



# **GARLAND**

## **NOTICE OF MEETING**

### **CITY OF GARLAND, TEXAS**

**Plan Commission  
Public Meeting  
Council Chambers  
William E. Dollar Municipal Building  
200 N. Fifth Street  
Garland, Texas  
August 24, 2026  
6:30 PM**

A meeting of the Plan Commission of the City of Garland, Texas will be held at the aforementioned location, date, and time to discuss and consider the following agenda items.

**INVOCATION AND PLEDGE OF ALLEGIANCE:** It is the custom and tradition of the members of the Plan Commission to have an invocation and recital of the Pledge of Allegiance prior to the beginning of the meeting. Members of the audience are invited to participate. However, members of the audience are not required to participate. The decision to participate is strictly a matter of personal choice and has no bearing on matters to be considered by the Plan Commission and will not affect the decisions to be made during the meeting.

The meeting will be broadcast on City of Garland Government Access Television (CGTV). CGTV is available via [GarlandTX.gov](http://GarlandTX.gov), channel 16 (Spectrum), Channel 44 (Frontier), and channel 99 (AT&T U-verse). Meetings are broadcast online via live-streaming, on-demand, and air on CGTV with several rebroadcasts during the week of the meeting.

#### **Public Comments**

Your comments must relate to an item on this agenda - non-germane comments are not in order. Time limits will be imposed by the Chairman as appropriate to the nature of the agenda item. Generally, public speakers are given three minutes.

**IN-PERSON COMMENTS:** Registration will be required for any citizen wishing to speak. Speaker cards are available with the Secretary.

Garland City Hall and Council Chambers are wheelchair accessible. Special parking is available on the east side of City Hall and on Austin & State Street west of City Hall. Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services must contact the City Secretary's Office at (972) 205-2404 at least two working days prior to the meeting so that appropriate arrangements can be made. BRAILLE IS NOT AVAILABLE.

If the Plan Commission adjourns into executive session during this meeting, the executive session will be conducted between and among the members of the Plan Commission and relevant City staff. Public access to that meeting is prohibited by State law.

#### **AGENDA:**

##### **1. ITEMS FOR INDIVIDUAL CONSIDERATION**

###### **a. August 10, 2026 Plan Commission Minutes**

## 2. PUBLIC HEARING

### a. SV 26-01 Sign Crafters (District 5)

*Hold a public hearing and consider the application of **Sign Crafters**, requesting approval of a Variance to Chapter 4, Article 5 of the Garland Development Code regarding sign area for an attached wall sign. The site is located at 825 West Centerville Road. (District 5) (File SV 26-01)*

### b. Z 26-22 Lone Star Green Homes (District 3)

*Hold a public hearing and consider the application of **Lone Star Green Homes**, requesting approval of 1) an amendment to Planned Development (PD) District 22-67 to change the base zoning designation from Single-Family Attached (SFA) District to Single-Family-5 (SF-5) District to allow a Dwelling, Single-Family Detached development and amend certain development standards and 2) a Concept Plan for the PD. The site is located at 2000 and 2050 East Miller Road. (District 3) (File Z 26-22)*

### c. Z 26-25 ZoneDev (District 3)

*Hold a public hearing and consider the application of **ZoneDev**, requesting approval of 1) a Planned Development (PD) District with a base zoning of Single-Family-5 (SF-5) to allow a Single-Family Detached housing development and associated improvements and 2) a Concept Plan for a Single-Family Detached development. The site is located at 4712, 4718, 4802, and 4902 Bobtown Road on properties zoned Agricultural (AG) District and Single-Family-10 (SF-10) District. The site is located at 4712, 4718, 4802 and 4902 Bobtown Road. (District 3) (File Z 26-25)*

## 3. ADJOURN

**NOTICE:** The Plan Commission may recess from the open session and convene in a closed session if the discussion of any of the listed agenda items concerns matters regarding privileged and unprivileged client information deemed confidential by Rule 1.05 of the Texas Disciplinary Rules of Professional Conduct. Sec. 551.071, Tex. Gov't Code.

**NOTE:** A quorum of the City Council may be in attendance and may or may not participate in the discussions of the Committee or board.





## MINUTES

The Plan Commission of the City of Garland convened in regular session at 6:30 PM on August 10, 2026, in the Council Chambers at the William E. Dollar Municipal Building, 200 North Fifth Street, Garland, Texas, with the following members present:

Present: Scott Roberts, Chairman  
Wayne Dalton, 2nd Vice Chair  
Julius Jenkins, 1st Vice Chair  
Terry Hillard, Commissioner  
Kristin Lucido, Commissioner  
Patrick Abell, Commissioner  
Edgar Miranda, Commissioner  
Bob Duckworth, Commissioner

Absent: Georgie Cornelius, Commissioner

Staff Present: Nabila Nur, Planning Director  
Emma Chetuya, Planning Administrator - Development  
Stewart Starry, Planner II  
Brynn Haby, Planner II  
Kurt Banowsky, Sr. Assistant City Attorney II  
Elisa Morales, Recording Secretary

### 1. ITEMS FOR INDIVIDUAL CONSIDERATION

#### a. July 13, 2026 Plan Commission Minutes

**Motion** was made by Commissioner Jenkins to **approve** the Minutes as presented. Seconded by Commissioner Miranda. **Motion carried: 8 Ayes, 0 Nays.**

### 2. PUBLIC HEARING

#### a. Z 25-30 JPMorgan Chase (District 5)

*Hold a public hearing and consider the application of **JPMorgan Chase**, requesting approval of a change in zoning from Planned Development (PD) District Community Retail (CR) District (PD-CR) 74-35 to Planned Development (PD) district Community Retail (CR) district (PD-CR) zoning to modify parking standards and approve a new concept plan. The site is located at 1000 West Centerville Road. (District 5) (File Z 25-30)*

**Motion** was made by Commissioner Abell to **postpone** the application as requested by the applicant to the September 14, 2026 Plan Commission Meeting. Seconded by Commissioner Jenkins. **Motion carried: 8 Ayes, 0 Nays.**

#### b. Z 26-19 Glamour by Jessica (District 5)

*Hold a public hearing and consider the application of **Glamour by Jessica**, requesting approval of 1) a Specific Use Provision (SUP) for a Personal Service use and 2) a Concept Plan for the Personal Service use. The site is zoned Planned Development (PD) Community Office (CO)*

*District 11-03. The site is located at 2903 Saturn Road. (District 5) (File Z 26-19)*

Stewart Starry, Planner II, presented the request to the Commission and remained available for questions.

The applicant, Jessica Martinez, 2100 Saturn Road, Garland, TX 75041, provided an overview of the request and remained available for questions.

**Motion** was made by Commissioner Abell to **approve** the application as presented per staff recommendation with a 5-year SUP. Seconded by Commissioner Lucido. **Motion carried: 8 Ayes, 0 Nays.**

**c. Z 26-23 Masterplan Consultants (District 8)**

*Hold a public hearing and consider the application of **Masterplan Consultants**, requesting approval of a Planned Development (PD) with a base zoning of Community Retail (CR) District for a Car Wash, Automated/Rollover use. The site is located at 1355 Belt Line Road. (District 8) (File Z 26-23)*

Emma Chetuya, Planning Administrator - Development, presented the request to the Commission and remained available for questions.

The applicant, Dallas Cothrum, 1431 W. Mockingbird, Dallas, TX, provided an overview of the request and remained available for questions.

**Motion** was made by Commissioner Duckworth to **deny** the application as presented. Seconded by Commissioner Lucido. **Motion carried: 7 Ayes, 0 Nays with 1 Abstention** by Commissioner Hillard.

**3. ADJOURN**

There being no further business to come before the Plan Commission, the meeting adjourned at 7:12 p.m.

**Submitted By:**

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**Scott Roberts, Chair**

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**Elisa Morales, Secretary**



# ***Planning Report***

**File No: SV 26-01/District 5**

**Agenda Item:**

**Meeting: Plan Commission**

**Date: August 24, 2026**

## **REQUEST**

Hold a public hearing and consider approval of a Variance to Chapter 4, Article 5 of the Garland Development Code regarding sign area for an attached wall sign.

## **LOCATION**

825 West Centerville Road

## **APPLICANT**

Sign Crafters

## **OWNER**

Andrew Schreiev

## **BACKGROUND**

The subject site is developed with a single-tenant commercial building proposed to be occupied by *Crunch Fitness*. The applicant is requesting a variance to allow an increased sign area for an illuminated attached wall sign on the northeast side façade of the building.

Section 4.81 of the Garland Development Code (GDC) grants the Plan Commission the authority to approve variances and exceptions to the ordinance when there is a finding from the evidence presented that strict compliance with the requirement will result in a hardship or inequity to the applicant. The section states that economic or self-created hardships alone shall not be sufficient for granting a variance. A three-quarters (3/4) vote of the Plan Commission members present and voting is required to approve a sign variance. Upon appeal (if any), a three-quarters (3/4) vote of the City Council members present and voting is required to overrule a sign variance denial by the Plan Commission.

## **SITE DATA**

The subject site is approximately 3.52 acres and is located at the intersection of West Centerville Road and Northwest Highway. The property is zoned Planned Development (PD) District 76-15 for mixed uses and contains a single-tenant commercial structure. The northeast façade on which the proposed sign would be mounted is approximately 184.57 lineal feet wide. The building is separated from the adjacent roadways by a large surface parking area.

## **CONSIDERATIONS**

1. The applicant proposes an illuminated attached wall sign on the northeast façade consisting of the "CRUNCH" logo and individual "FITNESS" channel letters. The logo contains approximately 80.58 square feet, and the "FITNESS" letters contain approximately 44.18 square feet, resulting in a total sign area of approximately 124.75 square feet.
2. Per Section 4.78(A)(2)(a)(ii) of the Garland Development Code (GDC), "The maximum square footage of an attached sign on a side or rear façade of a single-tenant building may not exceed one square foot per lineal width, in feet, of the wall upon which the sign

is mounted, and in no case may any of the sign's dimensions exceed 50 percent of the corresponding width or the height of the wall, with a maximum of 100 square feet." Although the northeast façade is approximately 184.57 lineal feet wide, the maximum permitted sign area is limited to 100 square feet.

3. The applicant proposes a 124.75-square-foot sign, which is 24.75 square feet, or 24.75 percent, larger than the maximum sign area otherwise permitted. Section 4.81(C)(1) of the GDC allows the Plan Commission to approve an increase of up to 25 percent of the maximum permitted sign area. Therefore, the request is within the maximum increase the Plan Commission may approve.
4. The northeast façade of the building is located approximately 185 feet from Northwest Highway. In addition, several existing mature trees are located between Northwest Highway and the building facade. The distance from the roadway and the prominent tree canopies reduce the visibility of the façade from Northwest Highway.

### **STAFF FINDINGS**

Due to the approximately 185-foot distance between the northeast facade and Northwest Highway, as well as the existing mature trees between the roadway and the building that reduce visibility of the facade, staff finds that there may be a hardship concerning the maximum allowed signage size. The proposed sign remains proportionate to the scale of the building facade.

### **ADDITIONAL INFORMATION**

- i. Location Map
- ii. Sign Drawings
- iii. Site Photos
- iv. Applicant's Written Narrative

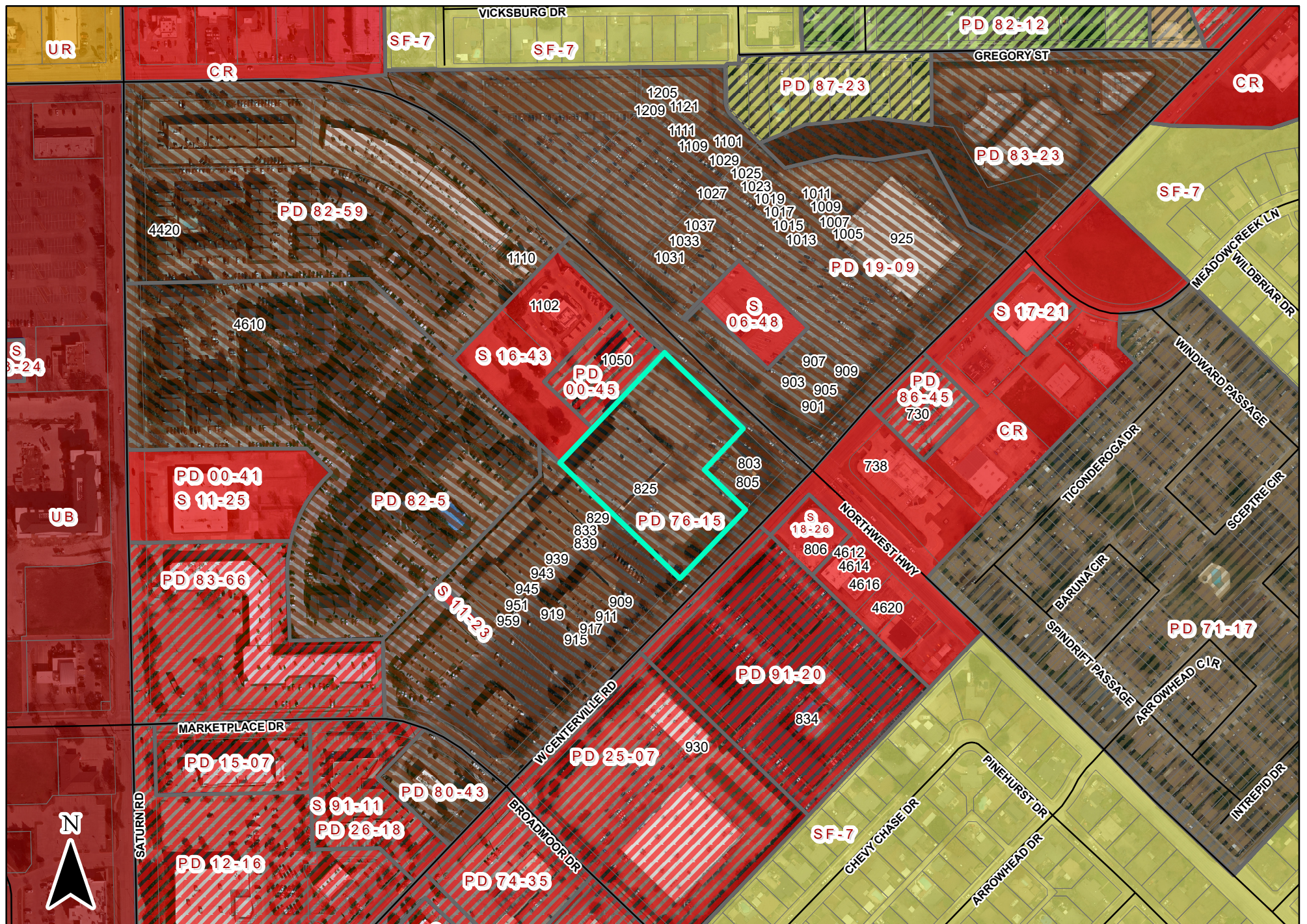
### **PREPARED BY:**

Kalyan Mutukundu  
Planner I  
Planning & Development  
972-205-2460  
[KMutukundu@garlandtx.gov](mailto:KMutukundu@garlandtx.gov)

### **REVIEWED BY:**

Emma Chetuya PhD., AICP  
Planning Administrator  
Planning and Development  
972-205-2453  
[EChetuya@garlandtx.gov](mailto:EChetuya@garlandtx.gov)





# ZONING MAP SV 26-01

825 W Centerville Rd

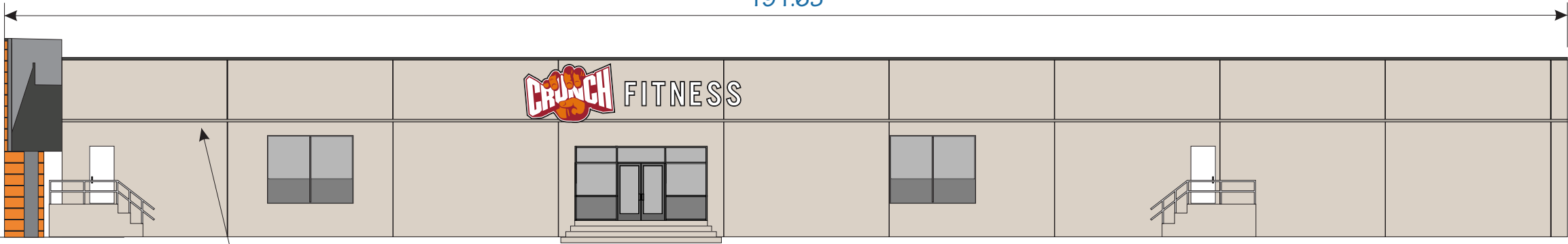
INDICATES AREA OF REQUEST



SIDE NORTHEAST ELEVATION



191.63'



125 sq. ft. variance amount

(2) Maximum size: Attached signs must comply with the following provisions for the total maximum surface area of all attached wall signs per façade in aggregate:

(a) For single-tenant buildings:

i. Front (main entry) façade only: The maximum square footage of an attached sign on the front of a single-tenant building may not exceed 2 square feet per lineal width in feet of building width of the wall upon which the sign is mounted, and in no case may any of the sign's dimensions exceed 75 percent of the corresponding width or the height of the wall, with a maximum of 200 square feet.

ii. Side and rear facades: The maximum square footage of an attached sign on a side or rear façade of a single-tenant building may not exceed one square foot per lineal width in feet, of the wall upon which the sign is mounted, and in no case may any of the sign's dimensions exceed 50 percent of the corresponding width or the height of the wall, with a maximum of 100 square feet.



4526 Gorgas St., North Port, FL 34287  
Cell: 941-706-6160 [Dave@Rothcosigns.com](mailto:Dave@Rothcosigns.com)  
[www.Rothcosigns.com](http://www.Rothcosigns.com)

**DESIGN #26B1863-R1-1/3 DATE: 07/09/26**

**SCALE: 1/16" = 1' 0"**

**DRAWN BY: DTR**

**JOB NAME:** Crunch Fitness

**ADDRESS:** 825 W Centerville Rd.

**CITY:** Garland **STATE:** FL **ZIP:** 75041

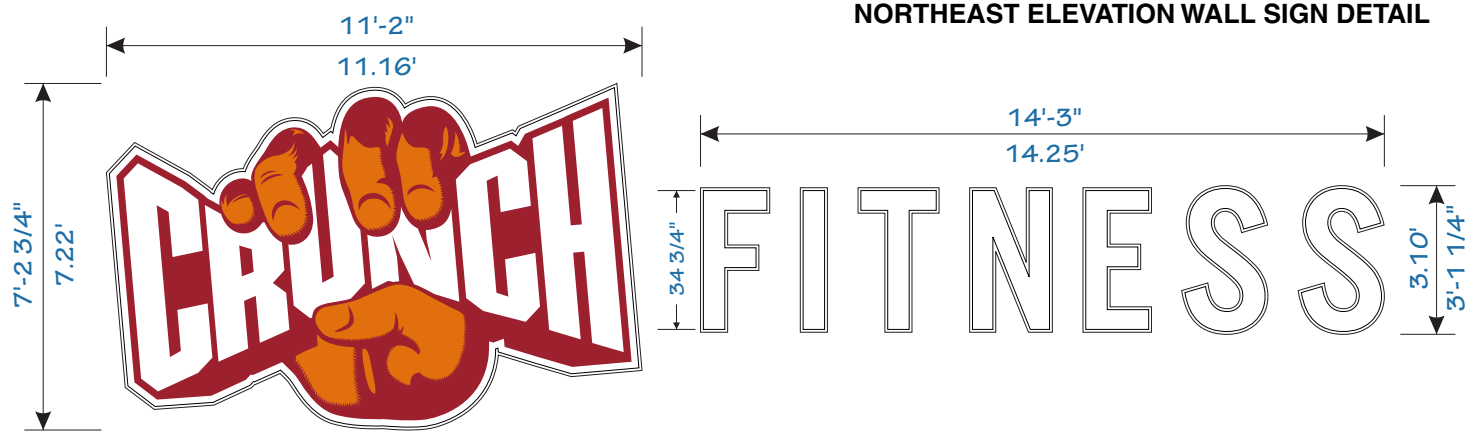
*This design is the sole property of Rothco Signs & Design Inc. until signs are paid for in full by customer and is not to be shared with others without permission from Rothco Signs & Design Inc.*

**CUSTOMER APPROVAL**

☐ **APPROVED** ☐ **APPROVED AS NOTED**

**DATE:** / /

**BY:** \_\_\_\_\_



Manufacture and install (1) 7' 2 3/4" High by 11' 2" wide by 5" deep "CRUNCH" contour channel fabricated white painted aluminum cabinet. Face to be flat white acrylic with with 1st surface red and orange translucent 3M vinyl and 2" white plastic trim cap. Cabinet to be internally illuminated with high output white LED lighting for front lighting and halo lighting. Clear poly carbonate letter back to be mounted 1 1/2" off the wall with stainless steel stand offs on 3mm thick white composite aluminum backer to create a white halo effect. (1) set of 30" high "FITNESS" individual fabricated aluminum reverse and front lit channel letters. 5" Deep white returns. White LED lighting for all letters for reverse lighting and front lighting. 3/16" white acrylic faces and 1" white plastic trim cap on faces. Clear poly carbonate letter backs to be mounted 1 1/2" off the wall with stainless steel stand offs on 3mm thick white composite aluminum backer to create a white halo effect. All wiring and power supplies will be inside the wall with metal enclosure for power supplies. Connect to existing power supplied by others if within 6' feet of letter location. Note: building must have adequate access behind the wall to allow for installation crew to mount hardware and connect to primary power.

| Variance for this elevation |        | 125   | 124.75 |
|-----------------------------|--------|-------|--------|
| Building                    | height | width | total  |
| Northeast Logo              | 7.22   | 11.16 | 80.58  |
| Northeast letters           | 3.1    | 14.25 | 44.18  |

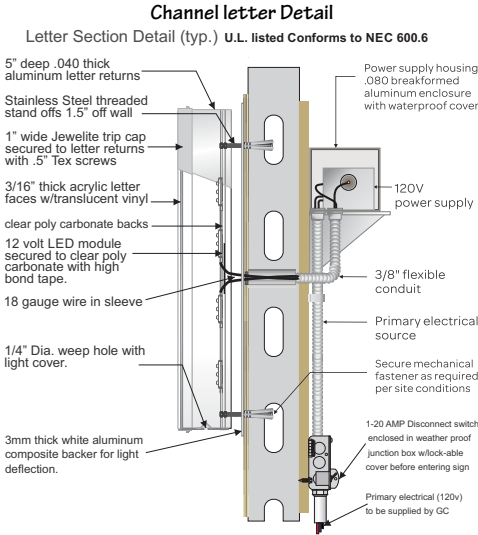
GENERAL SPECIFICATIONS:

SIGN TO BE MANUFACTURED TO U.L. STANDARDS & BEAR MARK. INSTALLATION SHALL CONFORM TO NATIONAL ELECTRIC CODE AND ALL OTHER APPLICABLE LOCAL CODES.

