	None				
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	986				1496	493	
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	986				1496	493	
tC, single (s)	4.1				6.8	6.9	
tC, 2 stage (s)							
tF (s)	2.2				3.5	3.3	
p0 queue free %	87				83	54	
cM capacity (veh/h)	696				99	522	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	92	329	329	653	333	17	238
Volume Left	92	0	0	0	0	17	0
Volume Right	0	0	0	0	7	0	238
cSH	696	1700	1700	1700	1700	99	522
Volume to Capacity	0.13	0.19	0.19	0.38	0.20	0.17	0.46
Queue Length 95th (ft)	11	0	0	0	0	15	59
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	49.0	17.6
Lane LOS	B					E	C
Approach Delay (s)	1.3			0.0		19.7	
Approach LOS						C	
Intersection Summary							
Average Delay			3.0				
Intersection Capacity Utilization			45.3%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

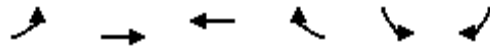
4: FM 407 & Drive 1

Argyle Hospital TIA
Horizon PM Mitigated



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	621	907	6	0	0
Future Volume (Veh/h)	0	621	907	6	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	675	986	7	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	993				1327	496
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	993				1327	496
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	692				147	519
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	338	338	657	336	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	7	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.20	0.20	0.39	0.20	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			28.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: FM 407 & Drive 2

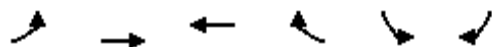


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (veh/h)	0	621	913	0	0	0
Future Volume (Veh/h)	0	621	913	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	675	992	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	992				1330	496
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	992				1330	496
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	693				146	519
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	338	338	661	331	0	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.20	0.20	0.39	0.19	0.00	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS					A	
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			28.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: FM 407 & Shared Access Drive

Argyle Hospital TIA
Horizon PM Mitigated



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	603	866	6	31	47
Future Volume (Veh/h)	18	603	866	6	31	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	655	941	7	34	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	948				1312	474
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	948				1312	474
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				77	90
cM capacity (veh/h)	720				146	537
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	20	328	328	627	321	85
Volume Left	20	0	0	0	0	34
Volume Right	0	0	0	0	7	51
cSH	720	1700	1700	1700	1700	365
Volume to Capacity	0.03	0.19	0.19	0.37	0.19	0.23
Queue Length 95th (ft)	2	0	0	0	0	22
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	22.3
Lane LOS	B					C
Approach Delay (s)	0.3			0.0		22.3
Approach LOS						C
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			34.1%		ICU Level of Service	A
Analysis Period (min)			15			

LEFT-TURN LANE ANALYSIS

Gateway Boulevard Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

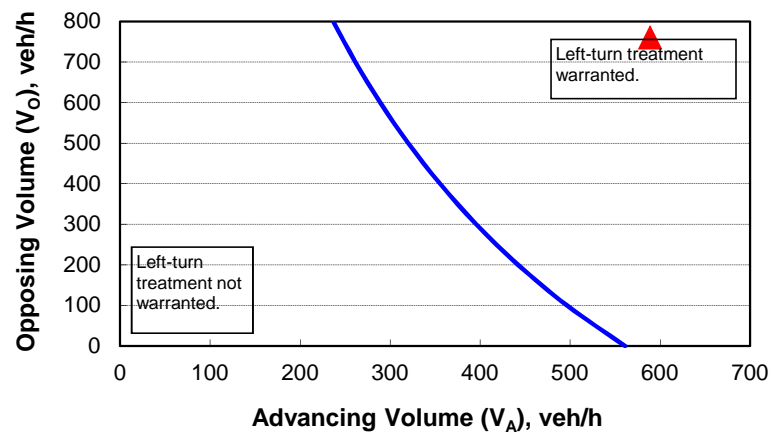
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	14%
Advancing volume (V_A), veh/h:	589
Opposing volume (V_O), veh/h:	760

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	246
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Shared Access Drive Left-Turn Lane Analysis

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

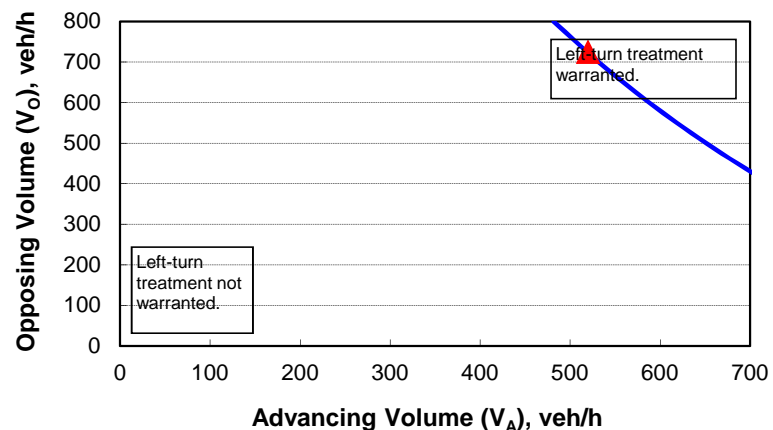
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	520
Opposing volume (V_O), veh/h:	725

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	519
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

SIGHT DISTANCE PHOTOLOG



Gateway Boulevard Looking East



Gateway Boulevard Looking West



Drive 1 Looking East



Drive 1 Looking West



Drive 2 Looking East



Drive 2 Looking West



Shared Access Drive Looking East



Shared Access Drive Looking West

NOTICE OF PUBLIC HEARING

The Town of Argyle Planning and Zoning Commission will conduct a public hearing at 6:00 p.m. on Tuesday, September 3, 2019 and the Town of Argyle Town Council will conduct a public hearing at 6:00 p.m. on Tuesday, September 24, 2019 at Argyle Town Hall, 308 Denton Street, Argyle, Texas to receive public comment and to consider a Zoning Change (MDP-19-002) from A (Agricultural) and CR (Community Retail) to RCS-T (Regional Center South - Transition) for Project Alpha, being an approximately 30.048-acre tract of land located in the Patrick Rock Survey, Abstract No. 1063, being a portion of Lot, Block A, James P. Heath Addition, and being located on the north side of FM 407 approximately 1,900 feet east of the I-35W and FM 407 intersection, located in the Town of Argyle, Denton County, Texas.

Since you own property within two hundred feet (200') of the subject property, you are receiving this notification in accordance with State law.

By state law, if the owners of twenty percent (20%) of the area of the property within two hundred feet (200') of the subject property are opposed to the zoning change application, then an affirmative vote of three-fourths of the Town Council is required to approve the zoning change application. For your opposition to count, it must be written and must be signed. Emails do not count as official written opposition. Signatures must be in accordance with the official tax roll for the Town of Argyle. For example, because Texas is a community property state, the tax roll typically lists both husband and wife as the owners of a residence. Therefore, individual original signatures from both the husband and wife must be on the written opposition for the opposition to be valid. **Please note that written opposition towards initiating the super-majority (three-fourths) vote shall only be applicable to property owners receiving notice within the two hundred-foot (200') distance in accordance with State law.** The attached location map will indicate the subject property and two hundred-foot (200') notification buffer.

You may return this form with your written comments or attend the public hearing. You may fax this form to the number located at the bottom of this page, scan and email it to the email address below, drop it off in person at 308 Denton Street E, or mail it to the address below:

Argyle Town Hall
Attn: David Hawkins, Director of Community Development
PO Box 609
Argyle, Texas 76226
dhawkins@argyletx.com

These forms are used to calculate the percentage of land that support and oppose the request within 200' of the subject property. The Town Council and Planning and Zoning Commission are informed of the percent of responses in support and in opposition.