STD. CHANNEL LETTER SPECIFICATIONS / COLORS:

RETURNS: .040 x 6" / WHITE  
BACKS: .050 / BLACK  
INTERIOR: .#W558 PURE WHITE

FACES: 13 OZ. WHITE FLEX VINYL  
LED COLOR: WHITE



|                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Wood Blocking in Wall</b><br>Wood Blocking Provided in Wall By GC for Steel Lag Bolt Sign Attachment<br><br>3/8" dia. Zinc Plated Steel Lag Bolt. Bolt length to be determined as Required per Wall Construction and total Load Bearing Pressure of Sign. |
| <b>Masonry Wall</b><br>Expansion Anchor Sign Attachment to Masonry Constructed Wall<br><br>3/8" dia. Stainless Steel Wedge Anchor Sign Attachment to Concrete, Brick, Rock and Stone Masonry Wall Installations.                                             |
| <b>Hollow Wall</b><br>Hollow Wall Anchor Sign Attachment to Structural Exterior Wall<br><br>3/8" dia. All ThreadStainless Steel Rod with Zinc Plated Steel Toggle Bolt Wings. Bolt length to be determined as Required per Wall Construction                 |
| <b>Solid Wall</b><br>Stainless Steel Thru Bolt Sign Attachment to Structural Exterior Wall<br><br>3/8" dia. All ThreadStainless Steel Rod with Stainless Steel Split Washer and Nut Each End. Bolt length to be determined as Required per Wall Construction |

COLORS

|                                             |                           |
|---------------------------------------------|---------------------------|
| TRANSLUCENT 3M VINYL 3630-53 CARDINAL RED   | 5" DEEP RETURNS WHITE     |
| TRANSLUCENT 3M VINYL 3630-74 KUMQUAT ORANGE | FACES 3/16" WHITE ACRYLIC |
| WHITE TRIM CAP                              | WHITE LED LIGHTING        |

4526 Gorgas St., North Port, FL 34287  
Cell: 941-706-6160 [Dave@Rothcosigns.com](mailto:Dave@Rothcosigns.com)  
[www.Rothcosigns.com](http://www.Rothcosigns.com)

DESIGN #26B1863-R1-2/3 DATE: 07/09/26

SCALE: 1/4" = 1' 0"

DRAWN BY: DTR

JOB NAME: Crunch Fitness

ADDRESS: 825 W Centerville Rd.

CITY: Garland STATE: FL ZIP: 75041

*This design is the sole property of Rothco Signs & Design Inc. until signs are paid for in full by customer and is not to be shared with others without permission from Rothco Signs & Design Inc.*

CUSTOMER APPROVAL

☐ APPROVED ☐ APPROVED AS NOTED

DATE: / /  
BY: \_\_\_\_\_



Map Layout 

**Situs Address:**  
825 W Centerville Rd,  
Garland, TX 75041  
Municipality: City of Garland TX  
Zoning: MIXED USE  
Parcel legal Description:  
PLAZA 2 BLK 1 LOT 1 VOL90236/3017  
DD11301990 C0-DC 4507000100100  
3CG45070001



- pylon sign on Centerville RD.







Viewing site from East side



Viewing site from Southeast Corner



Viewing site from Northeast side



Viewing site from Northeast Corner



Viewing site from North side from Northwest Highway







Viewing site from Northwest Corner



Zoning Sign along Centerville Road

DAVID ROTH  
Rothco Signs & Design, Inc.  
4526 Gorgas St.  
North Port, Florida 34287  
(941) 706-6160  
Dave@Rothcosigns.com

April 28, 2026

City of Garland, Texas  
Planning Department / Board of Adjustment  
800 Main St, Garland 75040

**RE: Application for Sign Variance – Crunch Fitness  
825 W Centerville Rd., Garland, TX 75041**

To Whom It May Concern,

This letter serves as a formal request for a variance from the sign regulations of the Garland Development Code for the proposed Crunch Fitness located at 825 W Centerville Rd., Garland, TX 75041. This request is submitted in accordance with §4.81 (Variances; Appeals) and is based on the criteria required for approval.

The subject property is zoned Mixed Use and consists of a large, single-tenant commercial structure with multiple elevations, including significant frontage along Centerville Road. As shown in the attached drawings, the proposed signage includes illuminated wall signs on both the front (southeast) and side (northeast) elevations. The proposed side elevation signage exceeds the maximum allowable sign area, requiring a variance of approximately 125 square feet.

**Details of the Variance Request and Justification for Approval**

The applicant is requesting a variance to allow additional sign area on the side (northeast) elevation beyond what is permitted under the Garland Development Code. The proposed wall signage exceeds the allowable square footage by approximately 125 square feet.

The proposed signage consists of illuminated channel letter signage, including the “CRUNCH” logo and “FITNESS” lettering, mounted on a large building façade measuring approximately 190+ feet in width. Due to the scale and orientation of the building relative to Centerville Road, the allowable sign area is insufficient to provide adequate visibility.

The appeal should be granted for the following reasons:

- Functional visibility from a major arterial roadway
- Proportionality to the building’s large scale
- Consistency with surrounding commercial development
- High-quality design with minimal impact
- Alignment with the intent of the ordinance

**Hardship or Inequity Resulting from Strict Compliance**

Strict compliance with the sign regulations would result in a hardship and inequity due to the unique physical characteristics of the property. The building features an extensive façade and is set



back from Centerville Road, limiting visibility.

Signage limited to code allowances would be disproportionately small and ineffective for identification, placing the tenant at a disadvantage compared to similar properties. This constitutes a practical hardship and inequity unique to this site.

#### **Hardship Not Self-Created and Not Economic in Nature**

The hardship is not self-created and results from the building's size and location. It is not economic in nature but necessary for functional business identification.

#### **Consistency with the Spirit and Purpose of the Regulations**

The proposed signage meets the intent of the ordinance by maintaining quality design, appropriate scale, and minimal impact to surroundings.

#### **No Adverse Impact to Public Health, Safety, or Welfare**

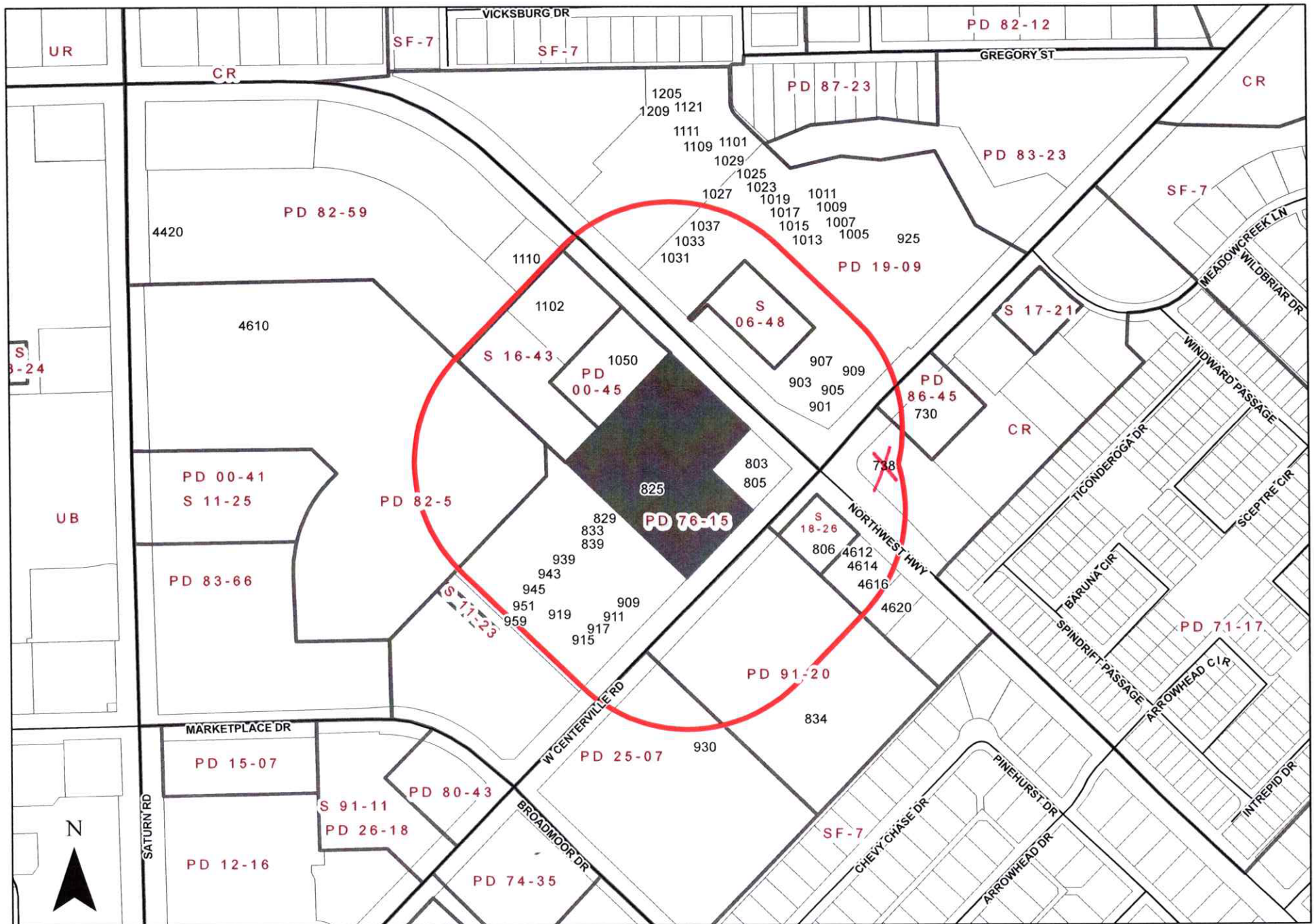
The signage complies with safety standards and will not create hazards or negatively affect nearby properties.

#### **Conclusion**

Strict compliance would result in hardship or inequity. This request meets all variance criteria, and approval is respectfully requested.

Sincerely,

David Roth  
Rothco Signs & Design, Inc.



## ZONING MAP SV 26-01

825 W Centerville Rd

INDICATES AREA OF REQUEST  
INDICATES NOTIFICATION AREA



## Morales, Elisa

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**From:** Mutukundu, Kalyan  
**Sent:** Tuesday, August 18, 2026 9:40 AM  
**To:** Morales, Elisa  
**Cc:** Garcia, Elba  
**Subject:** Fw: 825 West Centerville Rd, Garland TX

This seems like a response to the Sign Variance Case SV 26-01 - FYI

**Kalyan Mutukundu**  
Planner I

Phone: 972.205.2460  
[KMutukundu@garlandtx.gov](mailto:KMutukundu@garlandtx.gov)



**GARLAND**  
TEXAS MADE HERE

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**From:** Teri Dean [REDACTED]  
**Sent:** Monday, August 17, 2026 2:57 PM  
**To:** Mutukundu, Kalyan <KMutukundu@garlandtx.gov>  
**Subject:** 825 West Centerville Rd, Garland TX

[You don't often get email from charlineknott@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

We are contacting you regarding the notice we received in the mail regarding the property 825 W. Centerville Rd, Garland Tx. We own the property on [REDACTED]

We are AGAINST the variance of a larger sign.

If you need anything further from us, don't hesitate to contact us at our email, or mail us at [REDACTED]  
[REDACTED]

Respectfully,

Teri Dean  
Assistant to  
Michael Knott  
The Knott Family Trust  
[REDACTED]

CAUTION: This email is from an external source. DO NOT click links or open attachments without verifying the sender. Never enter USERNAME, PASSWORD or SENSITIVE INFORMATION on linked pages from this email. If you are unsure about the message, please contact the Help Desk at x7240 for assistance.

# Planning Report

**File No: Z 26-22/District 3**

**Agenda Item:**

**Meeting: Plan Commission**

**Date: August 24, 2026**



**GARLAND**

TEXAS MADE HERE

## **REQUEST**

Hold a public hearing and consider approval of 1) an amendment to Planned Development (PD) District 22-67 to change the base zoning designation from Single-Family Attached (SFA) District to Single-Family-5 (SF-5) District to allow a Dwelling, Single-Family Detached development and amend certain development standards and 2) a Concept Plan for the PD.

## **LOCATION**

2000 and 2050 East Miller Road

## **APPLICANT**

Lone Star Green Homes

## **OWNER**

MR LLC 009 Separate Series LLC

## **BACKGROUND**

The subject property is currently undeveloped and was rezoned in 2024 to PD District 22-67, which established a development consisting of 90 Dwelling, Single-Family Attached (Townhouse) lots. The applicant is requesting to amend the existing PD to change the base zoning from SFA District to SF-5 District and develop the property with single-family detached units. The proposed amendment would reduce the overall residential density from the previously approved townhouse development. The applicant proposes approximately 63 to 68 single-family detached units and requests modifications to certain development standards.

## **SITE DATA**

The subject property is approximately 11.16 acres in size. The property is located at the southeast corner of East Miller Road and East Centerville Road and has frontage along both thoroughfares. Access will be provided from Miller Road.

## **USE OF PROPERTY UNDER CURRENT ZONING**

The site is zoned PD District 22-67, with a base zoning of SFA. The existing PD was approved for a development containing 90 single-family attached lots. The property currently remains undeveloped.

## **CONSIDERATIONS**

2. 1. The applicant requests to change the PD base zoning from SFA District to SF-5 District. Per GDC Section 2.36, the Single-Family Residential districts are intended primarily for low-density Dwelling, Single-Family Detached developments in logical, livable, and sustainable neighborhoods. Permitted uses within the proposed PD would be those allowed in the SF-5 District. The applicant proposes to decrease the overall site density from 8 units per acre as currently permitted within the existing PD to 6 units per acre under the proposed PD amendment.
3. *Lot Dimensions:* The applicant proposes two residential lot types. Type "A" lots would have a minimum lot area of 4,100 square feet, a minimum lot width of 40 feet, a

minimum corner lot width of 50 feet, and a maximum lot coverage of 65%. The proposal also includes a minimum lot depth of 110 feet, except for lots located on elbows, knuckles, or cul-de-sacs, which may have a minimum lot depth of 90 feet. Type "B" lots would have a minimum lot area of 3,600 square feet, a minimum lot width of 40 feet, a minimum corner lot width of 50 feet, a minimum lot depth of 90 feet, and a maximum lot coverage of 65%.

Per Chapter 2, Table 2-3 – Single-Family Residential District Standards of the GDC, the SF-5 District requires a minimum lot area of 5,000 square feet, with a 4,750-square-foot average; a minimum lot width of 55 feet for interior lots and 60 feet for corner lots; a minimum lot depth of 90 feet; and a maximum lot coverage of 50%.

The requested standards would reduce the minimum lot area and lot width for both lot types and increase maximum lot coverage from 50% to 65%. The proposed lot depths would meet or exceed the minimum SF-5 District requirement.

4. *Key Corner Lots:* The applicant proposes a 15-foot side yard setback for lots adjacent to a street, consistent with the standard SF-5 side yard setback, but requests that the GDC key corner lot requirements not apply. This would allow the side-street setback to remain 15 feet rather than requiring the lot to observe a front yard setback along both street frontages.

Section 2.72(F), Area & Building Regulations – Illustration of Lots 2-17, requires key corner lots to observe the same front yard setback on both street sides so that the setbacks of the key corner lot and its neighboring lots align along each respective street frontage.

The requested deviation would eliminate the double-front-yard condition that would otherwise apply to key corner lots and would allow the affected lots to maintain a single front yard instead of two.

5. *Garage Design:* The applicant proposes to permit front-entry, front-facing garages. The face of each garage door would remain a minimum of 20 feet from the street right-of-way; however, the garage door would be permitted to be offset a minimum of 6 inches either forward or backward from the front building face.

Section 4.84(A)(2), Residential Design – Garages, requires a garage door to be located at least 20 feet from the street or alley right-of-way line and requires front-entry garages to utilize an offset front-entry design with the garage door set back a minimum of 5 feet behind the front building face. The 20-foot right-of-way setback proposed by the applicant is consistent with the GDC; however, the proposed 6-inch offset represents a reduction from the required 5-foot setback behind the front façade.

The reduction would allow the garage to be located substantially closer to, or slightly forward of, the primary front building face. The applicant proposes additional architectural design standards, as described below, to provide visual interest along the front façades given the proposed lack of articulation.

Staff recommends that the garage door be offset a minimum of 6 inches behind the front building face and not be permitted to project forward of the front building face. This would reduce the visual prominence of the front-facing garages.

6. *Architectural Relief:* The applicant proposes to allow a flat, unarticulated, or uninterrupted wall length of up to 40% of the horizontal length of the front façade above the first story.



Section 4.84(A)(3)(a), Residential Design – Architectural Relief, provides that no façade facing a public street, or portion of an interior side or rear façade above the first story, may contain a flat, unarticulated, or uninterrupted wall length greater than 20% of the horizontal length of the façade. Any such façade section must contain an offset of at least 2 feet.

The requested deviation would increase the permitted uninterrupted wall length from 20% to 40% along the front façade above the first story. The applicant proposes additional architectural design requirements to provide façade variation and visual interest elsewhere on the dwelling.

7. *Window and Door Coverage:* The applicant proposes to allow garage doors to count toward the minimum 25% window and door coverage requirement for the front building face and to exclude gabled roof areas from the wall area used to calculate the requirement.

Section 4.84(A)(3)(d), Residential Design – Walls & Windows, requires windows and doors to comprise a minimum of 25% of the wall area of the front building face of a dwelling. The existing provision does not expressly include garage doors as part of this calculation or exclude gabled roof areas from the total wall area.

The requested deviation would both increase the qualifying door area and reduce the total wall area subject to the calculation, making the minimum coverage requirement easier to satisfy. Given the reduced garage offset and the prominence of front-facing garages, staff recommends increasing the minimum coverage requirement to 55% of the front façade. Garage doors may count toward the 55% requirement; however, the increased percentage would ensure that a garage door alone cannot satisfy the requirement and that additional windows and/or pedestrian doors are incorporated into the front façade.

8. *Residential Design Elements:* The applicant proposes that a minimum of 5 architectural design elements be incorporated into each dwelling unit. The applicant also proposes modifications and additions to the qualifying design-element menu, including allowing a minimum 4:12 roof pitch over porches and adding coach lights, carriage-style garage doors, and enhanced driveway finishes as qualifying elements.

Section 4.84(A)(3)(c), Residential Design – Minimum Number of Design Elements, requires a minimum of 3 qualifying architectural design elements for each dwelling unit. The GDC menu includes such features as multiple-pane windows, front porches, gables with windows, dormers, bay windows, an 8:12 roof pitch, split garage doors, and covered front porches.

Although the applicant proposes 5 design elements rather than the minimum 3 required by the GDC, the applicant also proposes to modify and expand the list of features that may satisfy the requirement. The additional flexibility would allow a greater variety of architectural treatments while maintaining a higher minimum number of required design elements.

Staff recommends that, when coach lights are utilized as one of the required architectural design elements, a minimum of 2 coach lights be provided on the front façade to ensure the feature provides a meaningful architectural enhancement.

9. *Alley Waiver:* The applicant proposes that alleys not be required within the development. Additionally, Type “B” lots would not be permitted to access the existing alley along the

southwest boundary of the property and would maintain a minimum rear yard setback of 10 feet.

Section 3.80(B), Requirements – Alleys Required, requires alleys for all residential subdivisions containing 2 or more lots. Section 3.80(C) provides the process through which the alley requirement may be waived or varied.

The requested deviation would allow the subdivision to develop without the internal alley system otherwise required by the GDC. The proposed 10-foot rear yard setback for Type "B" lots is consistent with the standard SF-5 rear setback for yards not adjacent to a street.

10. *Thoroughfare Screening:* The applicant proposes ornamental metal fencing with masonry columns along the entire thoroughfare frontage. Masonry columns would be spaced a maximum of 50 feet apart, with canopy trees located between the columns and spaced a maximum of 50 feet apart.

Section 4.40, Perimeter Screening Between Single-Family (Attached and Detached), Two-Family, and Horizontal Multi-Family Residential Development and Thoroughfares, generally requires single-family residential developments adjacent to a Type D or larger thoroughfare to provide a masonry screening wall and canopy trees. Ornamental metal fencing with masonry columns spaced a maximum of 50 feet apart may be incorporated with the masonry screening wall to provide views into landscape features, common areas, or similar features.

The applicant's request would replace the standard masonry screening treatment with ornamental metal fencing and masonry columns along the thoroughfare frontage, creating a more open screening condition.

Staff recommends a continuous row of high-level evergreen screening shrubs along the entire thoroughfare frontage to provide additional opacity and mitigate the requested alternative screening design. Staff further recommends increasing the frequency of required canopy trees from 1 tree every 50 feet to 1 tree every 30 feet along the thoroughfare frontage to provide enhanced landscaping and screening.

11. *Amenities:* The applicant proposes a minimum of 2 amenities from a menu consisting of a dog park, gazebo with seating, sports court, and playground. The existing Planned Development requires 3 amenities, including a tennis and pickleball court, a gazebo featuring picnic tables, bicycle racks and grills, and a playground.

The request would reduce the minimum number of required amenities from 3 (three) to 2 (two) and provide flexibility in the type of amenities ultimately constructed. The GDC does not require amenities for single family detached development since these lots have private open space residents can enjoy however given the reductions in lot size and the increase in maximum lot coverage there is a greater need for shared amenities and open space throughout the development.

Staff recommends the following minimum development standards for any amenity selected by the applicant:

- i. *Playground:* Any playground amenity shall contain a minimum area of 1,000 square feet and include a minimum of 2 pieces of permanent children's play equipment, benches, at least 3 ornamental trees, at least 1 trash receptacle, and a minimum of 2 bicycle racks.

- ii. Gazebo: Any gazebo amenity shall provide permanent seating for a minimum of 8 people, rather than the 6 seats proposed by the applicant, and shall include a minimum of 2 bicycle racks.
- iii. Sports Court: Any sports court amenity shall be fully constructed and equipped for its intended recreational activity, including all necessary permanent surfacing, striping, and recreational equipment. Benches, at least 1 trash receptacle, and a minimum of 2 bicycle racks shall also be provided.
- iv. Dog Park: Any dog park amenity shall contain a minimum area of 3,000 square feet, be enclosed by fencing a minimum of 4 feet in height, and include a double-gated entry, pet waste station, benches, shaded seating area, at least 1 trash receptacle, and a minimum of 2 bicycle racks.

These additional standards would ensure that the selected amenities provide functional and usable recreational spaces and contain supporting improvements for residents.

12. Streetscape Improvements: The applicant proposes an entry monument sign within one of the open space areas identified on the Concept Plan.

The applicant proposes to require an entry monument sign within one of the open space areas identified on the Concept Plan. Section 4.71(E), *Residential Districts – Subdivision Entrance Signs*, allows the Plan Commission to approve subdivision entrance signs located at the entrance and within a common area of a single-family residential subdivision owned and maintained by a homeowners' association. The maximum sign area is 40 square feet, with a maximum of 2 signs permitted per street entrance.

Although the proposed entry monument sign does not represent a deviation from the GDC, the PD would establish the provision of an entry monument sign as a required development standard for the subdivision, providing a defined and enhanced entrance feature for the development.

In conjunction with the proposed entry feature and frontage improvements, staff recommends providing street furniture along both street frontages to enhance the pedestrian environment. 1 bench and 1 trash receptacle shall be provided within the landscape buffer adjacent to the sidewalk for every 150 feet of street frontage, consistent with City standards for downtown streetscape furnishings.

Additionally, staff recommends that the existing sidewalk along Centerville Road be widened to a minimum width of 8 feet and that a new sidewalk with a minimum width of 8 feet be constructed along Miller Road. Section 3.93, *Sidewalks in New Developments*, requires sidewalks along streets abutting a new subdivision and requires sidewalk width, design, and construction to comply with the City's Technical Standards. The recommended 8-foot sidewalk width would provide an enhanced pedestrian connection along both thoroughfare frontages.

#### **SITE DEVELOPMENT STANDARDS**

1. Shall any trees be removed on the site, a tree mitigation plan will be required. Mitigation shall be obtained by planting new trees, preserving existing trees, and paying \$150 per caliper inch owed.
2. Any proposed signage shall follow Section 4.78 of the Garland Development Code (GDC). If a monument sign were to be proposed, the maximum surface area is 50 square feet, the maximum height is 7 feet, and shall be placed at least 5 feet from the property line.



3. Section 4.71(E) states that the Plan Commission may approve the placement of a subdivision entrance sign or signs legally placed in a common area maintained by the Homeowners Association. The maximum number of signs allowed for each subdivision is two signs per street entrance into the platted subdivision area.

### **COMPREHENSIVE PLAN**

The Future Land Use Map of the Envision Garland 2030 Comprehensive Plan identifies portions of the subject property as Traditional Neighborhoods and Neighborhood Centers. Traditional neighborhoods are currently found throughout Garland and provide areas for low to moderate density single-family detached residential housing. Traditional neighborhoods also accommodate convenience retail (goods and services), office space, and public services. Non-residential structures are compatible in architectural style and scale with adjacent residential development. Non-residential uses are typically located at the intersection of local streets or at local and secondary arterial streets. Non-residential uses are within walking distance of the neighborhoods they serve and include minimal on-site parking. While Neighborhood centers provide a mix of retail, services and community gathering places. This center should be appropriately scaled to adjacent residential areas. This type of center is predominantly, but not exclusively, non-residential. Neighborhood centers are served by local roads and transit routes.

The proposed amendment is consistent with the Traditional Neighborhoods designation, which contemplates low to moderate density single-family detached housing, the reduced density and detached housing type proposed here align with that intent. The proposal does not align with the Neighborhood Centers designation, since it does not provide the mix of retail, services, and community gathering space that designation contemplates. However, because the request does not increase density beyond what was previously approved under PD 22-26 and reflects the residential character called for under Traditional Neighborhoods, Staff finds the proposal consistent with the Comprehensive Plan.

### **GARLAND ON THE RISE**

The subject property is not located within an identified Economic Focus Area (EFA) in the Garland Strategic Plan, *Garland on the Rise*. However, the Strategic Plan promotes higher-quality development and reinvestment that increases the overall value and quality of development within Garland, and the proposal can be considered generally aligned with it, especially with the staff recommended conditions.

### **COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES**

To the north of the subject property is vacant property zoned CR District. To the east is Merriwood Ranch, an existing Stable, Commercial use, zoned PD District 14-11 with an SF-10 District base zoning. To the south is an existing Dwelling, Single-Family Detached subdivision zoned SF-10 District. To the west, across East Centerville Road, is an existing Fuel Pumps, Retail use and a small multi-tenant building with a Retail Store and Personal Service uses, zoned PD District 91-4 with a CR District base zoning.

The proposed development is compatible with the surrounding properties in terms of intensity, representing a less intense and lower density development. The site will function as a transitional buffer, protecting the established Single-Family neighborhood to the south from the existing commercial frontages along East Miller and East Centerville Roads. Staff finds that the development provides an appropriate transition while maintaining the area's residential character.

### **STAFF RECOMMENDATION**

The proposed development continues to align with the Comprehensive Plan's designation and remains compatible with the surrounding properties. Given the number of previously

approved deviations from the GDC standards, in addition to those now requested, staff finds that appropriate mitigation measures are necessary to offset the potential impacts of these deviations and elevate the quality of the development. Staff recommends conditional approval of the Planned Development amendment request, subject to the following conditions:

1. All walls, except gabled roof areas, located on the front façade and facing a street other than an alley shall contain a minimum of 55% of the wall space in windows and doors. Garage doors may count as a door toward the 55% requirement.
2. Where coach lights are utilized as one of the required residential design elements, a minimum of 2 coach lights shall be provided on the front façade.
3. Ornamental metal fencing with masonry columns spaced a maximum of 50 feet apart shall be provided along the entire thoroughfare frontage. Canopy trees shall be located between the masonry columns and spaced a maximum of 30 feet apart. A continuous row of high-level evergreen screening shrubs shall also be provided along the entire thoroughfare frontage.
4. A minimum of 2 bicycle racks shall be provided in conjunction with each amenity selected and constructed within the development.
5. 1 bench and 1 trash receptacle shall be provided within the landscape buffer adjacent to the sidewalks along both street frontages for every 150 feet of frontage, consistent with City standards for downtown streetscape furnishings.
6. The existing sidewalk along Centerville Road shall be widened to a minimum width of 8 feet, and a new sidewalk with a minimum width of 8 feet shall be constructed along Miller Road. All other aspects of the proposed amendments are recommended for approval as requested, subject to compliance with all applicable codes and the conditions stated herein.
7. The garage door be offset a minimum of 6 inches behind the front building face and not be permitted to project forward of the front building face.
8. Any amenity selected and constructed within the development shall comply with the following minimum standards:
  - i. Playground: Any playground amenity shall contain a minimum area of 1,000 square feet and include a minimum of 2 pieces of permanent children's play equipment, benches, at least 3 ornamental trees, at least 1 trash receptacle, and a minimum of 2 bicycle racks.
  - ii. Gazebo: Any gazebo shall include a covered structure with a minimum footprint of one hundred fifty (150) square feet and permanent seating for a minimum of eight (8) people. At least one (1) trash receptacle shall be provided within or adjacent to the gazebo , and a minimum of two (2) bicycle racks.
  - iii. Sports Court: Any sports court amenity shall be fully constructed and equipped for its intended recreational activity, including all necessary permanent surfacing, striping, and recreational equipment. Benches, at least 1 trash receptacle, and a minimum of 2 bicycle racks shall also be provided.

- iv. Dog Park: Any dog park amenity shall contain a minimum area of 3,000 square feet, be enclosed by fencing a minimum of 4 feet in height, and include a double-gated entry, pet waste station, benches, a shaded seating area, at least 1 trash receptacle, and a minimum of 2 bicycle racks.

All other aspects of the proposed Planned Development amendment are recommended for approval as requested, subject to compliance with all applicable codes and the conditions stated herein.

**ADDITIONAL INFORMATION**

- i. Location Map
- ii. Site Photos
- iii. PD Conditions
- iv. Concept Plan
- v. Reference Concept Plan
- vi. Reference Elevations
- vii. Written Narrative

**CITY COUNCIL DATE:** September 15th, 2026

**PREPARED BY:**

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0 400 Feet

1 inch = 400 feet

# ZONING MAP Z 26-22



INDICATES AREA  
OF REQUEST

2000 & 2050 E Miller Rd



**Z 26-22**



Facing South from East Miller Road



Facing East from Est Centerville Road

**PLANNED DEVELOPMENT CONDITIONS**

**ZONING FILE Z 26-22**

**2000 & 2050 East Miller Road**

- I. Statement of Purpose:** The purpose of this Planned Development (PD) amendment is to change the base zoning from Single-Family Attached (SFA) to Single-Family-5 (SF-5) and amend certain design standards within this PD.
- II. Statement of Effect:** This Planned Development amendment shall not affect any regulation found in the Garland Development Code, Ordinance No. 6773, as amended prior to adoption of this ordinance, except as specifically provided herein.
- III. General Regulations:** All regulations of Planned Development (PD) District 22-67 as set forth in Chapter 2 of the Garland Development Code, Ordinance 6773, are included by reference and shall apply, except as otherwise specified by this ordinance.

**IV. Development Plan:**

Concept Plan: Development shall be in general conformance with the Concept Plan labeled Exhibit C. In the event there is conflict between the approved Concept Plan and the Specific Conditions below, the Specific Conditions shall apply.

**V. Specific Conditions:**

- A. Permitted Uses: Permitted uses shall be those allowed in the Single-Family-5 (SF-5) District.
- B. Dimensional Standards Type "A" Lots:
- a. Minimum lot area: 4,100 square feet.
  - b. Maximum lot coverage: 65%.
  - c. Minimum lot depth: 110 feet, except for lots on elbows, knuckles, or cul-de-sacs, which shall be permitted a minimum lot depth of ninety (90) feet.
  - d. Minimum lot width: 40 feet, measured from the front building line, except as otherwise permitted under GDC Section 2.34(C). The minimum corner lot width shall be fifty (50) feet.

- C. Dimensional Standards Type "B" Lots:
- a. Minimum lot area: 3,600 square feet.
  - b. Maximum lot coverage: 65%.
  - c. Minimum lot depth: 90 feet.
  - d. Minimum lot width: 40 feet, measured from the front building line, except as otherwise permitted under GDC Section 2.34(C). The minimum corner lot width shall be fifty (50) feet.
- D. Side Yard Setback, Lots Adjacent to Street: The allowable side yard setback for all lots adjacent to a street shall be fifteen (15) feet, regardless of the front yard setback of the adjacent lots. Key corner lot requirements shall not apply.
- E. Fences: Fences shall be permitted within side yards adjacent to a street, provided such fences do not obstruct any required visibility triangle.
- F. Garage Placement:
- a. Front-entry, front-facing garages are permitted.
  - b. Garages shall be offset a minimum of six (6) inches, forward or backward, from the front building face.
  - c. Garages shall be offset a minimum of six (6) inches backward, from the front building face.  
[Staff Recommendation]
- G. Architectural Relief: No front façade of a dwelling unit facing a public street above the first story shall contain a flat, unarticulated, or uninterrupted wall length greater than forty percent (40%) of the horizontal length of the façade. Examples of articulation include, but are not limited to, windows, rowlocks, dormers, gables, and cornice returns.
- H. Window and Door Coverage: All walls, except gabled roof areas, located on the front façade and facing a street other than an alley shall contain a minimum of twenty-five percent (25%) of the wall space in windows and doors. Garage doors shall count as a "door" toward this twenty-five percent (25%) requirement.
- G. Window and Door Coverage: All walls, except gabled roof areas, located on the front façade and facing a



street other than an alley shall contain a minimum of fifty-five percent (55%) of the wall space in windows and doors. Garage doors shall count as a "door" toward this fifty-five percent (55%) requirement.[Staff Recommendation]

- I. Design Elements: A minimum of five (5) design elements shall be incorporated into the design of each dwelling unit, selected from the list provided below:
- a. Multiple pane windows featuring either divided light or simulated divided light on front facade;
  - b. A front porch area enclosed by a railing at least thirty inches in height, and containing decorative columns at least six inches in diameter;
  - c. Gable(s) with window(s);
  - d. Dormer(s);
  - e. Bay windows with a minimum projection of twenty-four inches;
  - f. A minimum roof pitch of 8:12, or a minimum pitch of 4:12 over porches;
  - g. Split garage doors with a separate door for each vehicle bay;
  - h. Front covered porch with at least forty square feet of usable space, and a minimum depth of five feet;
  - i. A minimum of one coach light on the front façade;
  - ~~i. A minimum of two coach lights on the front façade~~  
[Staff Recommendation]
  - j. A "Carriage Style" garage door incorporating design elements such as hardware, windows, fixtures, or other treatments to enhance the appearance of the garage door; or
  - k. Enhanced driveway finishes, including but not limited to stamped concrete, rock salt or exposed aggregate.
- J. Alleys: Alleys shall not be required. Type "B" lots shall not have access from the existing alley along the southwest boundary of the property, and Type "B" lots shall have a minimum rear yard setback of ten (10) feet.
- K. Sidewalk Improvements: The existing sidewalk along Centerville Road shall be widened to a minimum width of eight (8) feet, and a new sidewalk with a minimum

width of eight (8) feet shall be constructed along Miller Road. [Staff Recommendation]

- L. Thoroughfare Screening: Ornamental metal fencing with masonry columns spaced a maximum of fifty (50) feet apart may be provided along the entirety of the thoroughfare frontage for screening. Canopy trees may be provided between the masonry columns, with each tree spaced a maximum of fifty (50) feet apart.
- J. Thoroughfare Screening: Ornamental metal fencing with masonry columns spaced a maximum of fifty (50) feet apart shall be provided along the entire thoroughfare frontage. Canopy trees shall be located between the masonry columns, with each tree spaced a maximum of fifty (30) feet apart. A continuous row of high-level evergreen screening shrubs shall also be provided along the entire thoroughfare frontage. [Staff Recommendation]
- M. Entry Monument: One (1) entry monument sign shall be installed within one of the open space areas identified on Exhibit C.
- N. Thoroughfare Furniture: One (1) bench and one (1) trash receptacle shall be provided within the landscape buffer adjacent to the sidewalk for every one hundred fifty feet (150') of frontage. The bench shall be a minimum of six feet (6') in length, constructed of steel members with a zinc-rich epoxy primer and polyester powdercoat finish in black, and shall include a center armrest, consistent with the DuMor 19 Series-3AR bench (or equivalent) installed throughout downtown. The trash receptacle shall be a side-opening, thirty-gallon (30-gal.) capacity unit with a metal vertical strap side panel and spun metal top, finished in a black polyester powdercoat, surface-mounted, consistent with the Scarborough litter receptacle (or equivalent).
- O. Amenities: A minimum of two (2) of the following amenities shall be provided, subject to the standards below:
  - a. Playground
  - b. Gazebo: A gazebo shall include a covered structure with a minimum footprint of one hundred fifty (150) square feet and permanent seating for a

minimum of six (6) people. At least one (1) trash receptacle shall be provided within or adjacent to the gazebo.

- c. Sports Court
- d. Dog park

All required amenities shall be connected to the development by a paved pedestrian path and shall be maintained in a clean, safe, and functional condition.

O. Amenities: A minimum of two (2) of the following amenities shall be provided, subject to the standards below:

- e. Playground: A playground shall contain a minimum area of one thousand (1,000) square feet and shall include a minimum of two (2) pieces of permanent children's play equipment, benches, at least three (3) ornamental trees, and at least one (1) trash receptacle, and a minimum of two (2) bicycle racks.
- f. Gazebo: A gazebo shall include a covered structure with a minimum footprint of one hundred fifty (150) square feet and permanent seating for a minimum of eight (8) people. At least one (1) trash receptacle shall be provided within or adjacent to the gazebo, and a minimum of two (2) bicycle racks.
- g. Sports Court: A sports court shall be fully constructed and equipped for its intended recreational activity, which may include, but is not limited to, basketball, pickleball, or a multi-purpose court. The court shall include all permanent surfacing, striping, and recreational equipment necessary for its intended use, as well as benches and at least one (1) trash receptacle, and a minimum of two (2) bicycle racks.
- h. Dog park: A dog park shall contain a minimum area of three thousand (3,000) square feet and shall be fully enclosed by fencing a minimum of four (4) feet in height. The dog park shall include a double-gated entry, a pet waste station, benches, a shaded seating area, and at least one (1) trash receptacle, and a minimum of two (2) bicycle racks.