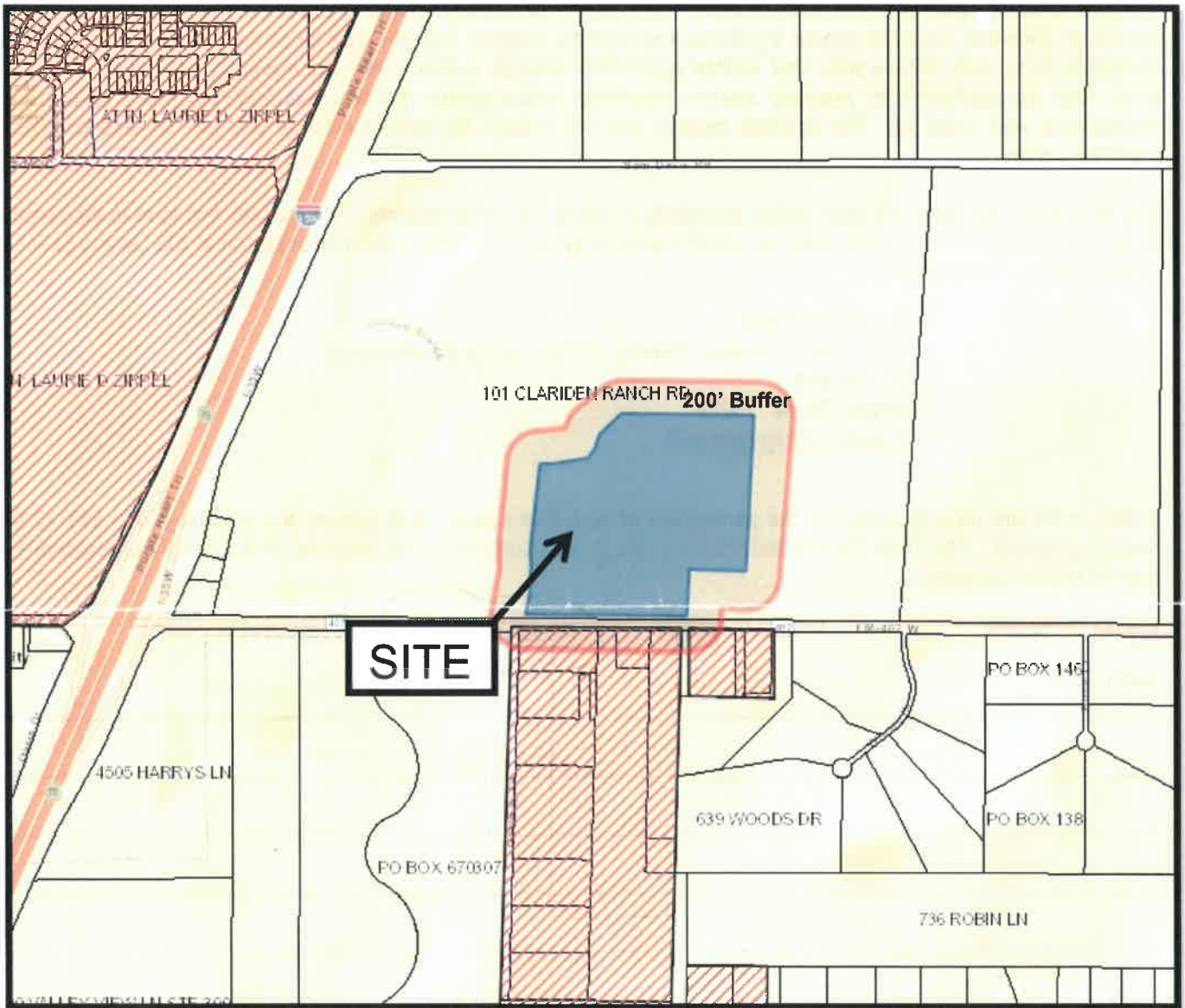
Please circle one: In favor of request Neutral to request Opposed to request

Comments:



Signature: Randall R. Davis
Printed Name: Argyle WSC
Mailing Address: PO Box 249
City, State Zip: Argyle
Telephone Number: 940-464-7713
Physical Address of Property within 200 feet: 825 FM 407 W.

SITE MAP



From: [DONNA MCGRAW](#)
To: [David Hawkins](#)
Subject: Fwd: 407 Hospital proposal
Date: Sunday, September 1, 2019 10:28:10 PM

Get [Outlook for Android](#)

From: DONNA MCGRAW <>
Sent: Sunday, September 1, 2019 6:24:55 AM
To: kgilbert@argyletx.com <kgilbert@argyletx.com>
Subject: 407 Hospital proposal

Mrs. Gilbert,

Again it looks as if we are going to battle with Brett Petigo. I so wish he would hear that residents would accept a low density neighborhood with one acre lots on 407, just east of I35. The last thing we need is another hospital. We have plenty nearby, in both directions on I35. Those of us that bought acreage years ago on Robin Lane, just east of this zoning change request, to enjoy the peace and quiet in our country setting will not be in favor of a hospital with a helicopter landing pad!

Please pass along my sentiments at the planning and zoning and zoning meeting.

Thank you!

Donna McGraw

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From: [Diane Marburger](#)
To: [Donald Moser](#); [Alex Vukasin](#); [Ron Schmidt](#); [Jon Donahue](#); [Cynthia Hermann](#); [Marla Hawkesworth](#)
Cc: [Kristi Gilbert](#); [David Hawkins](#)
Subject: Please DENY MDP-19-002 - Master Development Plan – Project Alpha on 9/3/2019
Date: Sunday, September 1, 2019 9:58:29 PM

Dear Argyle Planning & Zoning Commission and Town Council,

We would like to express our **opposition** to agenda item #3 at the Tuesday, September 3, 2019 Planning and Zoning Commission Meeting.

3. PUBLIC HEARING: Consider and make a recommendation on a zoning change request (MDP-19-002) from A (Agricultural) and CR (Community Retail) to RCS-T (Regional Center South - Transition) for Project Alpha, being an approximately 30.048-acre tract of land located in the Patrick Rock Survey, Abstract No. 1063, being a portion of Lot, Block A, James P. Heath Addition, and being located on the north side of FM 407 approximately 1,900 feet east of the I-35W and FM 407 intersection, located in the Town of Argyle, Denton County, Texas.

We ask that this zoning change request be **denied** and **not** allow for a 5,000 sf free standing ER to a +/-250,000 sf inpatient hospital, 25 – 500 parking spaces, along with other potential medical offices, ambulatory care facility ranging from 10,000 sq to 120,000 sf, with additional 50-600 parking spaces, and oh, a helistop!!!

This facility does not belong in this area. The citizens of Canyon Falls, Harvest and Robson Ranch seem to favor the idea, then please let this be built in their jurisdiction not Argyles!

We respectfully ask that you deny this request.

Thank you for your time and service to our town.

Sincerely,

George and Diane Marburger

From: [Kristi Gilbert](#)
To: [David Hawkins](#); [Angie Manglaris](#)
Subject: Fwd: Proposed hospital site at FM407 and I35
Date: Tuesday, September 3, 2019 6:28:20 PM

Kristi Gilbert
Town Manager

Begin forwarded message:

From: Ron Schmidt <place2@argyletx.com>
Date: September 3, 2019 at 6:19:24 PM CDT
To: Kristi Gilbert <kgilbert@argyletx.com>
Subject: Fw: Proposed hospital site at FM407 and I35

Please be advised that I just received this message and not sure who to forward it to. Please take the appropriate action to deal with this request.

From: Kelly Yost <>
Sent: Tuesday, September 3, 2019 6:08 PM
To: Ron Schmidt
Subject: Proposed hospital site at FM407 and I35

Dear Ron,

I'm not sure whether to direct this email to you or not since this is a Planning and Zoning Meeting but perhaps you could forward to the appropriate people. I am unable to attend tonight but wanted to let my opinion be known on this issue. I object to the idea of a hospital at this site. We already have an urgent care center at I35 and Crawford Road. We also have Presbyterian Hospital in Denton and Denton Regional (or whatever it is called now) within about 20 to 25 minutes of Argyle. There are also several hospitals in Flower Mound. I think better use of the land could be made here. As someone suggested, maybe equestrian lots at 10 acres a lot. Anything but a hospital and high density housing. We don't need to ruin Argyle anymore than it's been ruined by town councils in the past. Keep Argyle rural!

Thank you for the great job that you're doing on our Town Council!

Kelly Yost
994 Stonecrest Road
Argyle

From: [Kristi Gilbert](#)
To: [Angie Manglaris](#); [David Hawkins](#)
Subject: FW: Hospital proposal at 407 and 35W
Date: Friday, September 6, 2019 12:59:46 PM

From: Cynthia Hermann <place4@argyletx.com>
Sent: Friday, September 6, 2019 12:35 PM
To: Kristi Gilbert <kgilbert@argyletx.com>
Subject: Fw: Hospital proposal at 407 and 35W

You may already have this email but I told the sender I would forward it as well.

Thank you,

CDH

From: Jerry Yost <
> **Sent:** Tuesday, September 3, 2019 6:06 PM
To: Donald Moser
Subject: Hospital proposal at 407 and 35W

I am completely opposed to this.