All required amenities shall be connected to the development by a paved pedestrian path and shall be



maintained in a clean, safe, and functional condition.  
[Staff Recommendation]

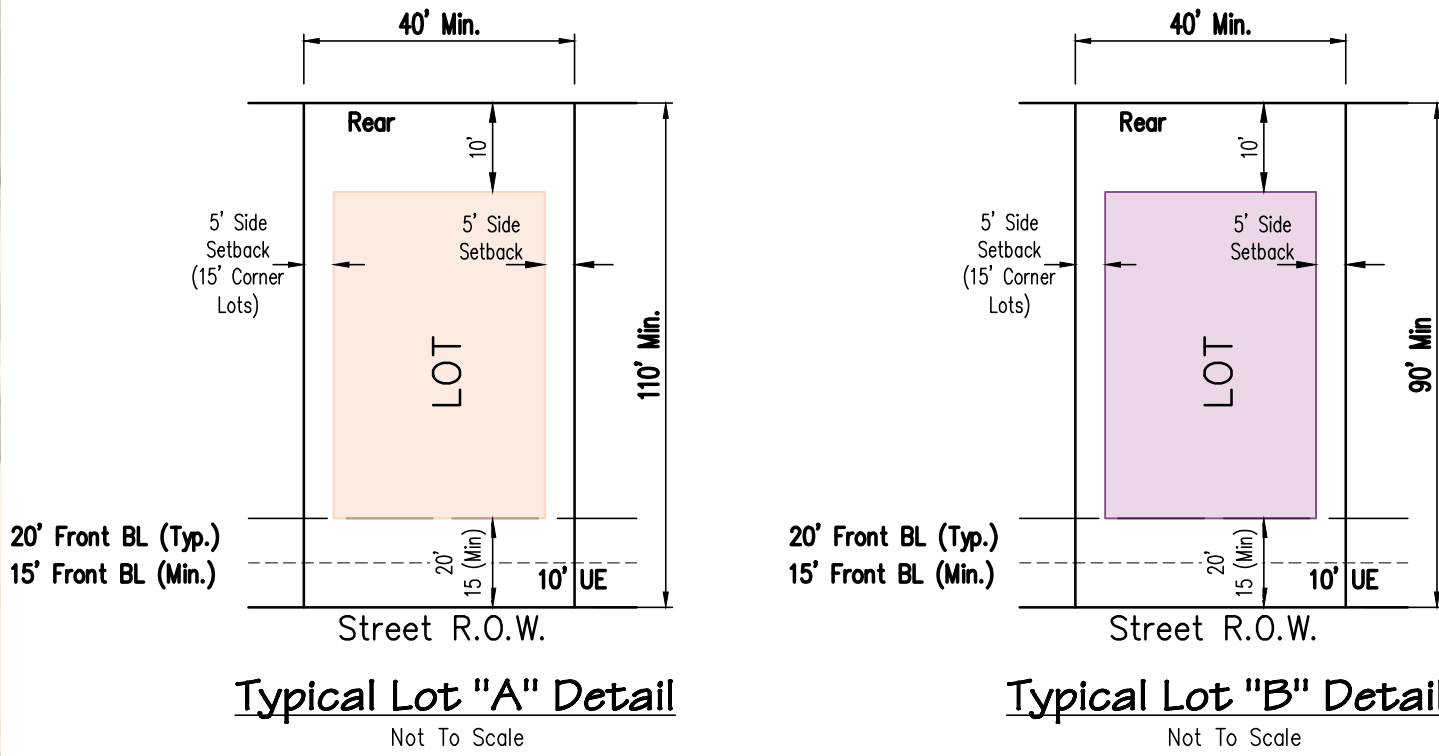
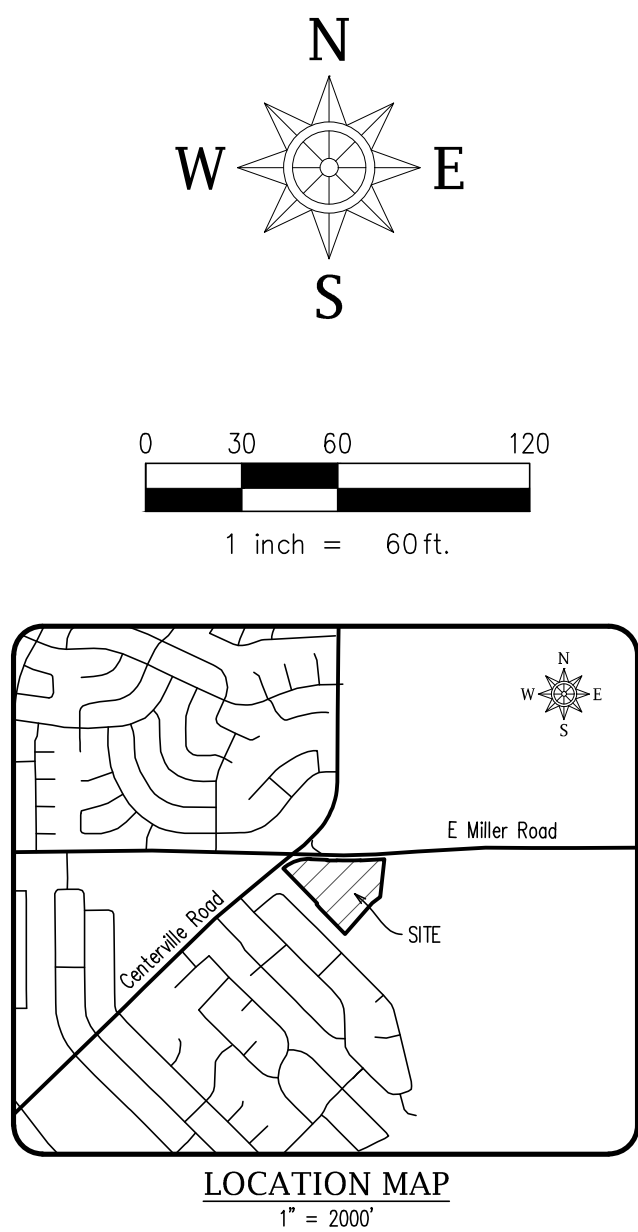
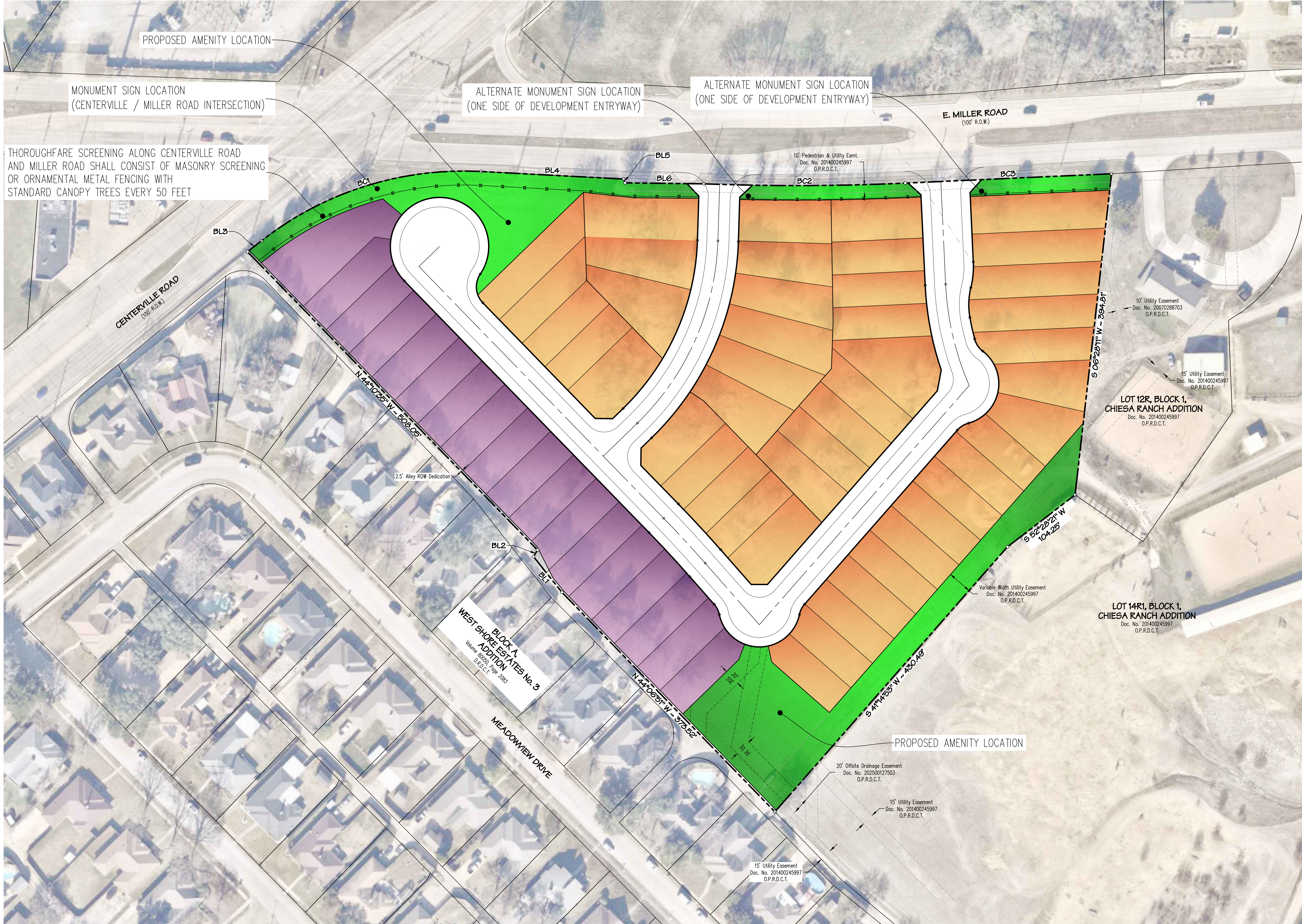
- P. Landscaping: All landscaping requirements not specifically modified by or in conflict with the provisions of this Planned Development shall comply with the applicable landscaping standards of the Garland Development Code for the Single-Family-5 (SF-5) District.
- Q. HOA maintenance responsibility: All common areas, non-privately owned land, and amenities within the development shall be owned and maintained by the homeowners' association (HOA).







Drawing: 03/2026, 0053 (24-158 Miller Estates) (03/2026) (Concept: B - Concept Plan (07/27/2026)) (Jed: Saved By: Kichara) Save Time: 7/27/2026 10:57:25 PM  
Printed by: Kichara Print Date: 7/27/2026 10:57 PM



- = TYPE A RESIDENTIAL LOT
- = TYPE B RESIDENTIAL LOT
- = OPEN SPACE
- = THOROUGHFARE SCREENING

FIT ID# 260414-1  
CONCEPT PLAN

## MILLER ESTATES

PROJECT ADDRESS 2050 E MILLER ROAD  
EXISTING ZONING: PD 22-67  
PROPOSED ZONING: PD  
11.164 ACRES  
OUT OF THE  
J. CHIESA SURVEY ~ ABSTRACT NO. 1681  
JOHN LITTLE SURVEY ~ ABSTRACT NO. 761  
CITY OF GARLAND, DALLAS COUNTY, TEXAS

| Boundary Line Table |             |          |
|---------------------|-------------|----------|
| Line #              | Bearing     | Distance |
| BL1                 | N38°33'29"W | 55.63'   |
| BL2                 | N29°54'05"E | 9.50'    |
| BL3                 | N52°02'21"E | 21.61'   |
| BL4                 | S86°58'33"E | 174.26'  |
| BL5                 | S22°07'19"E | 5.08'    |
| BL6                 | S89°19'21"E | 96.26'   |

| Boundary Curve Table |         |            |           |               |                |
|----------------------|---------|------------|-----------|---------------|----------------|
| Curve #              | Length  | Radius     | Delta     | Chord Bearing | Chord Distance |
| BC1                  | 287.06' | 400.61'    | 41°03'20" | N72°28'08"E   | 280.96'        |
| BC2                  | 246.09' | 2928.79'   | 4°48'51"  | N89°48'21"E   | 246.01'        |
| BC3                  | 252.09' | 181509.11' | 0°04'46"  | N87°23'35"E   | 252.09'        |

Site design and construction plans shall conform to all requirements of the Garland Development Code (GDC), Technical Standard Manual (TSM), and City codes unless an approved PD narrative condition expressly provides otherwise. The concept plan shall be used to represent the general idea of the proposed land use and site elements. The concept plan shall not supersede, and shall be subordinate to, the standards, requirements, and conditions of the ODC, TSM, City code, or the approved PD.

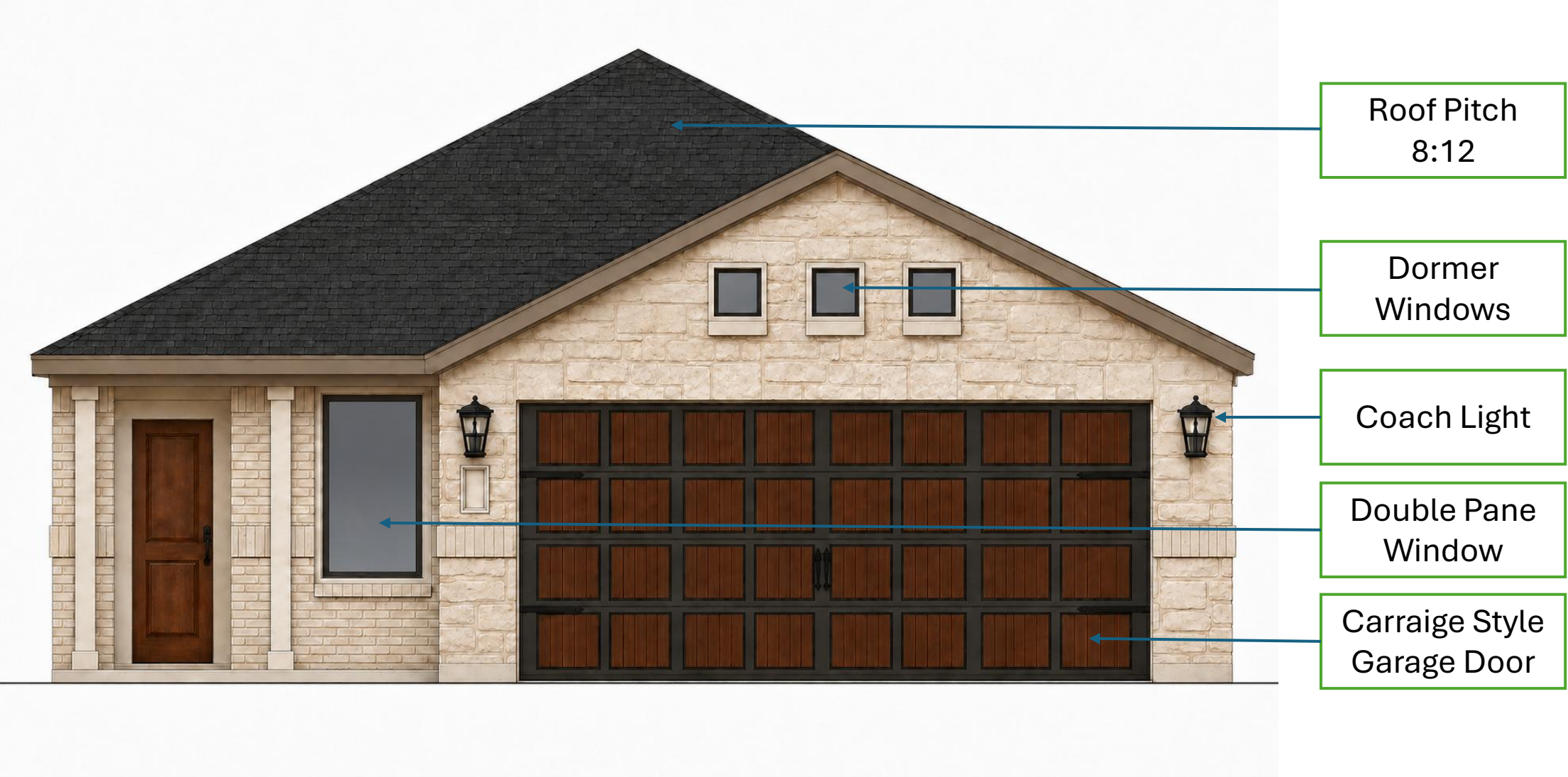
NOTE: The concept plan presented is conceptual and subject to change within the established constraints and parameters of the Planned Development standards.

OWNER / APPLICANT  
MR LLC 009, SEPARATE SERIES LLC  
and MR LLC 009  
4740 14TH STREET  
PLANO, Texas 75074  
Telephone (214) 918-2533  
Contact: SHA ALTAf

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

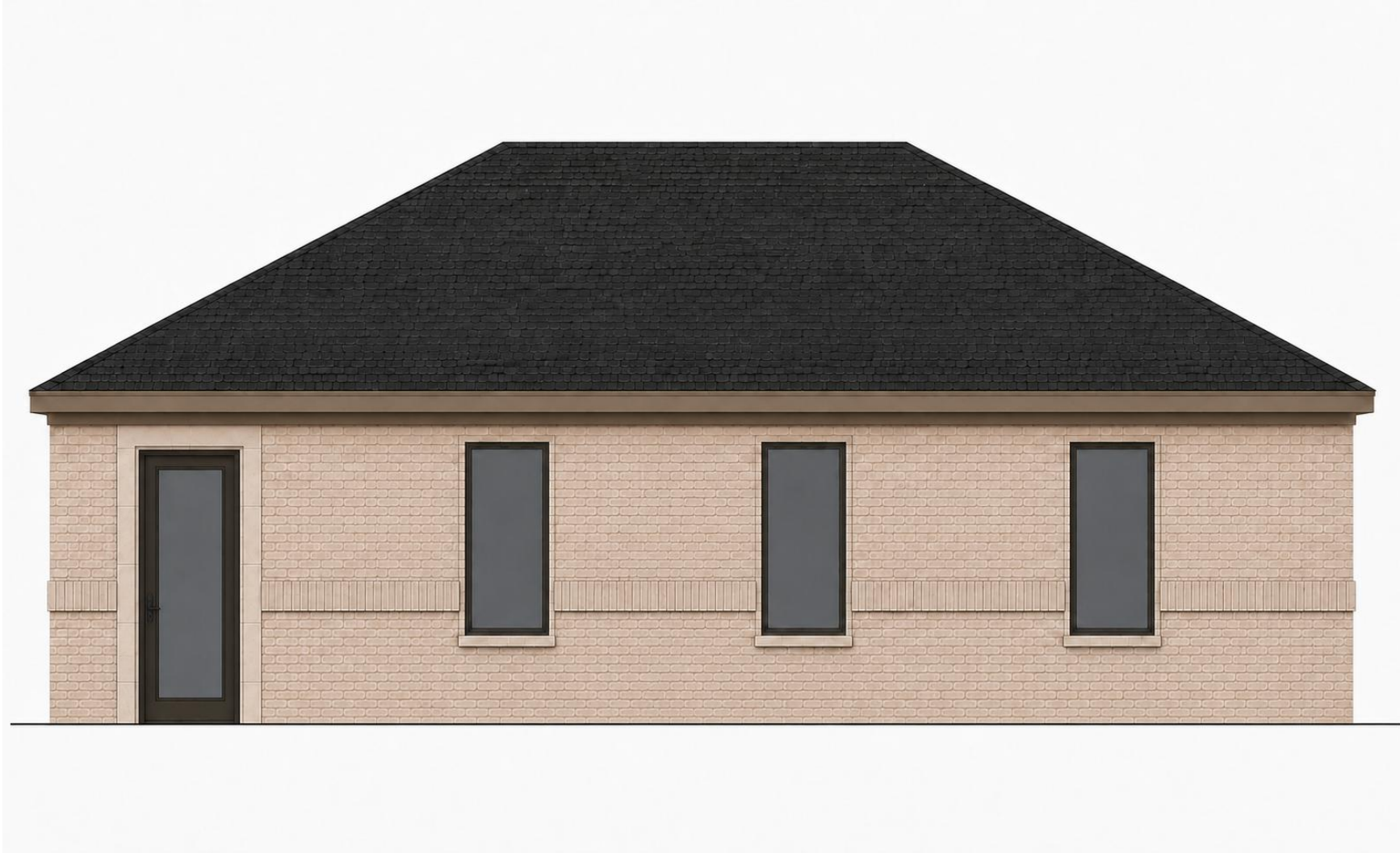


# FRONT ELEVATION

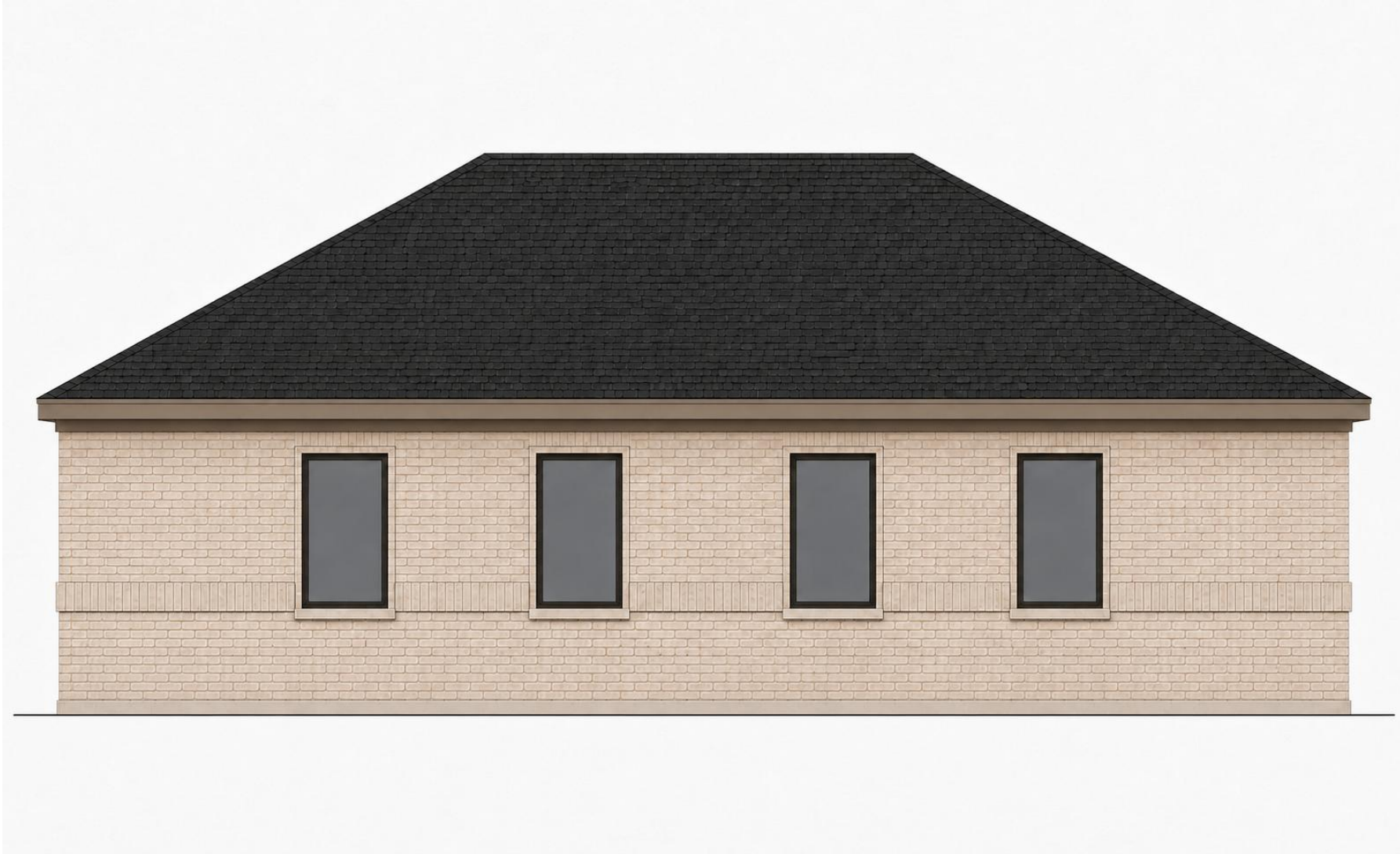




# BACK SIDE ELEVATION



# LEFT SIDE ELEVATION





# RIGHT SIDE ELEVATION



# Examples of different types of Carriage Style Doors





**Miller Estates**  
**City of Garland, Texas**  
**Written Description of Request – Application Narrative**

The applicant requests approval to amend a Planned Development (PD) District to allow for Single-Family Detached uses on the subject property. The property is currently undeveloped, and was rezoned in 2024 to PD 22-67, which established 90 townhome lots. The applicant now seeks to amend the existing PD land use of the property from townhome lots to single-family detached lots. Minimum lot size shall consist of 40-foot by 90-foot lots (110' typical depth), with permitted uses consistent with those allowed in the SF-5 District.