Thank you,

Jerry Yost
994 Stonecrest Rd
Argyle, TX 76226



TOWN COUNCIL STAFF REPORT

Meeting

Date: September 24, 2019

To: Mayor and Members of Town Council

From: Angie Manglaris, Development Coordinator

Subject: Site Plan Amendment – 831 FM 407 W

Purpose:

Consider and take action on a Site Plan Amendment (SP-19-008) for the 407 Gun Club and 407 BBQ, regarding special exceptions to the Town Development Standards, Section 14.4.11 – Ground and Monument Signs; being located at 831 FM 407 W, Town of Argyle Extra Territorial Jurisdiction, Denton County, Texas.

Existing Condition of Property:

The subject property, situated in the Town of Argyle's Extra Territorial Jurisdiction (ETJ), is developed and is the site of the 407 Gun Club and 407 BBQ restaurant.

Adjacent Existing Land Uses and Zoning:

North: Undeveloped parcel of land zoned CR – Commercial Retail
 South: Undeveloped parcel of land zoned CR – Commercial Retail
 East: The Woods of Argyle zoned SF-2.5 – Residential Estate-2.5
 West: Defender Supply - Town of Argyle ETJ

Development Review Analysis:

The applicant, Dallas Digital Signs, on behalf of the owner, ADT Real Property Management, is requesting a Site Plan Amendment for consideration of special exceptions to Article IV-Sign Regulations to allow for a twenty-four (24) sq. ft. LED (light-emitting diode)/digital display area as part of a new monument sign for 407 Gun Club and 407 BBQ.

Article IV-Sign Regulations of the TDS only allows for LED and digital signs to be considered on institutional signs. Institutional signs are signs relating to schools, churches, hospitals, universities or similar institutions (Section 14.4.16). Section 14.4.16 A. states the effective LED display area shall not be greater than twenty (20) sq. ft. in area. The proposed LED display area for the new 407 Gun Club and 407 BBQ monument sign is twenty-four (24) sq. ft. in area.

Section 14.4.4 - Appeals and Special Exceptions allows Town Council, with a recommendation from the Planning and Zoning Commission, to consider requests for a special exception to signage requirements set forth in Article IV - Sign Regulations. Special exceptions for signs associated with existing developments

shall be made as part of a site plan amendment. Such exception shall result in the signage appearance being beneficial to the public health, safety, and general welfare and in the interest of the Town.

The applicant is requesting two (2) special exceptions to Article IV- Sign Regulations. The following chart provides site related elements in the Town Development Standards and variances requested as part of the Site Plan Amendment application:

	TDS Sign Regulations	Exceptions Requested
LED/Digital Component	The TDS only allows for consideration of a LED sign as part of institutional signs.	Allow an LED/Digital display area to be situated on a monument sign for private businesses.
LED Display Area	The effective area of the LED display shall not exceed 20 sq. ft.	Requesting an LED display area of 24 sq. ft.

Apart from the two (2) requested special exceptions, the proposed monument sign meets all requirements for ground and monument signs as outlined in the TDS. The proposed monument sign is twelve (12) feet in height and has a sign-face area of eighty-nine (89) square feet.

The applicant has not proposed hours of operation or provided brightness details for the effective LED area; however, display hours and brightness levels may be specified as part of the Site Plan Amendment process. The TDS prohibits the use of movable text as part of any sign. Should the Site Plan Amendment be approved, the LED area shall remain static and shall not include scrolling text, scrolling pictures or video display.

Staff Recommendation:

Town staff forwards this request for your consideration.

Planning and Zoning Commission Recommendation:

The Planning and Zoning Commission considered this at their September 3, 2019 regularly scheduled meeting. Discussion was held and a motion was made to recommend denial of the Site Plan Amendment request as presented. The motion carried unanimously by a vote of seven (7) in favor to none (0) opposed.

Town Council Action:

Due to the recommendation to deny the Site Plan Amendment Request from the Planning and Zoning Commission, this item will require a super-majority vote in order to be approved per Section 14.3.25- Concept Plan and Site Plan Review Processes of the TDS.

Attachments:

Exhibit A - Applicant Renderings

Section 14.1.15 - Definitions of the Town Development Standards

Public Input Letters

Section 14.1.15-Definitions:

Church/Place of Worship means a building or part thereof used for regular assembly for religious worship which is used primarily and designed for such purpose and those accessory activities which are customarily associated therewith, and the place of residence for ministers, priests, nuns or rabbis on the premises (tax exempt as defined by State law). For the purposes of this ordinance, Bible study and other similar activities which occur in a person's primary residence shall not apply to this definition.

Hospital means an institution that is licensed by the State of Texas and that falls within one of the following definitions:

Acute Care means an institution where sick or injured patients are given medical and/or surgical treatment intended to restore them to health and an active life.

Chronic Care means an institution where those persons suffering from illness, injury, deformity and/or deficiencies pertaining to age are given care and treatment on a prolonged or permanent basis.

Institutional Sign means a sign relating to a school, church, hospital, university or similar institution.

School K through 12 (Private) means a facility, including all attached playgrounds, dormitories, stadiums and other appurtenances that are part of the facility, that are under the sponsorship of a private agency having a curriculum generally equivalent to public elementary or secondary schools and licensed or approved by the State, but not including trade or commercial schools, used for the primary purpose of instruction or education, including primary and secondary schools.

School K through 12 (Public) means a facility, including all attached playgrounds, dormitories, stadiums and other appurtenances that are part of the facility, that are under the sponsorship of a public agency and licensed or approved by the State for the primary purpose of instruction or education, including primary and secondary schools.

School, Vocational (Business/Commercial Trade) means a for-profit business that offers instruction and training in a profession, service or art such as a secretarial or court reporting school, barber/beauty college or commercial art school, or offers vocational instruction and training in trades such as welding, brick laying, machinery operation/repair, and similar trades.

Angie Manglaris

From: Kristi Gilbert
Sent: Friday, August 30, 2019 6:42 PM
To: Debra Wallace
Cc: [REDACTED] David Hawkins; Angie Manglaris
Subject: Re: 9/3 P&Z agenda item #1

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Thanks Debra.

Kristi Gilbert
Town Manager

On Aug 30, 2019, at 6:23 PM, Debra Wallace <[REDACTED]> wrote:

Ms. Gilbert,
I'm unable to attend the P&Z meeting next week as I will be out of the country. Please forward my email and comments related to item #1 on the 9/3 agenda to the members of P&Z and have them read into the record.

Dear Planning & Zoning Commission Members,
Please accept this email as my opposition to the approving a request for a special exception to the Town Development Standards, Section 14.4.11 - Ground and Monument Signs. The requested LED sign for a private business doesn't meet the consideration requirement as is is not an institutional sign. Additionally the sign shouldn't be larger than 20 square feet. The request for a 24 square feet sign is 20% greater than the standard.

The is no public purpose or benefit to approve either one of these exceptions, so please deny both exceptions. Besides the fact that these exceptions shouldn't be granted, this type of signage will be an eyesore upon entering the Town and not "beneficial to the public health, safety, and general welfare and in the interest of the Town". Please limit any exceptions to only institutional uses as stated in our Town standards.

Thank you
Debra and Jerry Wallace
431 FM 407 W.

From: [Clay Massey](#)
To: [David Hawkins](#)
Subject: 407 Gun Club and 407 BBQ Signage Variance
Date: Tuesday, September 3, 2019 11:25:04 AM

Hi David,

This is a formal objection to the signage variance requested by 407 Gun club and BBQ to allow for digital/ lighted signs.

Please consider the following:

1. Both businesses are in ETJ and currently pay no sales tax to the Town of Argyle.
2. The gun club has absolutely devastated the property values in the adjacent tax paying subdivision, The Woods of Argyle, and one neighbor who's home is only 300ft from the gun range has had to abandon his home due to the excessive noise that emits from the gun range. In fact, the appraised value on that home has already been greatly reduced by the county so Argyle tax receipts are being impacted. The range was also built in the flood plain and is impounding water on parts of the Woods of Argyle. A civil trial is scheduled for next week in Denton Co District court regarding this issue.
3. Allowing a variance opens the door for other businesses in the town to ask for the same variance. This is not what the people of Argyle are asking for. We do not need the look of Winstar Casino or Texas Motor Speedway on 407 in the Town of Argyle!!
4. The owners of 407 Gun Club have demonstrated that they have no regard for the actual community but rather for their financial interests which do not benefit the Town of Argyle or their tax paying residents in any way, shape or form.

We moved to Argyle in 2006 and never imagined the nightmare that we would be faced with, that being the 407 Gun Club. Our home is completely unmarketable unless their building is insulated for noise which they absolutely refuse to do...because as they say, "We don't have to!" Yet they claim to be an "upstanding business in the community". The nerve of these guys is unreal!

Allowing them to further promote their non-tax-paying business with a digital sign with increased traffic would be true setback in our effort to reclaim our lives and our homes.

Please do not allow this variance!

Sincerely,

Clay and Lisa Massey
610 Woods Dr.
Argyle, TX. 76226

*Please distribute this email to the P&Z commissioners before the meeting tonight. Thank you!



TOWN COUNCIL DATA SHEET



Agenda Item:

Consider and take appropriate action on the 2019 Christmas Tree Lighting Festival.

Meeting Date:

September 24, 2019

Requested by:

Council Member Jon Donahue

Prepared by:

Kristi Gilbert, Town Manager

Background:

Historically, there has been a Christmas Tree Lighting Festival the first Saturday in December. Initially the event was hosted by the Town, but it eventually transferred over to Keep Argyle Beautiful as a fundraiser. The lasted two years it's been held at the Argyle Fire Station 511 located at the southeast corner of FM 407 and Gibbons Road. The AFD has offered to host the event once again.

In the past, the Town has donated \$1,000 to the event and also provided Police Officers to direct traffic, lights for parking/traffic control (approximately \$1,000) and labor from Public Works personnel. This year we anticipate the needs to be greater.

Financial Impact:

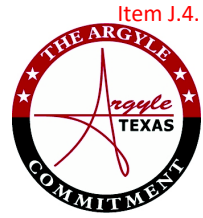
In anticipation for increased funding needs, the FY 20 budget includes \$2,500 for the tree lighting. It also has an additional \$1,000 that has been designated for KAB funding requests.

Attachments:

None



TOWN COUNCIL DATA SHEET



Item J.4.

Agenda Item:

Discuss and consider appointment of ad hoc voting member(s) to serve on the Capital Improvements Advisory Committee (CIAC) for the 2020 Wastewater and Roadway Impact Fee Update.

Meeting Date:

September 24, 2019

Prepared by:

Kristi Gilbert, Town Manager

Background:

On September 10, 2019, the Town Council held a discussion with Town staff regarding a future appointment of an ad hoc voting member to serve on the CIAC to be in compliance with Chapter 395.058 (b) of the Texas Local Government Code. This member must be a *“representative of the real estate, development, or building industry who is not an employee or official of a political subdivision or governmental entity.”* In accordance with the TLGC.

Town staff posted an online application form for the CIAC and publicized the application process via social media. A short list of potential candidates was also received by Councilperson Hawkesworth.

As of September 18, 2019, Town staff has received two (2) application forms from interested individuals which are attached under separate cover.

In order to comply with Chapter 395.058 (b) of the Texas Local Government Code (see attached), a new member must be appointed to serve on the CIAC during this impact fee ordinance update. As the Town does assess and collect impact fees within the Argyle ETJ, this member or members must also be representative of the ETJ as well. This appointment will need to be made in advance of the next CIAC meeting which is planned for October 1, 2019 which will be a joint meeting with the Town Council.

Financial Impact:

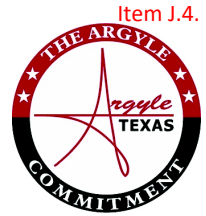
None

Staff Recommendation:

Appointment members to the Capital Improvement Advisory Committee in compliance with State Law.



TOWN COUNCIL DATA SHEET



Requested Action:

Approve a resolution appointing members to the Capital Improvement Advisory Committee for the duration of the

Attachments:

Resolution Appointing Members

Applications (under separate cover)

TLGC Ch. 395 – Financing Capital Improvements from Texas Local Government Code

**TOWN OF ARGYLE, TEXAS
RESOLUTION NO. 2019- _____**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS APPOINTING ADDITIONAL MEMBERS TO THE CAPITAL IMPROVEMENT ADVISORY COMMITTEE FOR THE PURPOSE OF UPDATING THE LAND USE ASSUMPTIONS AND IMPACT FEES; PROVIDING AN EFFECTIVE DATE.

WHEREAS: the Town of Argyle is in the process of updating the Capital Improvements Plan and Land Use assumptions in accordance with Section 395.052 of the Texas Local Government Code; and

WHEREAS: the Planning and Zoning Commission serves as the Capital Improvements Advisory Committee; and

WHEREAS: Section 395.058(b) of the Texas Local Government Code requires an advisory committee of not less than five (5) members and stipulates at least one member of the committee be a representative of the real estate, development or building industries during the update process; and

WHEREAS: Section 395.058(b) of the Texas Local Government Code requires a representative from the Town’s extraterritorial jurisdiction during the update process; and

WHEREAS: The Town Council has determined it is in the best interest of the Town to appoint _____ members to the Capital Improvement Advisory Committee for the duration of the update to be completed by April 30, 2020.

BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF ARGYLE, TEXAS:

SECTION 1. That the following members are hereby appointed to the Capital Improvement Advisory Committee for the purpose of the update of the Capital Improvement Plan and updated Land Use Assumptions:

NAME	TERM EXPIRATION
1. _____	April 30, 2020
2. _____	April 30, 2020

SECTION 2. That the newly appointed members to the Capital Improvement Advisory Committee are hereby appointed for the terms stated above and until the new successors are appointed and qualified.

SECTION 3. That this Resolution shall take effect upon its adoption with the new terms commencing September 25, 2019.

PASSED AND APPROVED this the 24th day of September, 2019.

Town of Argyle, Texas

Donald Moser, Mayor

ATTEST:

Erika McComis, Town Secretary

LOCAL GOVERNMENT CODE

TITLE 12. PLANNING AND DEVELOPMENT

SUBTITLE C. PLANNING AND DEVELOPMENT PROVISIONS APPLYING TO MORE
THAN ONE TYPE OF LOCAL GOVERNMENT

CHAPTER 395. FINANCING CAPITAL IMPROVEMENTS REQUIRED BY NEW
DEVELOPMENT IN MUNICIPALITIES, COUNTIES, AND CERTAIN OTHER LOCAL
GOVERNMENTS

SUBCHAPTER A. GENERAL PROVISIONS

Sec. 395.001. DEFINITIONS. In this chapter:

(1) "Capital improvement" means any of the following facilities that have a life expectancy of three or more years and are owned and operated by or on behalf of a political subdivision:

(A) water supply, treatment, and distribution facilities; wastewater collection and treatment facilities; and storm water, drainage, and flood control facilities; whether or not they are located within the service area; and

(B) roadway facilities.

(2) "Capital improvements plan" means a plan required by this chapter that identifies capital improvements or facility expansions for which impact fees may be assessed.

(3) "Facility expansion" means the expansion of the capacity of an existing facility that serves the same function as an otherwise necessary new capital improvement, in order that the existing facility may serve new development. The term does not include the repair, maintenance, modernization, or expansion of an existing facility to better serve existing development.

(4) "Impact fee" means 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. The term includes amortized charges, lump-sum charges, capital recovery fees, contributions in aid of construction, and any other fee that functions as described by this definition. The term does not include:

(A) dedication of land for public parks or

payment in lieu of the dedication to serve park needs;

(B) dedication of rights-of-way or easements or construction or dedication of on-site or off-site water distribution, wastewater collection or drainage facilities, or streets, sidewalks, or curbs if the dedication or construction is required by a valid ordinance and is necessitated by and attributable to the new development;

(C) lot or acreage fees to be placed in trust funds for the purpose of reimbursing developers for oversizing or constructing water or sewer mains or lines; or

(D) other pro rata fees for reimbursement of water or sewer mains or lines extended by the political subdivision.

However, an item included in the capital improvements plan may not be required to be constructed except in accordance with Section 395.019(2), and an owner may not be required to construct or dedicate facilities and to pay impact fees for those facilities.

(5) "Land use assumptions" includes a description of the service area and projections of changes in land uses, densities, intensities, and population in the service area over at least a 10-year period.

(6) "New development" means the subdivision of land; the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land; any of which increases the number of service units.

(7) "Political subdivision" means a municipality, a district or authority created under Article III, Section 52, or Article XVI, Section 59, of the Texas Constitution, or, for the purposes set forth by Section 395.079, certain counties described by that section.

(8) "Roadway facilities" means arterial or collector streets or roads that have been designated on an officially adopted roadway plan of the political subdivision, together with all necessary appurtenances. The term includes the political subdivision's share of costs for roadways and associated improvements designated on the federal or Texas highway system,

including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances, and rights-of-way.