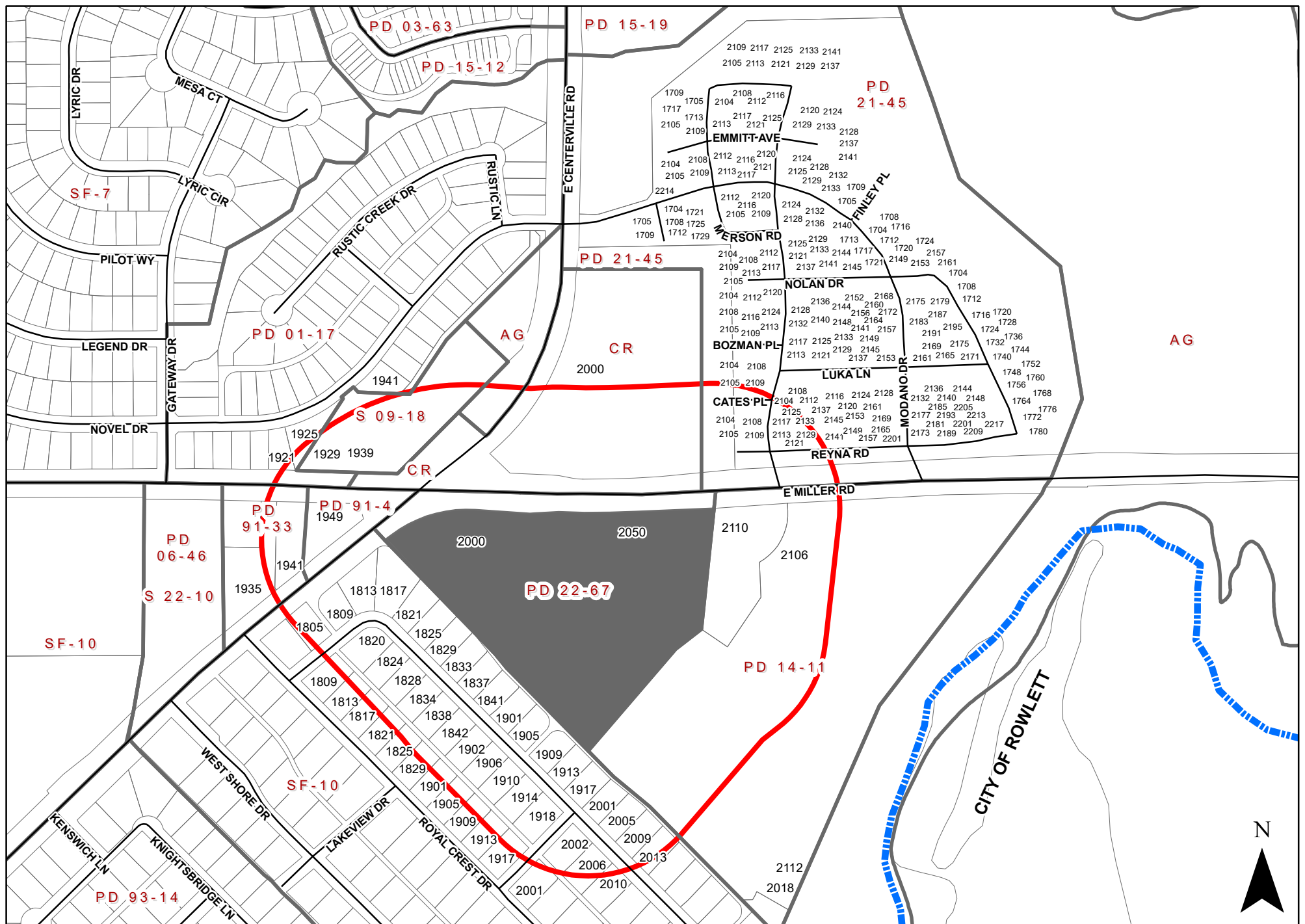
A FIT Consultation was held with the City prior to submission to discuss how the proposed zoning amendment aligns with the surrounding context. The land use will remain residential, and the proposed single-family detached development will have a reduced density compared to the previously approved townhome development. The detached product type will be more consistent with the character of the adjacent neighborhood than the previous townhome land use.

The proposed PD amendment establishes permitted uses consistent with the SF-5 District. Modifications to the lot standards include changes to the lot area, lot width, lot depth and lot coverage. These are described in the attached PD standards. These modifications are necessary to achieve an efficient and well-designed single-family neighborhood on the subject site. An alley waiver is also requested as part of this Planned Development.

No detention is anticipated to be required as part of this development as the increase in runoff from the project site is not expected to result in an increase in the peak discharge of Rowlett creek. No floodplain exists on the property.

Along East Miller Road, a minimum 8-foot landscape buffer will be required. A masonry screening wall or ornamental metal fencing with trees shall be installed within the landscape buffer along this frontage, providing an appropriate transition between the public right-of-way and the residential development. An entry monument is proposed within the open space at the East Centerville / East Miller Road intersection or on either side of one of the entryways into the development.

The development will consist of 63-68 single-family detached dwelling units at a gross density of 6.1 units per acre. Community open spaces and social areas will be provided with the development. Amenities such as a children's playground, gazebo, dog park or a recreational sports court area shall be provided.



0 400 Feet

1 inch = 400 feet

# ZONING MAP Z 26-22

INDICATES AREA OF REQUEST

INDICATES NOTIFICATION AREA

2000 & 2050 E Miller Rd



To date we have not received any responses for this case.

# Planning Report

**File No: Z 26-25/District 3**

**Agenda Item:**

**Meeting: Plan Commission**

**Date: August 24, 2026**



**GARLAND**

TEXAS MADE HERE

## **REQUEST**

Hold a public hearing and consider approval of 1) a Planned Development (PD) District with a base zoning of Single-Family-5 (SF-5) to allow a Single-Family Detached housing development and associated improvements and 2) a Concept Plan for a Single-Family Detached development. The site is located at 4712, 4718, 4802, and 4902 Bobtown Road on properties zoned Agricultural (AG) District and Single-Family-10 (SF-10) District.

## **LOCATION**

4712, 4718, 4802 and 4902 Bobtown Road

## **APPLICANT**

ZoneDev

## **OWNER**

LTR Ventures, LTD/LTR Living Trust/Keim Living Tr.

## **BACKGROUND**

The applicant submitted a zoning change request for a Planned Development (PD) District with a base zoning of Single-Family-5 (SF-5) for the properties addressed as 4802 and 4718 Bobtown Road earlier this year. The Plan Commission recommended denial of the request due to concerns over the deviation requests such as the lot size and dimensions, density, and architectural design standards. The case was then withdrawn before it went to City Council.

The applicant has now submitted a new zoning application and since added two (2) more properties to the request and revised the density, lot size, architectural design standards, and other elements of the request to better align with the City's vision for this property.

The subject site is currently made up of four (4) properties. Two (2) are undeveloped and the other two (2) each have a Single-Family Detached dwelling and accessory structures. Three (3) properties are zoned AG District and one (1) is zoned SF-10 District. The AG District allows one (1) Single-Family Detached dwelling on lots that are a minimum of two (2) acres in size. The SF-10 District allows one (1) Single-Family Detached dwelling on lots that are a minimum of 10,000 square feet. The applicant requests to rezone the properties to a PD District with a base zoning of SF-5 District to construct 77 single-family-detached dwellings. In addition, there will be a playground and small shade structure with a table and chairs in a common area and a bocce ball court or comparable amenity in another common area.

## **SITE DATA**

The subject site is a combined total of 14.68-acres in size and is accessible from Bobtown Road.

## **USE OF PROPERTY UNDER CURRENT ZONING**

The AG District is intended for vacant land which is not yet ready for development, land which is used for agricultural or open space purposes, land which due to its topography or



location within a floodplain or other undevelopable area is not anticipated to be developed for more intense use, and land which has been newly annexed into the City of Garland. Land that has been newly annexed into the City is initially zoned Agricultural until it is zoned another more permanent zoning classification in the future. Single-family uses on large lots are appropriate in this district.

The SF-10 district is intended to provide for development of primarily low-density detached, single-family residences on a variety of lot sizes, churches, schools, and public parks in logical, livable, and sustainable neighborhoods.

### **CONSIDERATIONS**

1. *Lot Dimensions:* The applicant proposes 45 feet wide lots and 55 feet wide corner lots with a maximum lot coverage of 60%. Per Chapter 2, table 2-3 of the Garland Development Code (GDC), a minimum lot width of 55 feet (60 feet for corner lots) and a 50% maximum lot coverage are required per the SF-5) District.

The applicant requests for reduced lot sizes to allow for a 35-foot wide dwelling product and a greater lot coverage to accommodate larger floor plans and design flexibility. Although the lot widths would be smaller than the required SF-5 District standards, the lots would still meet the minimum lot size and depth requirements. Although the reduced lot width may increase the prominence of the garage door, the applicant has proposed design features on the garage door that will improve its appearance.

2. *Building Design:* The applicant proposes that no greater than 40% of the front façade above the first story shall have an unarticulated or an uninterrupted wall length; 2-foot off-set not required on sides and rear. Per Section 4.84 (3) (a) the GDC requires that no facade of a dwelling unit facing a public street or any portion of an interior side or rear facade above the first story of a dwelling unit may contain a flat, unarticulated or uninterrupted wall length of greater than twenty percent of the horizontal length of the facade. Any such facade section must contain an offset of at least two or more feet.

The purpose of the design criteria in the GDC is to prevent flat fronts and to provide visual interest. The applicant has proposed the following design elements that exceed minimum GDC standards to offset the lack of this design element.

- i. Windows, doors, and garage doors together must be at least 30% of the total wall area of the front building face of the dwelling.
- ii. Landscaping beds around the base of the front façade of all residential units is required.
- iii. "Carriage Style" garage door with design elements that may include, but is not limited to hardware, windows, faux windows, fixtures, or other design elements or treatments to enhance the appearance of the garage door.

Section 4.84 (3)(d) requires that windows and doors must comprise at least 25% percent of the wall area of the front building face of a dwelling. The applicant will provide a minimum of 30% of this requirement with garage doors being included in the calculation. This will increase the amount of openings on the front façade of the homes.

Additionally, the applicant proposes that a minimum of three (3) design elements from Section 4.84(3)(c) must be incorporated into the design of each dwelling unit with the following exceptions and additions and additions:

- iv. Multiple pane windows featuring either divided light or simulated divided light on front façade.
- v. Minimum 8:12 roof pitch; minimum 4:12 pitch over porches.
- vi. A minimum of two coach lights on the front façade.
- vii. A front-entry door with glass, or a minimum of three of the following design features: textured metal inlays on doors; fluted and V-groove detailing (carving vertical lines or geometric patterns); oversized pulls or antique knockers; and/or, grills on doors.
- viii. Shutters or awnings over the windows
- ix. Enhanced driveway finishes of decorative saw cut or hardscape (masonry) border.

The exceptions and additions of the design elements will allow for greater diversity in design standards.

**3. *Garage Doors:*** The applicant proposes a minimum of 75% of residential structures shall have a garage door recessed backward a minimum of 6 inches from the building face. The remainder of the residential structures will have a garage door that generally aligns with the front façade. In no case shall a garage door project forward from the building façade. Section 2.34(E)(i)(e)(ii) of the GDC states that garages shall be set back a minimum of five (5) feet behind the front building façade. The reduction of the offset will allow for a larger footprint of the home. While this would result in less street facing articulation, the home would gain a small increase in square footage. The applicant will provide other site design and architectural elements to the home to offset the reduced articulation.

**4. *Amenities:*** The applicant proposes a playground in the common area and small shade structure with a table and chairs in the common area near the entrance and a bocce ball court or comparable amenity in the southwestern common area.

These added amenities would provide areas for residents to engage in social gathering and get active. The GDC does not require amenities for Single-Family detached subdivisions.

**5. *Screening and Entry Feature:*** Perimeter screening from Bobtown Road shall be satisfied with a combination of trees (per Section 4.40 (A) with shrubs, and/or ornamental grasses designed to create an effective vegetative screen. The vegetative screen shall reach a minimum of 6 feet in height within 3 growing seasons. A decorative metal fence is optional.

Section 4.40 (A)(1) of the GDC requires a masonry wall in accordance with Section 4.39(A)(1) of the GDC. This standard will soften the screening of the residential subdivision along Bobtown Road with a natural buffer.

The applicant will provide an entry feature similar to the entry monument sign in the attached exhibit in the entrance on the north.

**6. *Alley Waiver:*** The applicant is requesting an alley waiver for their development. Alleys are required for Single-Family detached developments in the City. They allow for the home to be accessed from the rear, thereby allowing architectural design elements to take prominence on the front façade of the home. The applicant will be offsetting this by providing increased site and architectural design elements and indicated above.



### **SITE DEVELOPMENT STANDARDS**

1. Shall any trees be removed on the site, a tree mitigation plan will be required. Mitigation shall be obtained by planting new trees, preserving existing trees, and paying \$150 per caliper inch owed.
2. Any proposed signage shall follow Section 4.78 of the Garland Development Code (GDC). If a monument sign were to be proposed, the maximum surface area is 50 square feet, the maximum height is 7 feet, and shall be placed at least 5 feet from the property line.
3. Section 4.71(E) states that the Plan Commission may approve the placement of a subdivision entrance sign or signs legally placed in a common area maintained by the Homeowners Association. The maximum sign area of a subdivision entrance sign may not exceed forty square feet. The maximum number of signs allowed for each subdivision is two signs per street entrance into the platted subdivision area.
4. The Transportation Department requested a Traffic Impact Analysis scoping memo and Traffic Study for the proposed development. It was determined that trip generation counts were not needed for the development's traffic impact. The study found that all driveway intersections within the study area are projected to operate at "acceptable" overall intersection Levels of Services during the full project Build Conditions.
5. The existing driveway will be removed and replaced by new driveways that meet the Technical Standards Manual (TSM) requirements.

These requirements will be reviewed for compliance during the site and building permit review process.

### **COMPREHENSIVE PLAN**

The Future Land Use Map of the Envision Garland Plan recommends Traditional Neighborhoods for the subject site. Traditional neighborhoods are currently found throughout Garland and provide areas for low to moderate density single-family detached residential housing. Traditional neighborhoods also accommodate convenience retail (goods and services), office space, and public services.

The proposed development has a density of 5.4 units per acre and Traditional Neighborhoods recommend below six units per acre. The comprehensive plan supports this level of density for single-family dwellings in this part of Garland.

### **GARLAND ON THE RISE**

Although the site is not located within an Economic Focus Area (EFA) in the Garland Strategic Plan, *Garland on the Rise*, the added amenities and design elements have the ability to elevate the development. The Strategic Plan promotes higher-quality development and reinvestment that increases the overall value and quality of development within Garland.

### **COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES**

The properties to the east and west are zoned Single-Family-7 (SF-7) District and Planned Development (PD) district 86-18 for Single-Family-7 (SF-7) District uses. Both contain 7,000 square foot lot subdivisions of single-family detached homes. The properties to the north are zoned Single-Family-10 (SF-10) District and Single-Family-7 (SF-7) District and contain single-family detached home. The property to the south is zoned AG District and is developed with one single-family detached house.

The proposed development is compatible with the surrounding single-family residential subdivisions as it will provide the same housing type, increased design standards, and essential amenities for its future residents.

**STAFF RECOMMENDATION**

Staff recommends approval of a PD District as presented with a base zoning of (SF-5) District to allow a Single-Family detached housing development as the proposal is in compliance with the comprehensive plan and proposes improved site elements and architectural design standards.

**ADDITIONAL INFORMATION**

- i. Location Map
- ii. Concept Plan
- iii. PD Conditions
- iv. Applicant's Submitted Conditions
- v. Written Narrative
- vi. Renderings (reference only)
- vii. Example of Garage Facades
- viii. Entry Monument Example
- ix. Traffic Impact Analysis scoping memo and Traffic Study
- x. Applicant Modification Table (reference only)

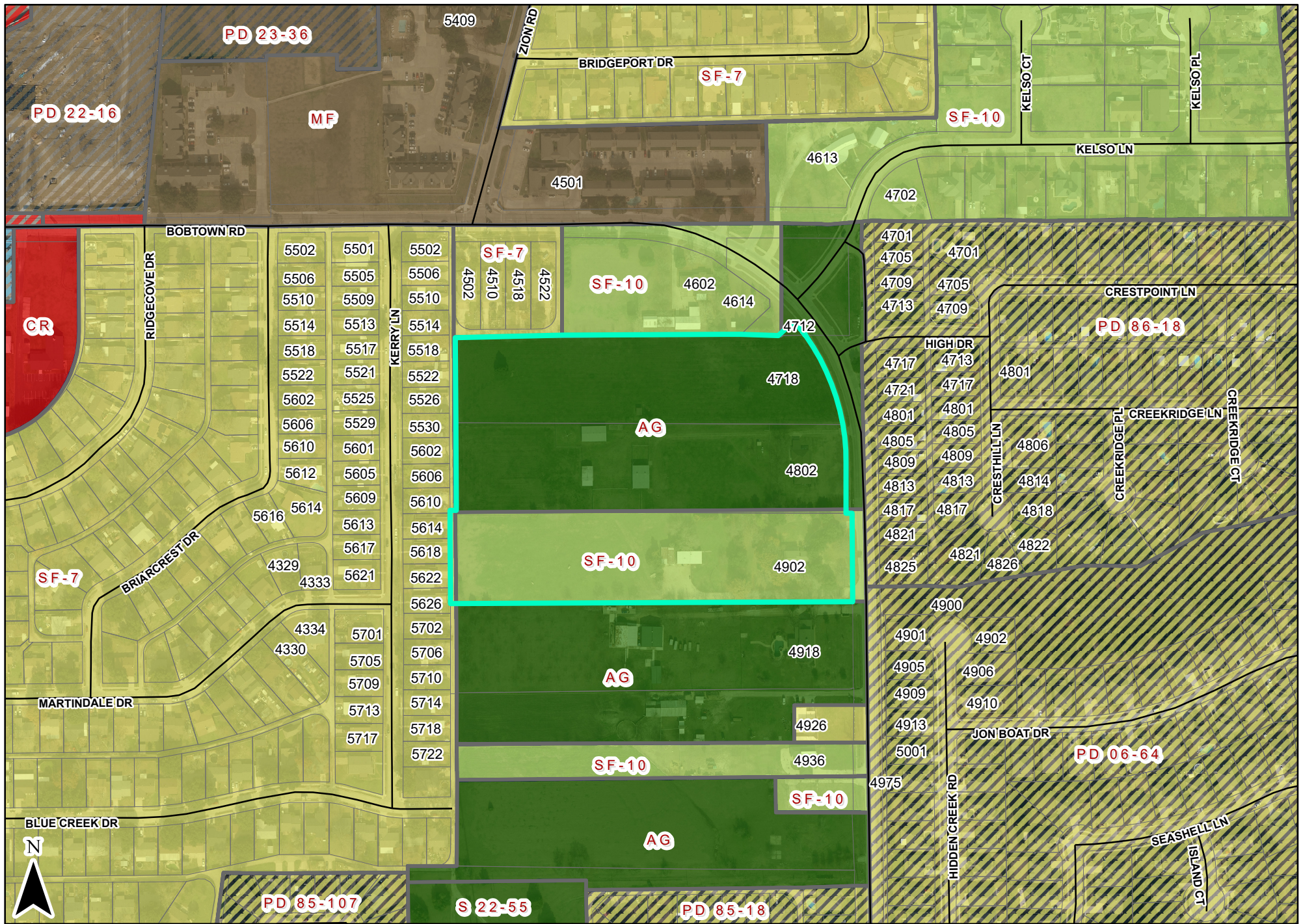
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0 310 Feet

1 inch = 310 feet

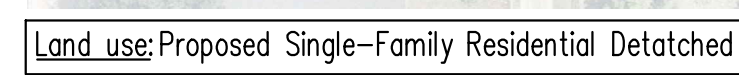
# ZONING MAP Z 26-25



INDICATES AREA  
OF REQUEST

4712, 4718, 4802 & 4902 Bobtown Rd





CITY OF GARLAND, DALLAS COUNTY, TEXAS

Note: Southern portion of Bobtown Road is asphalt and may be constructed in the future by others. To meet the requirements of the GDC Section 3.47, the developer shall enter into an agreement with the City or pay additional roadway impact fees to pay for the construction cost of one-half of the road improvements adjacent to the property, not to exceed the developer's proportional share.