(9) "Service area" means the area within the corporate boundaries or extraterritorial jurisdiction, as determined under Chapter 42, of the political subdivision to be served by the capital improvements or facilities expansions specified in the capital improvements plan, except roadway facilities and storm water, drainage, and flood control facilities. The service area, for the purposes of this chapter, may include all or part of the land within the political subdivision or its extraterritorial jurisdiction, except for roadway facilities and storm water, drainage, and flood control facilities. For roadway facilities, the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six miles. For storm water, drainage, and flood control facilities, the service area may include all or part of the land within the political subdivision or its extraterritorial jurisdiction, but shall not exceed the area actually served by the storm water, drainage, and flood control facilities designated in the capital improvements plan and shall not extend across watershed boundaries.

(10) "Service unit" means a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards and based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous 10 years.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 1989, 71st Leg., ch. 566, Sec. 1(e), eff. Aug. 28, 1989; Acts 2001, 77th Leg., ch. 345, Sec. 1, eff. Sept. 1, 2001.

SUBCHAPTER B. AUTHORIZATION OF IMPACT FEE

Sec. 395.011. AUTHORIZATION OF FEE. (a) Unless otherwise specifically authorized by state law or this chapter, a

governmental entity or political subdivision may not enact or impose an impact fee.

(b) Political subdivisions may enact or impose impact fees on land within their corporate boundaries or extraterritorial jurisdictions only by complying with this chapter, except that impact fees may not be enacted or imposed in the extraterritorial jurisdiction for roadway facilities.

(c) A municipality may contract to provide capital improvements, except roadway facilities, to an area outside its corporate boundaries and extraterritorial jurisdiction and may charge an impact fee under the contract, but if an impact fee is charged in that area, the municipality must comply with this chapter.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.012. ITEMS PAYABLE BY FEE. (a) An impact fee may be imposed only to pay the costs of constructing capital improvements or facility expansions, including and limited to the:

- (1) construction contract price;
- (2) surveying and engineering fees;
- (3) land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
- (4) fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision.

(b) Projected interest charges and other finance costs may be included in determining the amount of impact fees only if the impact fees are used for the payment of principal and interest on bonds, notes, or other obligations issued by or on behalf of the political subdivision to finance the capital improvements or facility expansions identified in the capital improvements plan and are not used to reimburse bond funds expended for facilities that are not identified in the capital improvements plan.

(c) Notwithstanding any other provision of this chapter,

the Edwards Underground Water District or a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may use impact fees to pay a staff engineer who prepares or updates a capital improvements plan under this chapter.

(d) A municipality may pledge an impact fee as security for the payment of debt service on a bond, note, or other obligation issued to finance a capital improvement or public facility expansion if:

(1) the improvement or expansion is identified in a capital improvements plan; and

(2) at the time of the pledge, the governing body of the municipality certifies in a written order, ordinance, or resolution that none of the impact fee will be used or expended for an improvement or expansion not identified in the plan.

(e) A certification under Subsection (d)(2) is sufficient evidence that an impact fee pledged will not be used or expended for an improvement or expansion that is not identified in the capital improvements plan.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 1995, 74th Leg., ch. 90, Sec. 1, eff. May 16, 1995.

Sec. 395.013. ITEMS NOT PAYABLE BY FEE. Impact fees may not be adopted or used to pay for:

(1) construction, acquisition, or expansion of public facilities or assets other than capital improvements or facility expansions identified in the capital improvements plan;

(2) repair, operation, or maintenance of existing or new capital improvements or facility expansions;

(3) upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;

(4) upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;

(5) administrative and operating costs of the

political subdivision, except the Edwards Underground Water District or a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may use impact fees to pay its administrative and operating costs;

(6) principal payments and interest or other finance charges on bonds or other indebtedness, except as allowed by Section 395.012.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.014. CAPITAL IMPROVEMENTS PLAN. (a) The political subdivision shall use qualified professionals to prepare the capital improvements plan and to calculate the impact fee. The capital improvements plan must contain specific enumeration of the following items:

(1) a description of the existing capital improvements within the service area and the costs to upgrade, update, improve, expand, or replace the improvements to meet existing needs and usage and stricter safety, efficiency, environmental, or regulatory standards, which shall be prepared by a qualified professional engineer licensed to perform the professional engineering services in this state;

(2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of the existing capital improvements, which shall be prepared by a qualified professional engineer licensed to perform the professional engineering services in this state;

(3) a description of all or the parts of the capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions, which shall be prepared by a qualified professional engineer licensed to perform the professional engineering services in this state;

(4) a definitive table establishing the specific level or quantity of use, consumption, generation, or discharge of a service unit for each category of capital improvements or facility expansions and an equivalency or conversion table establishing the

ratio of a service unit to various types of land uses, including residential, commercial, and industrial;

(5) the total number of projected service units necessitated by and attributable to new development within the service area based on the approved land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;

(6) the projected demand for capital improvements or facility expansions required by new service units projected over a reasonable period of time, not to exceed 10 years; and

(7) a plan for awarding:

(A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or

(B) in the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan.

(b) The analysis required by Subsection (a)(3) may be prepared on a systemwide basis within the service area for each major category of capital improvement or facility expansion for the designated service area.

(c) The governing body of the political subdivision is responsible for supervising the implementation of the capital improvements plan in a timely manner.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 2, eff. Sept. 1, 2001.

Sec. 395.015. MAXIMUM FEE PER SERVICE UNIT. (a) The impact fee per service unit may not exceed the amount determined by subtracting the amount in Section 395.014(a)(7) from the costs of the capital improvements described by Section 395.014(a)(3) and dividing that amount by the total number of projected service units described by Section 395.014(a)(5).

(b) If the number of new service units projected over a

reasonable period of time is less than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee per service unit shall be calculated by dividing the costs of the part of the capital improvements necessitated by and attributable to projected new service units described by Section 395.014(a)(6) by the projected new service units described in that section.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 3, eff. Sept. 1, 2001.

Sec. 395.016. TIME FOR ASSESSMENT AND COLLECTION OF FEE.

(a) This subsection applies only to impact fees adopted and land platted before June 20, 1987. For land that has been platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision before June 20, 1987, or land on which new development occurs or is proposed without platting, the political subdivision may assess the impact fees at any time during the development approval and building process. Except as provided by Section 395.019, the political subdivision may collect the fees at either the time of recordation of the subdivision plat or connection to the political subdivision's water or sewer system or at the time the political subdivision issues either the building permit or the certificate of occupancy.

(b) This subsection applies only to impact fees adopted before June 20, 1987, and land platted after that date. For new development which is platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision after June 20, 1987, the political subdivision may assess the impact fees before or at the time of recordation. Except as provided by Section 395.019, the political subdivision may collect the fees at either the time of recordation of the subdivision plat or connection to the political subdivision's water or sewer system or at the time the political subdivision issues either the building permit or the certificate of occupancy.

(c) This subsection applies only to impact fees adopted

after June 20, 1987. For new development which is platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision before the adoption of an impact fee, an impact fee may not be collected on any service unit for which a valid building permit is issued within one year after the date of adoption of the impact fee.

(d) This subsection applies only to land platted in accordance with Subchapter A, Chapter 212, or the subdivision or platting procedures of a political subdivision after adoption of an impact fee adopted after June 20, 1987. The political subdivision shall assess the impact fees before or at the time of recordation of a subdivision plat or other plat under Subchapter A, Chapter 212, or the subdivision or platting ordinance or procedures of any political subdivision in the official records of the county clerk of the county in which the tract is located. Except as provided by Section 395.019, if the political subdivision has water and wastewater capacity available:

(1) the political subdivision shall collect the fees at the time the political subdivision issues a building permit;

(2) for land platted outside the corporate boundaries of a municipality, the municipality shall collect the fees at the time an application for an individual meter connection to the municipality's water or wastewater system is filed; or

(3) a political subdivision that lacks authority to issue building permits in the area where the impact fee applies shall collect the fees at the time an application is filed for an individual meter connection to the political subdivision's water or wastewater system.

(e) For land on which new development occurs or is proposed to occur without platting, the political subdivision may assess the impact fees at any time during the development and building process and may collect the fees at either the time of recordation of the subdivision plat or connection to the political subdivision's water or sewer system or at the time the political subdivision issues either the building permit or the certificate of occupancy.

(f) An "assessment" means a determination of the amount of the impact fee in effect on the date of occurrence provided in this

section and is the maximum amount that can be charged per service unit of such development. No specific act by the political subdivision is required.