**PLANNED DEVELOPMENT CONDITIONS**

**ZONING FILE Z 26-25**

**4712,4802, 4902 & 4718 Bobtown Road**

- I. Statement of Purpose:** The purpose of this Planned Development (PD) amendment is to allow a Dwelling, Single-Family detached development with a base zoning of Single-Family-5 District (SF-5).
- II. Statement of Effect:** This Planned Development amendment shall not affect any regulation found in the Garland Development Code, Ordinance No. 6773, as amended prior to adoption of this ordinance, except as specifically provided herein.
- III. General Regulations:** All regulations of the (SF-5) District as set forth in Chapter 2 of the Garland Development Code, Ordinance 6773, are included by reference and shall apply, except as otherwise specified by this ordinance.
- IV. Development Plans:**
- Concept Plan: Development shall be in general conformance with the Concept Plan labeled Exhibit C. In the event there is conflict between the approved Concept Plan and the Specific Regulations below, the Specific Regulations shall apply.
- V. Specific Conditions:**
- A. Concept Plan: The site layout, building placement, parking, walking paths, and other development proposed shall be in general conformance with the approved Concept Plan labeled Exhibit C.
- B. Lot Width: The minimum lot width shall be 45 feet and 55 feet wide for corner lots.
- C. Lot Coverage: The maximum lot coverage shall be 60%.
- D. Garage Doors: A minimum of 75% of residential structures shall have a garage door recessed backwards a minimum of 6 inches from building façade. The remainder of the

**EXHIBIT B**

residential structures will have a garage door that generally aligns with the front façade.

"Carriage Style" garage doors with design elements that may include, but is not limited to hardware, windows, faux windows, fixtures, or other design elements or treatments to enhance the appearance of the garage door is required.

- E. Architectural Relief: No front façade of a dwelling unit facing a public street above the first-story of a dwelling unit may contain a flat, unarticulated, or uninterrupted wall length of greater than 40% of the horizontal length of the façade. A 2-foot off-set is not required on the sides and rear.
- F. Design Elements: A minimum of three design elements from Section 4.84(3) must be incorporated into the design of each dwelling unit with the following exceptions and additions:
  - a. Multiple pane windows featuring either divided light or simulated divided light on front façade.
  - b. Minimum 8:12 roof pitch; minimum 4:12 pitch over porches.
  - c. A minimum of two coach lights on the front façade.
  - d. A front-entry door with glass, or a minimum of three of the following design features: textured metal inlays on doors; fluted and V-groove detailing (carving vertical lines or geometric patterns); oversized pulls or antique knockers; and/or, grills on doors.
  - e. Shutters or awnings over the windows
  - f. Enhanced driveway finishes of decorative saw cut or hardscape (masonry) border.
- G. Amenities: A playground in the common area and small shade structure with a table and chairs in the common area near the entrance and a bocce ball court or comparable amenity in the southwestern common area shall be provided.
- H. Alley Waiver: The requirement for alleyways shall be waived for this development.
- I. Windows and Doors: Windows and doors must comprise at least thirty percent of the wall area of the front building face of a dwelling with garage doors being included in the calculation.
- J. Landscaping and Screening: Landscaping beds around the base of the front façade of all residential units are required.



Perimeter screening from Bobtown Road shall be satisfied with a combination of trees per Section 4.40 (A) with shrubs, and/or ornamental grasses designed to create an effective vegetative screen. The vegetative screen shall reach a minimum of 6 feet in height within 3 growing seasons. A decorative metal fence is optional.

An entry feature similar to the entry monument sign in the attached exhibit in the entrance on the north.

## **Planned Development Standards**

### **SMC Development Bobtown**

All zoning regulations for the SF-5 Zoning District of the City of Garland Zoning Ordinance, as it exists, or as may be amended, shall apply to the Property except as provided herein:

#### **1. Permitted Uses**

- a. Permitted uses are those uses allowed in the SF-5 District.

#### **2. Exhibits**

- a. Development shall generally comply with the Concept Plan, exhibit \_\_ .

#### **3. Lot Standards**

- a. Lot size
  - i. Per the GDC.
- b. Maximum lot coverage
  - i. The maximum lot coverage shall not exceed 60% of the lot area.
- c. Minimum lot width
  - i. The minimum lot width is 45 feet measured at the front building line, except as otherwise permitted in Section 2.34(C).
  - ii. The minimum lot width for corner lots is 55 feet except as otherwise permitted in Section 2.34(C).
- d. Minimum lot depth
  - i. Per GDC.
- e. Fences are permitted in corner lot side yards provided there is no obstruction with visibility triangles.

#### **4. Residential Design Standards**

- a. Residential Design is subject to Section 4.84 except as provided herein:
  - i. All lots are permitted to be front-entry with front-facing garages.
  - ii. Garage doors shall be setback a minimum of 20 feet from the street right-of-way. The following regulations supersede Section 4.84(2) of the GDC. A minimum of 75% of the residential structures shall have garage doors recessed a minimum of 6 inches from the front building face, Section 4.84(2). The remainder of the residential structures are permitted to have the façade generally align with the garage door face. In no case, however, shall a garage door project forward from the front building elevation.
- b. The masonry requirement for each dwelling must be a minimum of 80%. For purposes of calculating minimum masonry requirements, the calculation shall exclude doors and windows, and areas above the roof line that do not bear on the foundation, including but not limited to dormers, gables, and rake walls, etc. Brick and stone shall be considered “masonry”. Cementitious stucco, cementitious siding, or lap side is not considered “masonry”.



**Planned Development Standards**  
**SMC Development Bobtown**

- c. Each dwelling unit must be designed and built in accordance with the architectural requirements of Section 4.84(3) with the following exceptions:
  - i. Architectural Relief. No front façade of a dwelling unit facing a public street above the first-story of a dwelling unit may contain a flat, unarticulated, or uninterrupted wall length of greater than 40% of the horizontal length of the façade. Examples of articulation include but are not limited to windows, rowlocks, dormers, gables, cornice returns (eyebrows).
  - ii. Windows, doors, and garage doors together must be at least 30% of the total wall area of the front building face of the dwelling.
  - iii. Landscaping beds around the base of the front façade of all residential units is required.
  - iv. “Carriage Style” garage door with design elements that may include, but is not limited to hardware, windows, faux windows, fixtures, or other design elements or treatments to enhance the appearance of the garage door.
- d. Minimum number of Design Elements. A minimum of three design elements from Section 4.84(3) must be incorporated into the design of each dwelling unit with the following exceptions and additions:
  - i. Multiple pane windows featuring either divided light or simulated divided light on front façade.
  - ii. Minimum 8:12 roof pitch; minimum 4:12 pitch over porches.
  - iii. A minimum of two coach lights on the front façade.
  - iv. A front-entry door with glass, or a minimum of three of the following design features: textured metal inlays on doors; fluted and V-groove detailing (carving vertical lines or geometric patterns); oversized pulls or antique knockers; and/or, grills on doors.
  - v. Shutters or awnings over the windows
  - vi. Enhanced driveway finishes of decorative saw cut or hardscape (masonry) border.
- e. All common areas and non-privately owned land or amenities shall be the responsibility of and maintained by the homeowner’s association.

**5. Development Amenities and Other Design Standards**

- a. Additional development amenities shall include the following:
  - i. Playground in common area/ near entrance.
  - ii. A small shade structure with table and chairs in common area near entrance.
  - iii. A bocce ball court or comparable amenity in the southwestern common area.

**Planned Development Standards**  
**SMC Development Bobtown**

- b. Perimeter screening from Bobtown Road shall be satisfied with a combination of trees (per Section 4.40 (A)), shrubs, and/or ornamental grasses designed to create an effective vegetative screen. The vegetative screen shall reach a minimum of 6 feet in height within 3 growing seasons. A decorative metal fence is optional.

**6. Alleys.** Alleys are not required. Section 3.80 (B).





### **Detailed Written Narrative SMC Development Bobtown**

SMC Development, on behalf of MI Homes, requests approval of a change of zoning from AG Agriculture District and Single-Family-10 District to a Planned Development District based on SF-5 District Standards, and a Concept Plan to construct 77 single family residences on the property located south and east of Bobtown Road. SMC proposes one- and two-story, front-entry residential development on a 14.68-acre site, yielding approximately 5.24 units per acre.

SMC proposes to comply with the SF-5 regulations for lot area with lots generally ranging from 5,000 square feet to over 10,000 square feet. Residential units will range from 1,500 square feet to 2,900 square feet of floor area. Residential units would be 3-bedroom, 2-bath to 4-bedroom, 2.5-bath options, with an optional game room or an additional bedroom. Each residence would have an attached, two-vehicle front-entry garage and a minimum 20' deep driveway. The homes will be for sale at market rate and built by MI Homes, a reputable award-winning builder.

For more than 50 years, MI Homes has been building on a legacy of quality, integrity and unmatched service. MI has emerged as one of the nation's leading home builders, serving more than 17 major markets across the United States. MI believes a new home is about quality, care, and design, utilizing superior, brand-name materials and select building standards. Besides building a high-quality product, MI delivers unwavering service, believing the homebuying experience should be fulfilling from start to finish. Some of MI's DFW communities include Elevon, in Lavon, TX, Kings Way, in Denton, TX, Verandah, in Royse City, and Lilybrooke at Legacy Hills, in Celina.

The Concept Plan has been thoughtfully designed with two points of vehicular access to Bobtown Road and gridded internal streets for maximum connectivity for motorists and pedestrians. Both entrances will have enhanced paving to enhance the subdivision entry. Most of the planned residences will be buffered and landscaped from Bobtown Road by an enhanced landscape package along Bobtown Road. Neighbors will have access to two HOA maintained common spaces with a children's playground planned at the northeastern common area and a bocce ball court or comparable amenity at the southwestern common area.

The proposed neighborhood would be an appropriate complement while bolstering the adjacent single-family neighborhoods. The proposed homes will range from 1,500 to 2,900 square feet, with home prices exceeding Lake Crest Park to the west. Lake Crest Park was developed in the 1970's. Besides a small number of larger lots with unusual shape, most of the lots are between 7,000 and 7,500 square feet in area. These mostly one-story homes built 50 years ago range from approximately 1,400 to 1,800 square feet in floor area. Lake Crest Park have property values ranging from \$200,000-\$300,000.

Highcrest neighborhood, developed in the 1980's immediately west across Bobtown Road, contains lots of 7,000 to 7,500 square feet in lot area. Most of the homes on standard lots are one-story, mostly ranging from 1,700 to 2,000 square feet – in the \$300K range. There are larger lots on

the cul-de-sacs of Creekridge and Cresthill as well but home sizes remain around 2,000 square feet. The one outlier is the larger homes on Kelso. The northeast section of Cypress Cove largely offer homes in the 2,000 to 2,600 square foot range. These homes are in the low \$400k range.

In this area, property values are largely driven by the quality and size of the home product. The range of home sizes will meet the needs of prospective home buyers. MI's residential product will drive home prices in the area, offering a competitive, market driven residential option for Garland.

The Future Land Use Map of Envision Garland calls for Traditional Neighborhoods for this area which is of densities up to 6 units per acre. The proposed density of 5-units per acre aligns with the Comprehensive Plan's Traditional category. Moreover, the proposal is generally compatible with the residential adjacencies. The homes will expand housing stock, particularly catering to first time and step up home buyers, including growing families and empty nesters, creating a neighborhood for the full spectrum of ages.







































































July 27, 2026

**APPROVED****By Arnoldo Pasillas at 5:34 pm, Jul 28, 2026**

# TIA SCOPING MEMORANDUM

SUBDIVISION NAME: SMC DEVELOPMENT BOBTOWN

Case No: 260618-1

TIA STUDY SCOPE FOR 4802 Bobtown Road

LOCATION: 4802 Bobtown Road (Between Kelso Lane and Lakeway Drive)

To: Arnoldo Pasillas - City of Garland

From: Hunter Lemley, P.E. PTOE

RE: 4802 Bobtown Road – TIA Scoping Memorandum  
Garland, Texas

## INTRODUCTION

Spiars Engineering & Surveying (SPIARS) was retained by SMC Development, LLC to complete a Traffic Impact Analysis (TIA) Scoping Memo for the proposed single-family development located at 4802 Bobtown Road. The methods and strategies that SPIARS will use for the TIA report are based on industry standards and are presented in this Methodology Memo for City of Garland approval. SPIARS relies on the feedback from the City to include any additional information not mentioned below that will be required for analysis within the final report. Once approval from the City is obtained, SPIARS will proceed with conducting and performing analyses for the required TIA for the subject development. NOTE: Any typical TIA related information not shown in this Memo will be provided in the final report.

## PROJECT INFORMATION

The site will be on approximately 15 acres and is currently occupied by other various single-family properties. The owner proposes to consist of a 77-lot single family development. Completion of the project is anticipated to occur by 2031 (5-year buildout). The site will have two points of access on Bobtown Road and will be full-access driveways.

## METHODOLOGY

### Existing Count Data

In order to complete the requested analysis, traffic counts for Bobtown were provided by the City of Garland to SPIARS for use in the study. The provided traffic counts for Bobtown Road are presented as 24-hour directional roadway traffic counts, therefore SPIARS applied the industry standard factor of 10% to convert the 24-hour directional roadway traffic counts to AM Peak Hour and PM Peak Hour directional roadway traffic counts.

### Definition of Study Area

As required by the City, SPIARS will conduct peak hour traffic intersection capacity analysis of the study area intersections and development driveways for the applicable peak hour scenarios. For peak hour intersection operations, analyses will be performed using the latest version of the *Synchro* analysis software to apply methodologies from the latest Highway Capacity Manual (HCM – 7<sup>th</sup> Edition). In accordance with Chapter 8



Section 13 (8.13) of the Garland Technical Standards Manual (TSM), the specific analyses to be performed include Intersection Capacity, including AM and PM peak hour of Adjacent Street Level of Service, of all signalized intersections and/or major unsignalized intersections within 0.5 mile to 1 mile of site boundary. The following study area intersections fall within these guidelines (as communicated by the City prior to this memo):

#### Intersections

- Bobtown Road at North Driveway
- Bobtown Road at South Driveway

#### Scenario Parameters

- 2031 “Build” Conditions (5-year buildout) – (Driveway intersections are not existing, therefore “Existing” and “No-Build” scenarios do not apply).

#### Trip Generation

To determine the traffic volumes generated by the proposed use, SPIARS applied the standard process of estimating trip generation, mode split, trip distribution, and traffic assignment. Trip generation for the subject development within this study will be found by using the methodologies presented by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The projected daily and peak hour trip generation for the proposed use is summarized in the table below.

*Development Calculated Trip Generation Summary*

| ITE<br>CODE # | LAND USE      | UNITS    | (WEEKDAY) | AM PEAK HOUR |    |     | PM PEAK HOUR |    |     |
|---------------|---------------|----------|-----------|--------------|----|-----|--------------|----|-----|
|               |               |          |           | Total        | In | Out | Total        | In | Out |
| 210           | Single-Family | 77 Homes | 887       | 57           | 15 | 42  | 76           | 47 | 29  |

#### Trip Distribution

SPIARS estimated trip distribution by evaluating the orientation of travel through general vehicular traffic patterns and characteristics by local roadway networks through professional engineering judgement and existing traffic count patterns. Once the site-generated traffic was distributed to the major travel directions, the resulting traffic percentages were assigned to specific traffic routes and turning maneuvers through immediate surrounding intersections. These assignments were estimated based upon the location of proposed site access and the assumed best and most-direct travel path to/from the nearest and most appropriate site driveway(s). Though a more accurate and defined distribution will be presented in the TIA through existing traffic volumes data collection, at the request of the City of Garland, an estimate of the directional distribution of site traffic entering and exiting the proposed development is provided in the Exhibit at the end of the report. Communications with the developer about anticipated traffic patterns were also in place for the finalization of the trip distribution.

With the information presented within this Memo, SPIARS requests TIA scoping approval from the City of Garland with any potential additional scoping items not presented in this Memo.

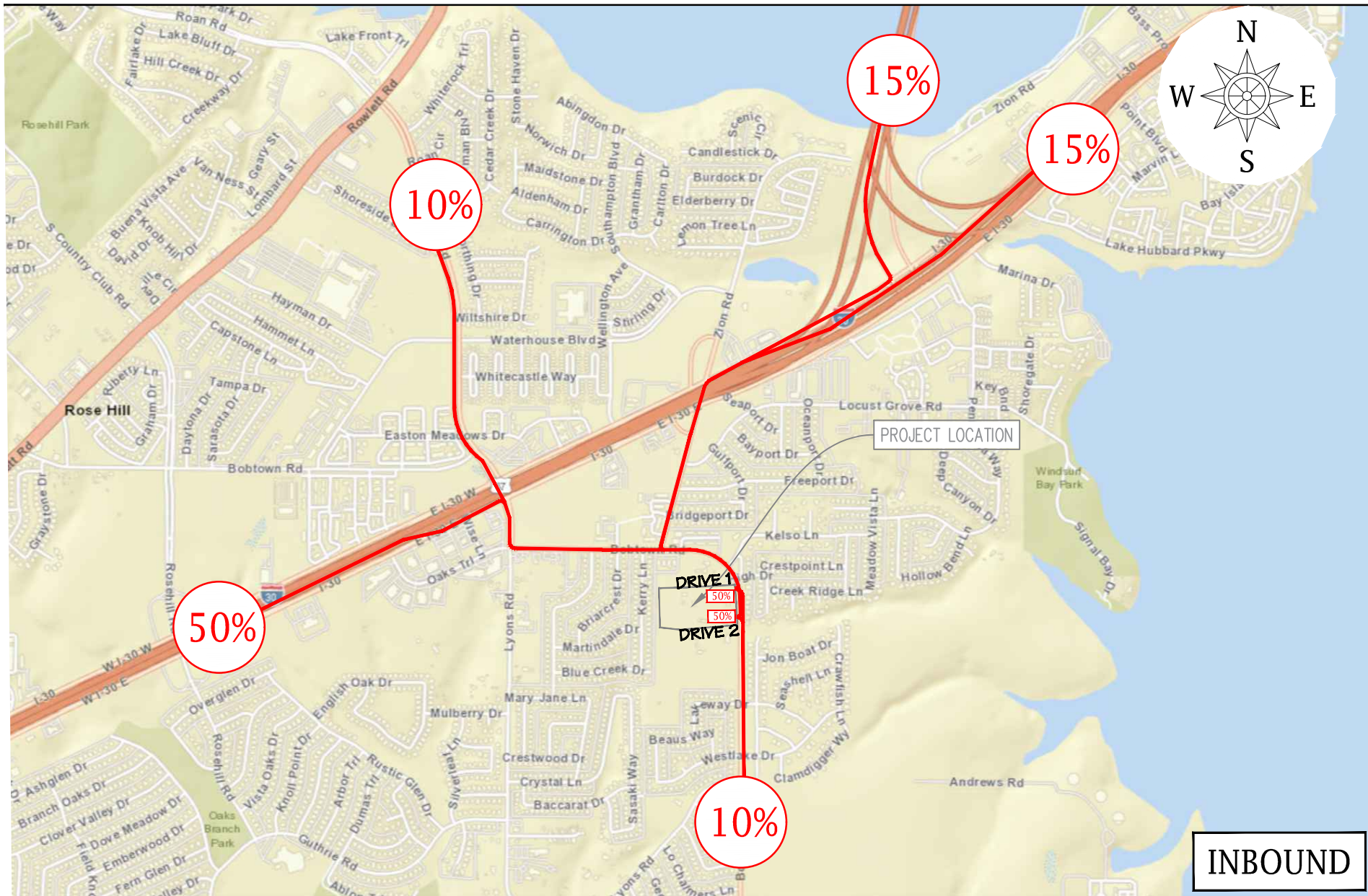
Sincerely,



Hunter Lemley, P.E., PTOE

**SPIARS ENGINEERING & SURVEYING**





LEGEND:

□ PROJECT LOCATION



TRAFFIC DISTRIBUTION



TRAFFIC ASSIGNMENTS



| Drawn: | Checked: | Date    | Job No. |
|--------|----------|---------|---------|
| PJS    | HWL      | 7/22/26 | 26-121  |

## APPENDIX B - TRIP DISTRIBUTIONS

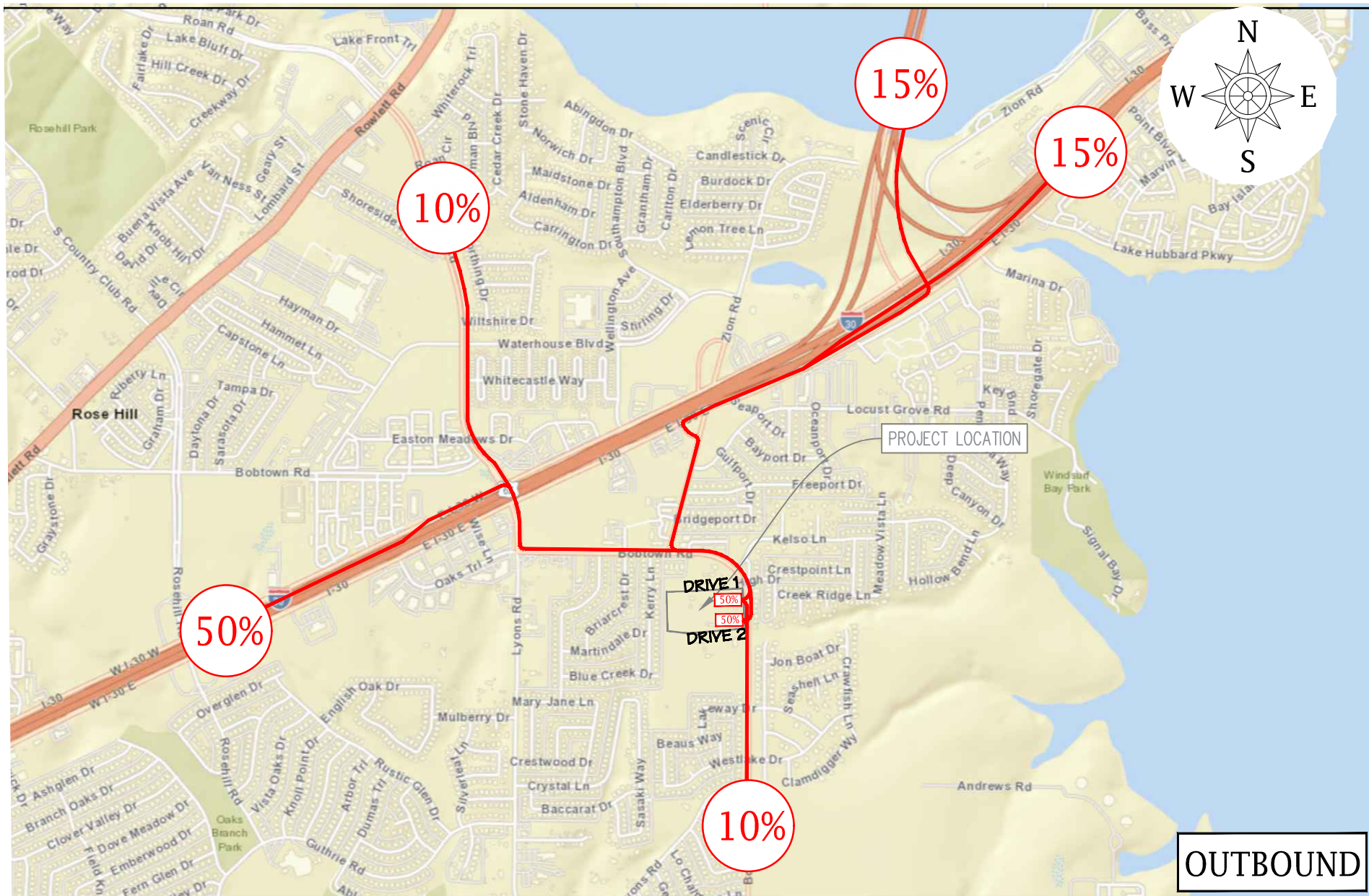
SMC DEVELOPMENT BOBTOWN

CITY OF GARLAND

DALLAS COUNTY, TEXAS

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LEGEND:

□ PROJECT LOCATION



### TRAFFIC DISTRIBUTION



### TRAFFIC ASSIGNMENTS



|        |          |         |         |
|--------|----------|---------|---------|
| Drawn: | Checked: | Date    | Job No. |
| PJS    | HWL      | 7/22/26 | 26-121  |

## APPENDIX B - TRIP DISTRIBUTIONS

SMC DEVELOPMENT BOBTOWN

CITY OF GARLAND

DALLAS COUNTY, TEXAS



JULY 30, 2026

# TRAFFIC STUDY

Professional Traffic Engineering Services Provided To:

**SMC Development LLC**

FOR

**4802 Bobtown Road in Garland, Texas**

For submittal to the City of Garland



July 30, 2026

**SUBDIVISION NAME: SMC DEVELOPMENT BOBTOWN**

**Case No: 260618-1**

**TRAFFIC IMPACT ANALYSIS STUDY FOR 4802 Bobtown Road**

**LOCATION: 4802 Bobtown Road (Between Kelso Lane and Lakeway Drive)**

Presented by:



765 Custer Road, Suite 100 | Plano, Texas 75075  
Main 972.422.0077 | [www.spiarseng.com](http://www.spiarseng.com)  
TBPE Reg. No. F-2121 | TBPLS Reg. No. F-10043100



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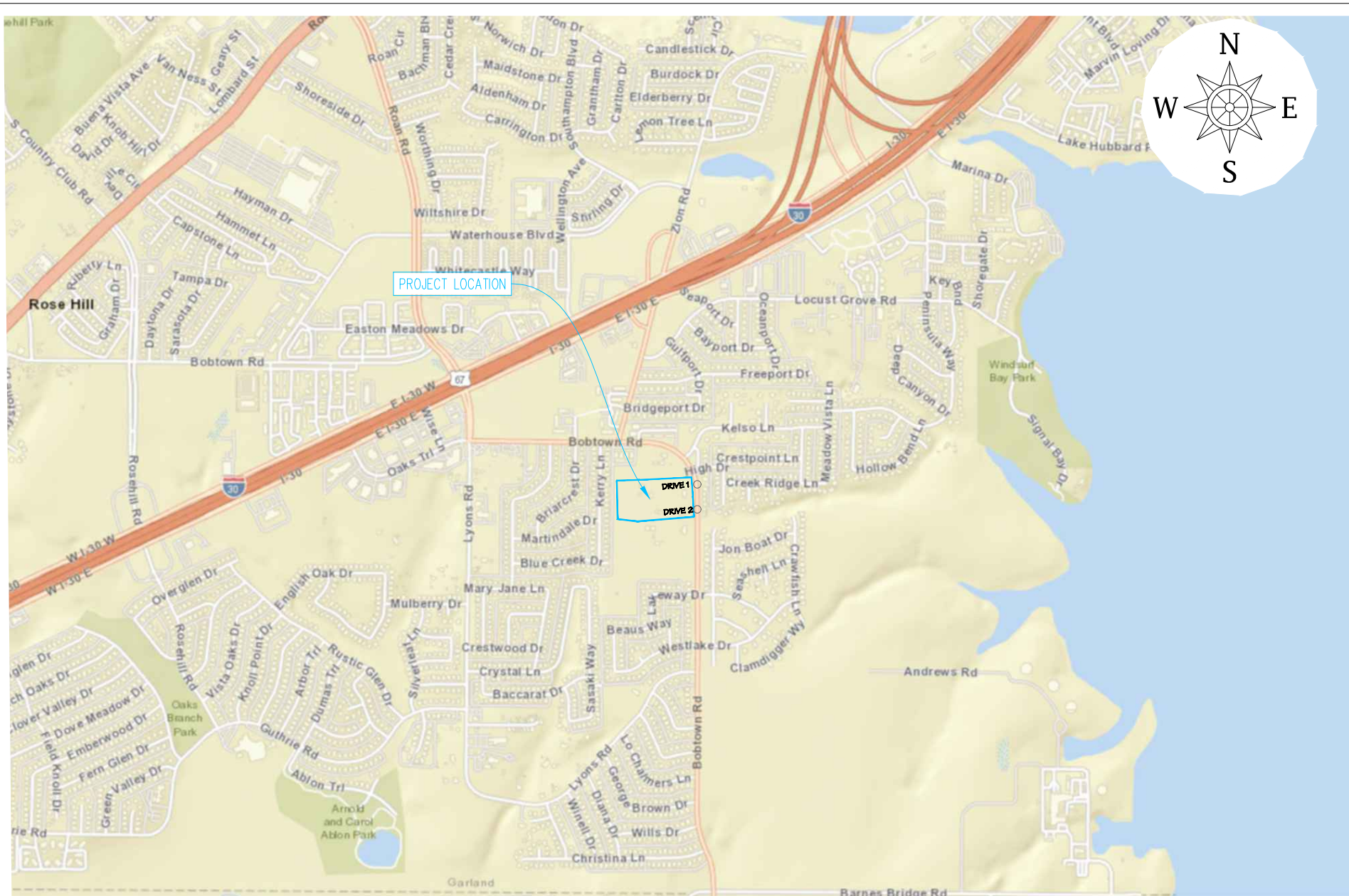
LIST OF EXHIBITS:

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LEGEND:



PROJECT LOCATION



STUDY INTERSECTION



|        |          |         |         |
|--------|----------|---------|---------|
| Drawn: | Checked: | Date    | Job No. |
| PJS    | HWL      | 7/28/26 | 26-121  |

## EXHIBIT 1 - VICINITY MAP

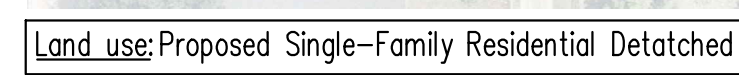
SMC DEVELOPMENT BOBTOWN

CITY OF GARLAND

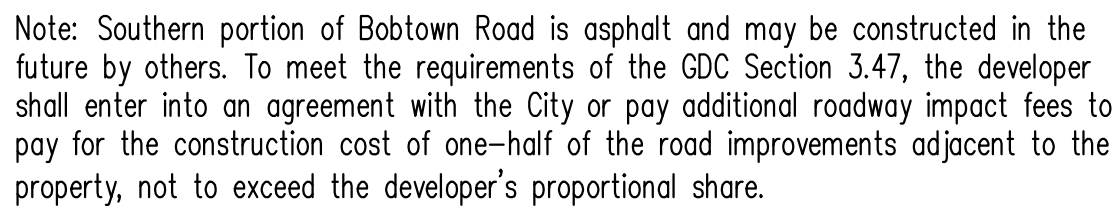
DALLAS COUNTY, TEXAS

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CITY OF GARLAND, DALLAS COUNTY, TEXAS





## INTRODUCTION AND BACKGROUND

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### *Purpose*

Spiars Engineering & Surveying (SPIARS) was retained by SMC Development LLC to provide a Traffic Study for the proposed residential development. The proposed development is to be located at 4802 Bobtown Road in Garland, Texas. A vicinity map is provided in **Exhibit 1**.

The purpose of the study is to estimate the traffic impacts of the proposed development in reference to the current traffic conditions of the immediate surrounding vicinity of the property. These impacts are estimated by projecting the development trips arriving and departing the site and developing the traffic patterns to the immediate surrounding intersections to the property. Once the impacts are identified, the findings of the study are to determine the necessary mitigations, if any, needed to maintain acceptable traffic conditions based on SPIARS professional opinions and/or recommendations. Necessary mitigations may include, but are not limited to, safety, overall traffic operations, site access, circulation, etc. Execution and completion of the necessary mitigations are subject to approval of the agency that is responsible for the operation of the transportation facilities. NOTE: The mitigations presented in the analysis of this study should not be regarded as required without the acceptance of the City of Garland and not intended to assign financial responsibility to any parties.

A Traffic Study is required by the City as part of the City of Garland's site plan permitting process. This report was prepared by professional expertise in accordance with industry standards by SPIARS traffic engineers that follow the guidance provided by City of Garland staff. In cases where a direct scope of the City is not provided, SPIARS used professional judgement, as applicable, in order to finalize this report.

### *Project Description*

The development proposes to consist of 77 single-family houses and is expected to be ready for occupancy by 2031. A site plan is provided in **Exhibit 2**.

Additionally, the development proposes constructing two new driveways. Both driveways will be located on Bobtown Road, and full access driveways.

- Roadway Links
  - Bobtown Road
    - Existing Cross-Section: Three-lane, undivided roadway
    - City of Garland Thoroughfare Plan Designation: 80' 4-Lane Undivided, Major Collector (E)
    - Existing Daily Traffic Count: 11,779 (Garland - 2024)
    - Posted Speed Limit: 40 mph



## Study Parameters

In accordance with the City of Garland's Traffic Study guidelines, this Traffic Study includes analyses of traffic operations for the following scenarios listed below. All parameters mentioned in this study were reviewed and approved by the City at the commencement of the Traffic Study. NOTE: Because the proposed driveways are not currently constructed, "Existing" and "No-Build" Conditions are not applicable.

### Scenario Parameters

- 2031 "Build" Conditions

### Analysis Area Parameters

Per communications with the City of Garland's City Staff, the specific analyses performed in this study include AM and PM peak hour Level of Service by movement, and delay by movement for the following study area intersections:

- Intersections
  - Site Driveway 1 @ Bobtown Road
  - Site Driveway 2 @ Bobtown Road

## TRAFFIC STUDY

---

### *Existing Traffic Data Collection and Analyses*

The applicable traffic volumes used in this study were collected and provided by the City of Garland. The provided traffic counts are representative of the current 24-hour daily traffic volumes along Bobtown Road, adjacent to the subject site. In order to utilize the provided traffic counts within this Traffic Study, the 24-hour counts were reduced to an industry standard of 10% to represent the AM and PM Peak hours through traffic volumes. This assumption allows the Traffic Study to develop operational capacity analysis for the proposed driveways.

### *Development Related Traffic Volumes and Analyses*

To determine the traffic volumes generated by the proposed development, SPIARS applied the standard process of estimating trip generation, mode split, trip distribution, and traffic assignment for the subject development. Trip generation for the specific land uses within this study was calculated using the methodologies presented by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12<sup>th</sup> Edition. Based upon previously reviewed values, the projected daily and peak hour trip generation for the proposed development is summarized in **Table 1** (see also Appendix B).



*Table 1. Development Calculated Trip Generation Summary*

| ITE<br>CODE # | LAND USE                          | UNITS    | (WEEKDAY) | AM PEAK HOUR |    |     | PM PEAK HOUR |    |     |
|---------------|-----------------------------------|----------|-----------|--------------|----|-----|--------------|----|-----|
|               |                                   |          |           | Total        | In | Out | Total        | In | Out |
| 210           | Single-Family<br>Detached Housing | 77 Homes | 887       | 57           | 15 | 42  | 76           | 47 | 29  |

The trip generation calculations provided by ITE typically are calculated by either a range of rates or by fitted curve equations. In this case, the fitted curves were chosen as requested and are represented in a Land Use Detail spreadsheet provided in **Appendix B**.

At the discretion of the Engineer, adjustments to the standard trip generation may apply in order to account for development-specific factors. For this analysis, reductions to the calculated trip generation by assumptions made for Internal Trip Capture and Pass-By trips were not considered significant enough to be applied within the analysis.

To estimate trip distribution, SPIARS first performed a “cordon line” analysis using existing peak hour volumes approaching the site during the peak hours to obtain the relative percentage of traffic on each corridor. Then, based on professional engineering judgement, resulting percentages were estimated through orientation of travel through general vehicular traffic patterns and characteristics by local roadway networks. These resulting percentages are summarized in Appendix B. Communications with the developer about anticipated traffic patterns were also in place for the finalization of the trip distribution.

Once the site-generated traffic was distributed to the major travel directions, the resulting traffic percentages were assigned to specific traffic routes and turning maneuvers through immediate surrounding intersections. These assignments were based upon the location of proposed site access and the assumed best and most-direct travel path to/from the nearest and most appropriate site driveways. A graphical summary of projected site-related traffic volumes is provided in **Appendix C**.

### **2031 “Build” Traffic Volume Data and Analyses**

Traffic volumes for the “Build” condition are a sum of the existing background traffic volumes, plus the projected development-related traffic volumes. The resulting calculated “Build” traffic volumes are summarized in **Appendix C**.

When unacceptable conditions arise as presented in the analyses of this study, mitigations measures may be required by the City to restore conditions back to acceptable conditions.

### **Intersection Capacity Analysis**

As required by the City, SPIARS conducted peak hour traffic intersection capacity analysis of the study area intersections and applicable development driveways for the “Build” AM and PM Peak Hour scenarios. For peak hour intersection operations, analyses were performed using the latest version of the *Synchro* analysis software to apply methodologies from the latest Highway Capacity Manual



(HCM – 7<sup>th</sup> Edition). The HCM considers the quantitative stratification of a performance measure(s) representing the quality of a transportation system is referred to as the Level of Service (LOS) of a particular facility. The LOS concept facilitates the presentation of results using a familiar A (best) to F (worst) letter grade scale. Control delay is the principal HCM service measure for evaluating LOS at signalized and unsignalized intersections. Control delay consists of vehicles slowing in advance of an intersection, time spent stopped on an intersection approach, time spent as vehicles move up in the queue, and time needed for vehicles to accelerate to their desired speed.

Generally, the HCM LOS can be described as progression is exceptionally favorable (LOS A), progression is highly favorable (LOS B), progression is favorable or moderate (LOS C), progression is ineffective (LOS D), progression is unfavorable (LOS E), and progression is very poor (LOS F). Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. On high volume roadways and intersections, the peak Levels of Service that are unfavorable are not uncommon.

The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the Highway Capacity Manual.

| LOS | Signalized Intersection<br>Control Delay (s/veh) | Unsignalized Intersection<br>Control Delay (s/veh) |
|-----|--------------------------------------------------|----------------------------------------------------|
| A   | $\leq 10$                                        | $\leq 10$                                          |
| B   | $> 10 - \leq 20$                                 | $> 10 - \leq 15$                                   |
| C   | $> 20 - \leq 35$                                 | $> 15 - \leq 25$                                   |
| D   | $> 35 - \leq 55$                                 | $> 25 - \leq 35$                                   |
| E   | $> 55 - \leq 80$                                 | $> 35 - \leq 50$                                   |
| F   | $> 80$                                           | $> 50$                                             |

As observed from field and video observations of current conditions, operational results retrieved from software analyses are representative and validated to be accurate of what was observed in the field and video.

In order to illustrate conditions as realistic as possible, the following parameters were applied in the analyses:

- Peak hour factors by movement were assumed to be at a value of 0.92. Results for the peak hour Level of Service, and delay were summarized by movement and by overall intersection for each analysis scenario and are presented in **Table 2**.

**FINDING:** All driveway intersections within the study area are projected to operate at “acceptable” overall intersection Levels of Services during the full project Build Conditions.