(g) Notwithstanding Subsections (a)-(e) and Section 395.017, the political subdivision may reduce or waive an impact fee for any service unit that would qualify as affordable housing under 42 U.S.C. Section 12745, as amended, once the service unit is constructed. If affordable housing as defined by 42 U.S.C. Section 12745, as amended, is not constructed, the political subdivision may reverse its decision to waive or reduce the impact fee, and the political subdivision may assess an impact fee at any time during the development approval or building process or after the building process if an impact fee was not already assessed.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 1997, 75th Leg., ch. 980, Sec. 52, eff. Sept. 1, 1997; Acts 2001, 77th Leg., ch. 345, Sec. 4, eff. Sept. 1, 2001.

Sec. 395.017. ADDITIONAL FEE PROHIBITED; EXCEPTION. After assessment of the impact fees attributable to the new development or execution of an agreement for payment of impact fees, additional impact fees or increases in fees may not be assessed against the tract for any reason unless the number of service units to be developed on the tract increases. In the event of the increase in the number of service units, the impact fees to be imposed are limited to the amount attributable to the additional service units. Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.018. AGREEMENT WITH OWNER REGARDING PAYMENT. A political subdivision is authorized to enter into an agreement with the owner of a tract of land for which the plat has been recorded providing for the time and method of payment of the impact fees. Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.019. COLLECTION OF FEES IF SERVICES NOT AVAILABLE. Except for roadway facilities, impact fees may be assessed but may

not be collected in areas where services are not currently available unless:

(1) the collection is made to pay for a capital improvement or facility expansion that has been identified in the capital improvements plan and the political subdivision commits to commence construction within two years, under duly awarded and executed contracts or commitments of staff time covering substantially all of the work required to provide service, and to have the service available within a reasonable period of time considering the type of capital improvement or facility expansion to be constructed, but in no event longer than five years;

(2) the political subdivision agrees that the owner of a new development may construct or finance the capital improvements or facility expansions and agrees that the costs incurred or funds advanced will be credited against the impact fees otherwise due from the new development or agrees to reimburse the owner for such costs from impact fees paid from other new developments that will use such capital improvements or facility expansions, which fees shall be collected and reimbursed to the owner at the time the other new development records its plat; or

(3) an owner voluntarily requests the political subdivision to reserve capacity to serve future development, and the political subdivision and owner enter into a valid written agreement.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.020. ENTITLEMENT TO SERVICES. Any new development for which an impact fee has been paid is entitled to the permanent use and benefit of the services for which the fee was exacted and is entitled to receive immediate service from any existing facilities with actual capacity to serve the new service units, subject to compliance with other valid regulations.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.021. AUTHORITY OF POLITICAL SUBDIVISIONS TO SPEND

FUNDS TO REDUCE FEES. Political subdivisions may spend funds from any lawful source to pay for all or a part of the capital improvements or facility expansions to reduce the amount of impact fees.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.022. AUTHORITY OF POLITICAL SUBDIVISION TO PAY FEES. (a) Political subdivisions and other governmental entities may pay impact fees imposed under this chapter.

(b) A school district is not required to pay impact fees imposed under this chapter unless the board of trustees of the district consents to the payment of the fees by entering a contract with the political subdivision that imposes the fees. The contract may contain terms the board of trustees considers advisable to provide for the payment of the fees.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Amended by:

Acts 2007, 80th Leg., R.S., Ch. 250 (S.B. 883), Sec. 1, eff. May 25, 2007.

Sec. 395.023. CREDITS AGAINST ROADWAY FACILITIES FEES. Any construction of, contributions to, or dedications of off-site roadway facilities agreed to or required by a political subdivision as a condition of development approval shall be credited against roadway facilities impact fees otherwise due from the development.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.024. ACCOUNTING FOR FEES AND INTEREST. (a) The order, ordinance, or resolution levying an impact fee must provide that all funds collected through the adoption of an impact fee shall be deposited in interest-bearing accounts clearly identifying the category of capital improvements or facility expansions within the service area for which the fee was adopted.

(b) Interest earned on impact fees is considered funds of

the account on which it is earned and is subject to all restrictions placed on use of impact fees under this chapter.

(c) Impact fee funds may be spent only for the purposes for which the impact fee was imposed as shown by the capital improvements plan and as authorized by this chapter.

(d) The records of the accounts into which impact fees are deposited shall be open for public inspection and copying during ordinary business hours.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.025. REFUNDS. (a) On the request of an owner of the property on which an impact fee has been paid, the political subdivision shall refund the impact fee if existing facilities are available and service is denied or the political subdivision has, after collecting the fee when service was not available, failed to commence construction within two years or service is not available within a reasonable period considering the type of capital improvement or facility expansion to be constructed, but in no event later than five years from the date of payment under Section [395.019](#)(1).

(b) Repealed by Acts 2001, 77th Leg., ch. 345, Sec. 9, eff. Sept. 1, 2001.

(c) The political subdivision shall refund any impact fee or part of it that is not spent as authorized by this chapter within 10 years after the date of payment.

(d) Any refund shall bear interest calculated from the date of collection to the date of refund at the statutory rate as set forth in Section [302.002](#), Finance Code, or its successor statute.

(e) All refunds shall be made to the record owner of the property at the time the refund is paid. However, if the impact fees were paid by another political subdivision or governmental entity, payment shall be made to the political subdivision or governmental entity.

(f) The owner of the property on which an impact fee has been paid or another political subdivision or governmental entity that paid the impact fee has standing to sue for a refund under this

section.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 1997, 75th Leg., ch. 1396, Sec. 37, eff. Sept. 1, 1997; Acts 1999, 76th Leg., ch. 62, Sec. 7.82, eff. Sept. 1, 1999; Acts 2001, 77th Leg., ch. 345, Sec. 9, eff. Sept. 1, 2001.

SUBCHAPTER C. PROCEDURES FOR ADOPTION OF IMPACT FEE

Sec. 395.041. COMPLIANCE WITH PROCEDURES REQUIRED. Except as otherwise provided by this chapter, a political subdivision must comply with this subchapter to levy an impact fee.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.0411. CAPITAL IMPROVEMENTS PLAN. The political subdivision shall provide for a capital improvements plan to be developed by qualified professionals using generally accepted engineering and planning practices in accordance with Section [395.014](#).

Added by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.042. HEARING ON LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN. To impose an impact fee, a political subdivision must adopt an order, ordinance, or resolution establishing a public hearing date to consider the land use assumptions and capital improvements plan for the designated service area.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.043. INFORMATION ABOUT LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN AVAILABLE TO PUBLIC. On or before the date of the first publication of the notice of the hearing on the land use assumptions and capital improvements plan, the political subdivision shall make available to the public its land use assumptions, the time period of the projections, and a description

of the capital improvement facilities that may be proposed.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.044. NOTICE OF HEARING ON LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN. (a) Before the 30th day before the date of the hearing on the land use assumptions and capital improvements plan, the political subdivision shall send a notice of the hearing by certified mail to any person who has given written notice by certified or registered mail to the municipal secretary or other designated official of the political subdivision requesting notice of the hearing within two years preceding the date of adoption of the order, ordinance, or resolution setting the public hearing.

(b) The political subdivision shall publish notice of the hearing before the 30th day before the date set for the hearing, in one or more newspapers of general circulation in each county in which the political subdivision lies. However, a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may publish the required newspaper notice only in each county in which the service area lies.

(c) The notice must contain:

(1) a headline to read as follows:

"NOTICE OF PUBLIC HEARING ON LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN RELATING TO POSSIBLE ADOPTION OF IMPACT FEES"

(2) the time, date, and location of the hearing;

(3) a statement that the purpose of the hearing is to consider the land use assumptions and capital improvements plan under which an impact fee may be imposed; and

(4) a statement that any member of the public has the right to appear at the hearing and present evidence for or against the land use assumptions and capital improvements plan.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.045. APPROVAL OF LAND USE ASSUMPTIONS AND CAPITAL

IMPROVEMENTS PLAN REQUIRED. (a) After the public hearing on the land use assumptions and capital improvements plan, the political subdivision shall determine whether to adopt or reject an ordinance, order, or resolution approving the land use assumptions and capital improvements plan.

(b) The political subdivision, within 30 days after the date of the public hearing, shall approve or disapprove the land use assumptions and capital improvements plan.

(c) An ordinance, order, or resolution approving the land use assumptions and capital improvements plan may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.0455. SYSTEMWIDE LAND USE ASSUMPTIONS. (a) In lieu of adopting land use assumptions for each service area, a political subdivision may, except for storm water, drainage, flood control, and roadway facilities, adopt systemwide land use assumptions, which cover all of the area subject to the jurisdiction of the political subdivision for the purpose of imposing impact fees under this chapter.

(b) Prior to adopting systemwide land use assumptions, a political subdivision shall follow the public notice, hearing, and other requirements for adopting land use assumptions.

(c) After adoption of systemwide land use assumptions, a political subdivision is not required to adopt additional land use assumptions for a service area for water supply, treatment, and distribution facilities or wastewater collection and treatment facilities as a prerequisite to the adoption of a capital improvements plan or impact fee, provided the capital improvements plan and impact fee are consistent with the systemwide land use assumptions.

Added by Acts 1989, 71st Leg., ch. 566, Sec. 1(b), eff. Aug. 28, 1989.

Sec. 395.047. HEARING ON IMPACT FEE. On adoption of the

land use assumptions and capital improvements plan, the governing body shall adopt an order or resolution setting a public hearing to discuss the imposition of the impact fee. The public hearing must be held by the governing body of the political subdivision to discuss the proposed ordinance, order, or resolution imposing an impact fee.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.049. NOTICE OF HEARING ON IMPACT FEE. (a) Before the 30th day before the date of the hearing on the imposition of an impact fee, the political subdivision shall send a notice of the hearing by certified mail to any person who has given written notice by certified or registered mail to the municipal secretary or other designated official of the political subdivision requesting notice of the hearing within two years preceding the date of adoption of the order or resolution setting the public hearing.

(b) The political subdivision shall publish notice of the hearing before the 30th day before the date set for the hearing, in one or more newspapers of general circulation in each county in which the political subdivision lies. However, a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may publish the required newspaper notice only in each county in which the service area lies.

(c) The notice must contain the following:

(1) a headline to read as follows:

"NOTICE OF PUBLIC HEARING ON ADOPTION OF IMPACT FEES"

(2) the time, date, and location of the hearing;

(3) a statement that the purpose of the hearing is to consider the adoption of an impact fee;

(4) the amount of the proposed impact fee per service unit; and

(5) a statement that any member of the public has the right to appear at the hearing and present evidence for or against the plan and proposed fee.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28,

1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.050. ADVISORY COMMITTEE COMMENTS ON IMPACT FEES. The advisory committee created under Section 395.058 shall file its written comments on the proposed impact fees before the fifth business day before the date of the public hearing on the imposition of the fees.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.051. APPROVAL OF IMPACT FEE REQUIRED. (a) The political subdivision, within 30 days after the date of the public hearing on the imposition of an impact fee, shall approve or disapprove the imposition of an impact fee.

(b) An ordinance, order, or resolution approving the imposition of an impact fee may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 5, eff. Sept. 1, 2001.

Sec. 395.052. PERIODIC UPDATE OF LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN REQUIRED. (a) A political subdivision imposing an impact fee shall update the land use assumptions and capital improvements plan at least every five years. The initial five-year period begins on the day the capital improvements plan is adopted.

(b) The political subdivision shall review and evaluate its current land use assumptions and shall cause an update of the capital improvements plan to be prepared in accordance with Subchapter B.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 6, eff. Sept. 1, 2001.

Sec. 395.053. HEARING ON UPDATED LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN. The governing body of the political subdivision shall, within 60 days after the date it receives the update of the land use assumptions and the capital improvements plan, adopt an order setting a public hearing to discuss and review the update and shall determine whether to amend the plan.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.054. HEARING ON AMENDMENTS TO LAND USE ASSUMPTIONS, CAPITAL IMPROVEMENTS PLAN, OR IMPACT FEE. A public hearing must be held by the governing body of the political subdivision to discuss the proposed ordinance, order, or resolution amending land use assumptions, the capital improvements plan, or the impact fee. On or before the date of the first publication of the notice of the hearing on the amendments, the land use assumptions and the capital improvements plan, including the amount of any proposed amended impact fee per service unit, shall be made available to the public.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.055. NOTICE OF HEARING ON AMENDMENTS TO LAND USE ASSUMPTIONS, CAPITAL IMPROVEMENTS PLAN, OR IMPACT FEE. (a) The notice and hearing procedures prescribed by Sections 395.044(a) and (b) apply to a hearing on the amendment of land use assumptions, a capital improvements plan, or an impact fee.

(b) The notice of a hearing under this section must contain the following:

(1) a headline to read as follows:

"NOTICE OF PUBLIC HEARING ON AMENDMENT OF IMPACT FEES"

(2) the time, date, and location of the hearing;

(3) a statement that the purpose of the hearing is to consider the amendment of land use assumptions and a capital improvements plan and the imposition of an impact fee; and

(4) a statement that any member of the public has the right to appear at the hearing and present evidence for or against

the update.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 345, Sec. 7, eff. Sept. 1, 2001.

Sec. 395.056. ADVISORY COMMITTEE COMMENTS ON AMENDMENTS. The advisory committee created under Section 395.058 shall file its written comments on the proposed amendments to the land use assumptions, capital improvements plan, and impact fee before the fifth business day before the date of the public hearing on the amendments.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.057. APPROVAL OF AMENDMENTS REQUIRED. (a) The political subdivision, within 30 days after the date of the public hearing on the amendments, shall approve or disapprove the amendments of the land use assumptions and the capital improvements plan and modification of an impact fee.

(b) An ordinance, order, or resolution approving the amendments to the land use assumptions, the capital improvements plan, and imposition of an impact fee may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.0575. DETERMINATION THAT NO UPDATE OF LAND USE ASSUMPTIONS, CAPITAL IMPROVEMENTS PLAN OR IMPACT FEES IS NEEDED.

(a) If, at the time an update under Section 395.052 is required, the governing body determines that no change to the land use assumptions, capital improvements plan, or impact fee is needed, it may, as an alternative to the updating requirements of Sections 395.052-395.057, do the following:

(1) The governing body of the political subdivision shall, upon determining that an update is unnecessary and 60 days before publishing the final notice under this section, send notice of its determination not to update the land use assumptions,

capital improvements plan, and impact fee by certified mail to any person who has, within two years preceding the date that the final notice of this matter is to be published, give written notice by certified or registered mail to the municipal secretary or other designated official of the political subdivision requesting notice of hearings related to impact fees. The notice must contain the information in Subsections (b)(2)-(5).

(2) The political subdivision shall publish notice of its determination once a week for three consecutive weeks in one or more newspapers with general circulation in each county in which the political subdivision lies. However, a river authority that is authorized elsewhere by state law to charge fees that function as impact fees may publish the required newspaper notice only in each county in which the service area lies. The notice of public hearing may not be in the part of the paper in which legal notices and classified ads appear and may not be smaller than one-quarter page of a standard-size or tabloid-size newspaper, and the headline on the notice must be in 18-point or larger type.

(b) The notice must contain the following:

(1) a headline to read as follows:

"NOTICE OF DETERMINATION NOT TO UPDATE
LAND USE ASSUMPTIONS, CAPITAL IMPROVEMENTS
PLAN, OR IMPACT FEES";

(2) a statement that the governing body of the political subdivision has determined that no change to the land use assumptions, capital improvements plan, or impact fee is necessary;

(3) an easily understandable description and a map of the service area in which the updating has been determined to be unnecessary;

(4) a statement that if, within a specified date, which date shall be at least 60 days after publication of the first notice, a person makes a written request to the designated official of the political subdivision requesting that the land use assumptions, capital improvements plan, or impact fee be updated, the governing body must comply with the request by following the requirements of Sections 395.052-395.057; and

(5) a statement identifying the name and mailing

address of the official of the political subdivision to whom a request for an update should be sent.

(c) The advisory committee shall file its written comments on the need for updating the land use assumptions, capital improvements plans, and impact fee before the fifth business day before the earliest notice of the government's decision that no update is necessary is mailed or published.

(d) If, by the date specified in Subsection (b)(4), a person requests in writing that the land use assumptions, capital improvements plan, or impact fee be updated, the governing body shall cause an update of the land use assumptions and capital improvements plan to be prepared in accordance with Sections 395.052-395.057.

(e) An ordinance, order, or resolution determining the need for updating land use assumptions, a capital improvements plan, or an impact fee may not be adopted as an emergency measure.

Added by Acts 1989, 71st Leg., ch. 566, Sec. 1(d), eff. Aug. 28, 1989.

Sec. 395.058. ADVISORY COMMITTEE. (a) On or before the date on which the order, ordinance, or resolution is adopted under Section 395.042, the political subdivision shall appoint a capital improvements advisory committee.

(b) The advisory committee is composed of not less than five members who shall be appointed by a majority vote of the governing body of the political subdivision. Not less than 40 percent of the membership of the advisory committee must be representatives of the real estate, development, or building industries who are not employees or officials of a political subdivision or governmental entity. If the political subdivision has a planning and zoning commission, the commission may act as the advisory committee if the commission includes at least one representative of the real estate, development, or building industry who is not an employee or official of a political subdivision or governmental entity. If no such representative is a member of the planning and zoning commission, the commission may still act as the advisory committee if at least one such representative is appointed by the political

subdivision as an ad hoc voting member of the planning and zoning commission when it acts as the advisory committee. If the impact fee is to be applied in the extraterritorial jurisdiction of the political subdivision, the membership must include a representative from that area.

(c) The advisory committee serves in an advisory capacity and is established to:

(1) advise and assist the political subdivision in adopting land use assumptions;

(2) review the capital improvements plan and file written comments;

(3) monitor and evaluate implementation of the capital improvements plan;

(4) file semiannual reports with respect to the progress of the capital improvements plan and report to the political subdivision any perceived inequities in implementing the plan or imposing the impact fee; and

(5) advise the political subdivision of the need to update or revise the land use assumptions, capital improvements plan, and impact fee.

(d) The political subdivision shall make available to the advisory committee any professional reports with respect to developing and implementing the capital improvements plan.

(e) The governing body of the political subdivision shall adopt procedural rules for the advisory committee to follow in carrying out its duties.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

SUBCHAPTER D. OTHER PROVISIONS

Sec. 395.071. DUTIES TO BE PERFORMED WITHIN TIME LIMITS. If the governing body of the political subdivision does not perform a duty imposed under this chapter within the prescribed period, a person who has paid an impact fee or an owner of land on which an impact fee has been paid has the right to present a written request to the governing body of the political subdivision stating the

nature of the unperformed duty and requesting that it be performed within 60 days after the date of the request. If the governing body of the political subdivision finds that the duty is required under this chapter and is late in being performed, it shall cause the duty to commence within 60 days after the date of the request and continue until completion.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.072. RECORDS OF HEARINGS. A record must be made of any public hearing provided for by this chapter. The record shall be maintained and be made available for public inspection by the political subdivision for at least 10 years after the date of the hearing.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.073. CUMULATIVE EFFECT OF STATE AND LOCAL RESTRICTIONS. Any state or local restrictions that apply to the imposition of an impact fee in a political subdivision where an impact fee is proposed are cumulative with the restrictions in this chapter.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.074. PRIOR IMPACT FEES REPLACED BY FEES UNDER THIS CHAPTER. An impact fee that is in place on June 20, 1987, must be replaced by an impact fee made under this chapter on or before June 20, 1990. However, any political subdivision having an impact fee that has not been replaced under this chapter on or before June 20, 1988, is liable to any party who, after June 20, 1988, pays an impact fee that exceeds the maximum permitted under Subchapter B by more than 10 percent for an amount equal to two times the difference between the maximum impact fee allowed and the actual impact fee imposed, plus reasonable attorney's fees and court costs.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.075. NO EFFECT ON TAXES OR OTHER CHARGES. This chapter does not prohibit, affect, or regulate any tax, fee, charge, or assessment specifically authorized by state law. Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.076. MORATORIUM ON DEVELOPMENT PROHIBITED. A moratorium may not be placed on new development for the purpose of awaiting the completion of all or any part of the process necessary to develop, adopt, or update land use assumptions, a capital improvements plan, or an impact fee. Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 441, Sec. 2, eff. Sept. 1, 2001.

Sec. 395.077. APPEALS. (a) A person who has exhausted all administrative remedies within the political subdivision and who is aggrieved by a final decision is entitled to trial de novo under this chapter.

(b) A suit to contest an impact fee must be filed within 90 days after the date of adoption of the ordinance, order, or resolution establishing the impact fee.

(c) Except for roadway facilities, a person who has paid an impact fee or an owner of property on which an impact fee has been paid is entitled to specific performance of the services by the political subdivision for which the fee was paid.

(d) This section does not require construction of a specific facility to provide the services.

(e) Any suit must be filed in the county in which the major part of the land area of the political subdivision is located. A successful litigant shall be entitled to recover reasonable attorney's fees and court costs.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.078. SUBSTANTIAL COMPLIANCE WITH NOTICE

REQUIREMENTS. An impact fee may not be held invalid because the public notice requirements were not complied with if compliance was substantial and in good faith.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989.

Sec. 395.079. IMPACT FEE FOR STORM WATER, DRAINAGE, AND FLOOD CONTROL IN POPULOUS COUNTY. (a) Any county that has a population of 3.3 million or more or that borders a county with a population of 3.3 million or more, and any district or authority created under Article XVI, Section 59, of the Texas Constitution within any such county that is authorized to provide storm water, drainage, and flood control facilities, is authorized to impose impact fees to provide storm water, drainage, and flood control improvements necessary to accommodate new development.

(b) The imposition of impact fees authorized by Subsection (a) is exempt from the requirements of Sections 395.025, 395.052-395.057, and 395.074 unless the political subdivision proposes to increase the impact fee.

(c) Any political subdivision described by Subsection (a) is authorized to pledge or otherwise contractually obligate all or part of the impact fees to the payment of principal and interest on bonds, notes, or other obligations issued or incurred by or on behalf of the political subdivision and to the payment of any other contractual obligations.

(d) An impact fee adopted by a political subdivision under Subsection (a) may not be reduced if:

(1) the political subdivision has pledged or otherwise contractually obligated all or part of the impact fees to the payment of principal and interest on bonds, notes, or other obligations issued by or on behalf of the political subdivision; and

(2) the political subdivision agrees in the pledge or contract not to reduce the impact fees during the term of the bonds, notes, or other contractual obligations.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 2001, 77th Leg., ch. 669, Sec. 107, eff.

Sept. 1, 2001.

Sec. 395.080. CHAPTER NOT APPLICABLE TO CERTAIN WATER-RELATED SPECIAL DISTRICTS. (a) This chapter does not apply to impact fees, charges, fees, assessments, or contributions:

(1) paid by or charged to a district created under Article XVI, Section 59, of the Texas Constitution to another district created under that constitutional provision if both districts are required by law to obtain approval of their bonds by the Texas Natural Resource Conservation Commission; or

(2) charged by an entity if the impact fees, charges, fees, assessments, or contributions are approved by the Texas Natural Resource Conservation Commission.

(b) Any district created under Article XVI, Section 59, or Article III, Section 52, of the Texas Constitution may petition the Texas Natural Resource Conservation Commission for approval of any proposed impact fees, charges, fees, assessments, or contributions. The commission shall adopt rules for reviewing the petition and may charge the petitioner fees adequate to cover the cost of processing and considering the petition. The rules shall require notice substantially the same as that required by this chapter for the adoption of impact fees and shall afford opportunity for all affected parties to participate.

Added by Acts 1989, 71st Leg., ch. 1, Sec. 82(a), eff. Aug. 28, 1989. Amended by Acts 1995, 74th Leg., ch. 76, Sec. 11.257, eff. Sept. 1, 1995.

Sec. 395.081. FEES FOR ADJOINING LANDOWNERS IN CERTAIN MUNICIPALITIES. (a) This section applies only to a municipality with a population of 115,000 or less that constitutes more than three-fourths of the population of the county in which the majority of the area of the municipality is located.

(b) A municipality that has not adopted an impact fee under this chapter that is constructing a capital improvement, including sewer or waterline or drainage or roadway facilities, from the municipality to a development located within or outside the municipality's boundaries, in its discretion, may allow a landowner

whose land adjoins the capital improvement or is within a specified distance from the capital improvement, as determined by the governing body of the municipality, to connect to the capital improvement if:

(1) the governing body of the municipality has adopted a finding under Subsection (c); and

(2) the landowner agrees to pay a proportional share of the cost of the capital improvement as determined by the governing body of the municipality and agreed to by the landowner.

(c) Before a municipality may allow a landowner to connect to a capital improvement under Subsection (b), the municipality shall adopt a finding that the municipality will benefit from allowing the landowner to connect to the capital improvement. The finding shall describe the benefit to be received by the municipality.

(d) A determination of the governing body of a municipality, or its officers or employees, under this section is a discretionary function of the municipality and the municipality and its officers or employees are not liable for a determination made under this section.

Added by Acts 1997, 75th Leg., ch. 1150, Sec. 1, eff. June 19, 1997.

Amended by:

Acts 2011, 82nd Leg., R.S., Ch. 1043 (H.B. 3111), Sec. 5, eff. June 17, 2011.

Acts 2011, 82nd Leg., R.S., Ch. 1163 (H.B. 2702), Sec. 100, eff. September 1, 2011.