*Table 2. Intersection Peak Hour Operational Results*

| INTERSECTION                 |         | BUILD CONDITIONS              |           |                               |           |
|------------------------------|---------|-------------------------------|-----------|-------------------------------|-----------|
|                              |         | AM Peak Hour<br>of Adj Street |           | PM Peak Hour<br>of Adj Street |           |
|                              |         | Approach                      | delay (s) | LOS                           | delay (s) |
| Bobtown Road<br>@ Driveway 1 | Overall | (0.3)                         | A         | (0.2)                         | A         |
|                              | NBL     | (8.7)                         | A         | (8.8)                         | A         |
|                              | EBLR    | (16.9)                        | C         | (16.9)                        | C         |
| Bobtown Road<br>@ Driveway 2 | Overall | (0.3)                         | A         | (0.2)                         | A         |
|                              | NBL     | (8.7)                         | A         | (8.7)                         | A         |
|                              | EBLR    | (16.7)                        | C         | (16.6)                        | C         |

NOTE: LOS = Level of Service



*Appendix A – Existing Data Collection and Information*



**City of Garland 24-Hour Traffic Volumes**  
(Updated through 02/19/26)

|     | On Street   | Between               |                             | Most Recent Count |                     |          |            |             |
|-----|-------------|-----------------------|-----------------------------|-------------------|---------------------|----------|------------|-------------|
|     |             | Street A              | Street B                    | Total Volume      | Directional Volumes |          | Count Date | Day of Week |
|     |             |                       |                             |                   | NB or EB            | SB or WB |            |             |
| 58  | Belt Line   | Wagon Wheel           | Garland                     | 20,671            | 10,707              | 9,964    | 04/20/21   | Tue         |
| 59  | Belt Line   | Garland               | Brand                       | 31,888            | 15,084              | 16,804   | 10/23/24   | Wed         |
| 60  | Belt Line   | Brand                 | Glenbrook                   | 25,391            | 12,285              | 13,106   | 12/10/19   | Tue         |
| 61  | Belt Line   | Glenbrook             | Crist                       | 22,086            | 11,466              | 10,620   | 12/09/19   | Mon         |
| 62  | Bellvue     | Campbell              | Everett                     | 424               | 252                 | 172      | 01/11/22   | Tue         |
| 63  | Ben Davis   | Bunker Hill           | Dorchester                  | 600               | 314                 | 286      | 04/20/21   | Tue         |
| 64  | Big Oaks    | Laurel Oaks           | Diamond Oaks                | 1,379             | 628                 | 751      | 12/12/19   | Thu         |
| 65  | Big Oaks    | Diamond Oaks          | Stoneridge                  | 810               | 411                 | 399      | 12/12/19   | Thu         |
| 66  | Big Oaks    | Stoneridge            | Shiloh                      | 965               | --                  | --       | 10/29/24   | Tue         |
| 67  | Big Springs | Campbell              | Callejo                     | 99                | --                  | --       | 11/05/14   | Wed         |
| 68  | Blue Heron  | Gannet                | Warbler                     | 1,011             | 466                 | 545      | 01/11/23   | Wed         |
| 69  | Bobbie      | Cabana (w of Jupiter) | Jupiter                     | 1,500             | 760                 | 740      | 01/19/23   | Thu         |
| 70  | Bobbie      | Jupiter               | Bobbie Court (e of Jupiter) | 3,031             | 1,786               | 1,245    | 11/19/23   | Sun         |
| 71  | Bobtown     | Rowlett               | Rosehill (N Leg)            | 2,945             | 1,645               | 1,300    | 01/14/14   | Tue         |
| 72  | Bobtown     | Rosehill (N Leg)      | Country Club                | 3,832             | 2,017               | 1,815    | 09/13/11   | Tue         |
| 73  | Bobtown     | Country Club          | Waterhouse                  | 5,638             | --                  | --       | 10/09/24   | Wed         |
| 74  | Bobtown     | Waterhouse            | Roan                        | 2,187             | 1,290               | 897      | 01/19/23   | Thu         |
| 75  | Bobtown     | IH 30                 | Lyons/Oaks                  | 12,706            | 6,040               | 6,666    | 10/09/24   | Wed         |
| 76  | Bobtown     | Lyons/Oaks            | Zion                        | 8,622             | --                  | --       | 10/09/22   | Sun         |
| 77  | Bobtown     | Zion                  | Kelso                       | 8,519             | 4,629               | 3,890    | 11/05/19   | Tue         |
| 78  | Bobtown     | Kelso                 | Westlake                    | 11,779            | 6,352               | 5,427    | 01/10/24   | Wed         |
| 79  | Bobtown     | Westlake              | Lyons                       | 10,368            | 5,575               | 4,793    | 11/05/19   | Tue         |
| 80  | Bobtown     | Lyons                 | George Brown                | 9,917             | 5,279               | 4,638    | 01/10/24   | Wed         |
| 81  | Bobtown     | George Brown          | South City Limits           | 11,786            | --                  | --       | 10/09/24   | Wed         |
| 82  | Bonita      | Axe                   | Kingsley                    | 414               | 222                 | 192      | 08/15/10   | Sun         |
| 83  | Bosque      | Lavendale             | Bringle                     | 1,919             | --                  | --       | 10/23/24   | Wed         |
| 84  | Brand       | North City Limits     | Campbell                    | 1,677             | --                  | --       | 11/05/24   | Tue         |
| 85  | Brand       | Campbell              | Provence                    | 4,822             | 2,536               | 2,286    | 04/20/21   | Tue         |
| 86  | Brand       | Muirfield             | PGBT                        | 8,614             | --                  | --       | 11/05/24   | Tue         |
| 87  | Brand       | PGBT                  | Naaman Forest               | 12,065            | 4,759               | 7,306    | 11/06/24   | Wed         |
| 88  | Brand       | Naaman School         | Bellaire                    | 7,680             | --                  | --       | 12/09/19   | Mon         |
| 89  | Brand       | Bellaire              | Apollo                      | 7,719             | 4,064               | 3,655    | 09/05/18   | Wed         |
| 90  | Brand       | Apollo                | Belt Line                   | 6,560             | --                  | --       | 11/06/24   | Wed         |
| 91  | Briarbrook  | Pleasant Valley       | Country Oaks                | 1,819             | 857                 | 962      | 09/27/04   | Mon         |
| 92  | Briarwood   | Saturn                | Overhill                    | 867               | 406                 | 461      | 10/21/24   | Mon         |
| 93  | Briarwood   | Glenbrook             | Evergreen                   | 2,496             | --                  | --       | 10/21/24   | Mon         |
| 94  | Briarwood   | Evergreen             | Skillman                    | 1,763             | --                  | --       | 12/09/19   | Mon         |
| 95  | Broadmoor   | Centerville           | Chevy Chase                 | 4,854             | 2,807               | 2,047    | 04/20/21   | Tue         |
| 96  | Broadmoor   | Tahoe                 | Birchwood                   | 3,831             | 1,721               | 2,110    | 04/20/21   | Tue         |
| 97  | Broadmoor   | Westbrook             | Sleepy Hollow               | 2,446             | 962                 | 1,484    | 04/20/21   | Tue         |
| 98  | Broadmoor   | Hudson                | La Prada                    | 2,685             | 1,102               | 1,583    | 04/22/21   | Thu         |
| 99  | Broadway    | First                 | Dairy                       | 20,117            | 10874               | 9243     | 12/11/19   | Wed         |
| 100 | Broadway    | Dairy                 | Centerville                 | 26,575            | 13,295              | 13,280   | 10/07/24   | Mon         |
| 101 | Broadway    | Centerville           | Kingsley                    | 27,791            | 14,416              | 13,375   | 10/07/24   | Mon         |
| 102 | Broadway    | Kingsley              | Colonel                     | 33,996            | 16,929              | 17,067   | 11/18/19   | Mon         |
| 103 | Broadway    | Colonel               | Nickens                     | 31,642            | 16,019              | 15,623   | 10/07/24   | Mon         |
| 104 | Broadway    | Nickens               | Wynn Joyce                  | 30,456            | 14,986              | 15,470   | 10/07/24   | Mon         |
| 105 | Broadway    | Connie                | Oates                       | 27,691            | 14,169              | 13,522   | 10/07/24   | Mon         |
| 106 | Broadway    | Oates                 | Little/Tacoma               | 27,254            | 13,601              | 13,653   | 11/20/19   | Wed         |
| 107 | Broadway    | Little/Tacoma         | Duck Creek/Rowlett          | 30,420            | 14,800              | 15,620   | 11/20/19   | Wed         |
| 108 | Broadway    | Duck Creek/Rowlett    | IH 30                       | 46,328            | 20,323              | 26,005   | 10/07/24   | Mon         |
| 109 | Broadway    | IH 30                 | Guthrie                     | 31,456            | 15,397              | 16,059   | 10/07/24   | Mon         |
| 110 | Broadway    | Guthrie               | South City Limits           | 25,544            | 11,470              | 14,074   | 10/09/24   | Wed         |
| 111 | Brookside   | Lakeside              | Walnut                      | 919               | --                  | --       | 10/28/19   | Mon         |
| 112 | Brookview   | Rollingridge          | Heather Glen                | 763               | --                  | --       | 12/09/19   | Mon         |
| 113 | Buckingham  | West City Limits      | Plano                       | 30,073            | 19,483              | 10,590   | 10/28/24   | Mon         |
| 114 | Buckingham  | Plano                 | Yale                        | 35,783            | 17,186              | 18,597   | 10/28/24   | Mon         |

Yellow highlighting indicates counts made by TxDOT

Page 2 of 17



*Appendix B – Trip Generation and Traffic Assignment*

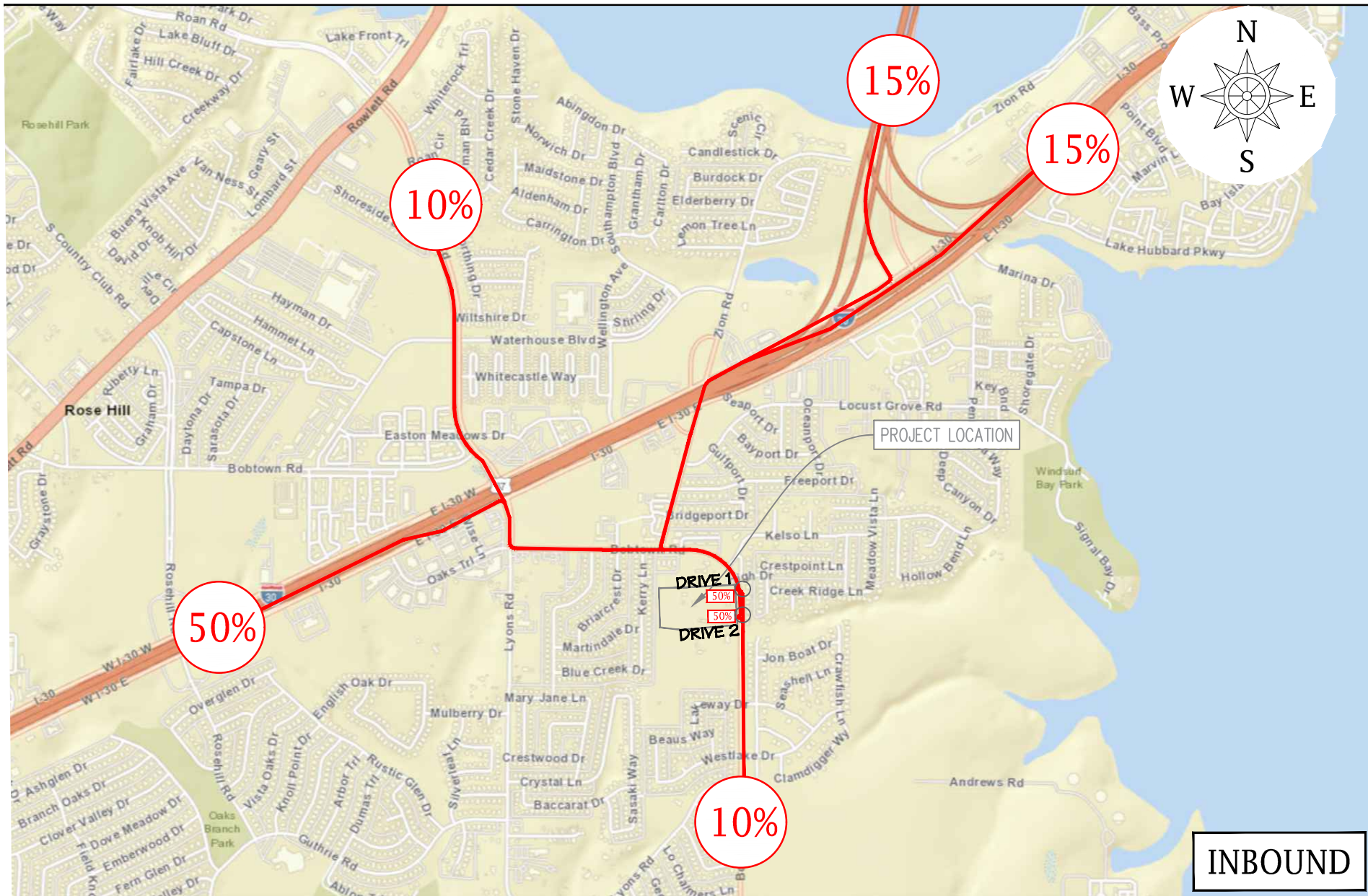


ITE Trip Generation Volumes (ITE Trip Generation Manual, 12th Ed.)

Project: 26-121  
 Date: 7/28/2026  
 Analyst: HWL

|                       |                                |       |    | Peak          |                 |        |               |                                 |        |      |    |               |                                 |        |      |    |
|-----------------------|--------------------------------|-------|----|---------------|-----------------|--------|---------------|---------------------------------|--------|------|----|---------------|---------------------------------|--------|------|----|
|                       |                                |       |    | Status        | Daily           |        | Status        | AM Peak Hour of Adjacent Street |        |      |    | Status        | PM Peak Hour of Adjacent Street |        |      |    |
| ITE Code              | Land Use                       | Units |    | Equation/Rate |                 | Volume | Equation/Rate |                                 | Volume |      |    | Equation/Rate |                                 | Volume |      |    |
|                       |                                |       |    |               |                 |        |               | Total                           | Enter  | Exit |    |               | Total                           | Enter  | Exit |    |
| 210                   | Single-Family Detached Housing | 77    | DU | Equation      | T=8.07*X+265.45 | 887    | Equation      | T=0.67*X+5.59                   | 57     | 15   | 42 | Equation      | Ln(T)=0.92Ln*X+0.33             | 76     | 47   | 29 |
| Subtotal:             |                                |       |    |               |                 | 887    |               |                                 | 57     | 15   | 42 |               |                                 | 76     | 47   | 29 |
| Internal Trip Capture |                                |       |    |               |                 | 0      |               |                                 | 0      | 0    | 0  |               |                                 | 0      | 0    | 0  |
| Pass By Trips         |                                |       |    |               |                 | 0      |               |                                 | 0      | 0    | 0  |               |                                 | 0      | 0    | 0  |
| TOTAL:                |                                |       |    |               |                 | 887    |               |                                 | 57     | 15   | 42 |               |                                 | 76     | 47   | 29 |





LEGEND:

- PROJECT LOCATION
- STUDY INTERSECTION



TRAFFIC DISTRIBUTION



TRAFFIC ASSIGNMENTS



| Drawn: | Checked: | Date    | Job No. |
|--------|----------|---------|---------|
| PJS    | HWL      | 7/28/26 | 26-121  |

## APPENDIX B - TRIP DISTRIBUTIONS

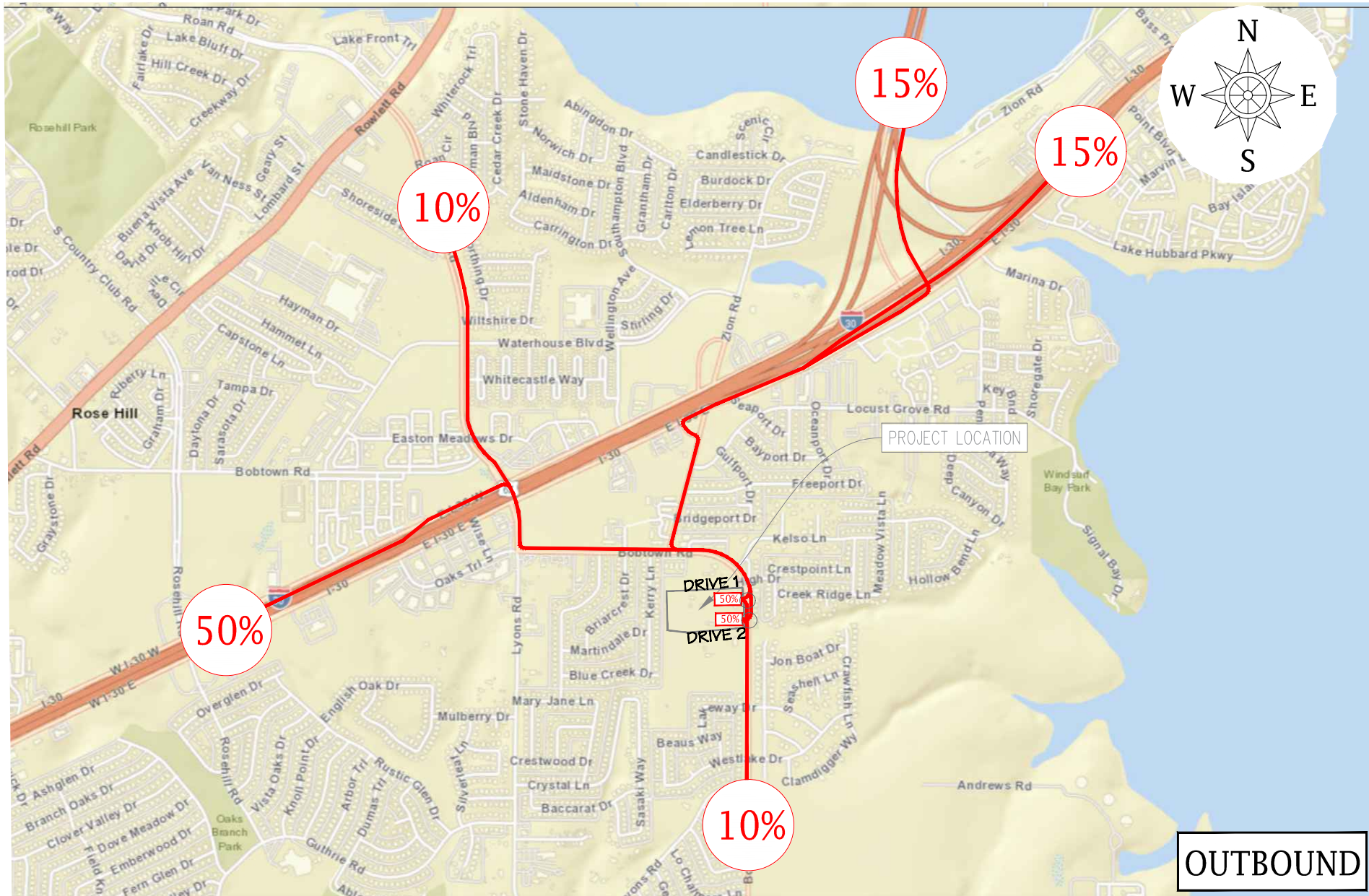
SMC DEVELOPMENT BOBTOWN

CITY OF GARLAND

DALLAS COUNTY, TEXAS

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LEGEND:

- PROJECT LOCATION
- STUDY INTERSECTION

- TRAFFIC DISTRIBUTION
- TRAFFIC ASSIGNMENTS



|        |          |         |         |
|--------|----------|---------|---------|
| Drawn: | Checked: | Date    | Job No. |
| PJS    | HWL      | 7/28/26 | 26-121  |

## APPENDIX B - TRIP DISTRIBUTIONS

SMC DEVELOPMENT BOBTOWN

CITY OF GARLAND

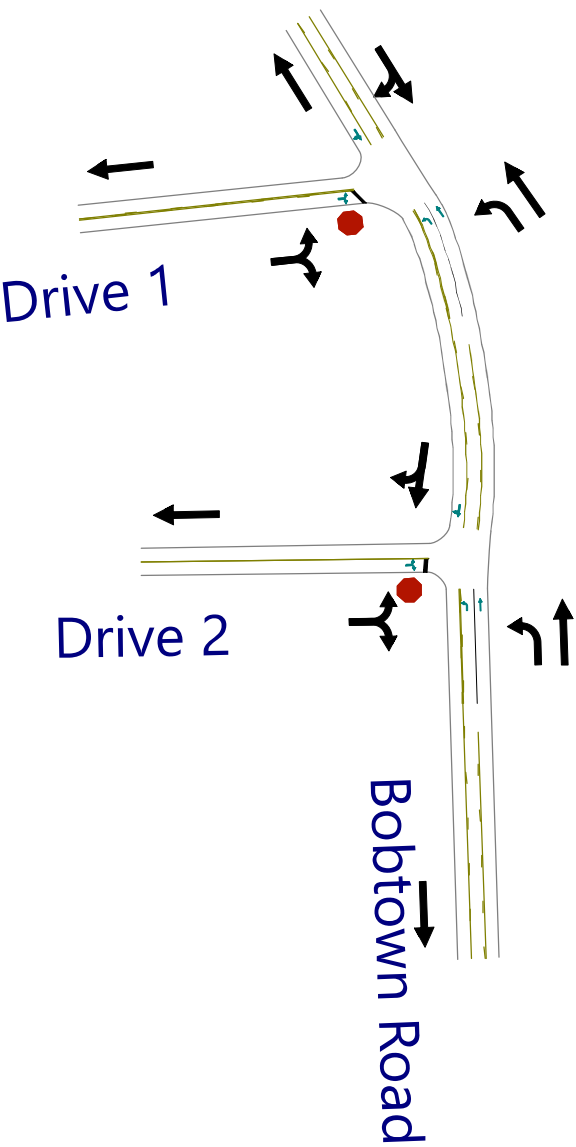
DALLAS COUNTY, TEXAS

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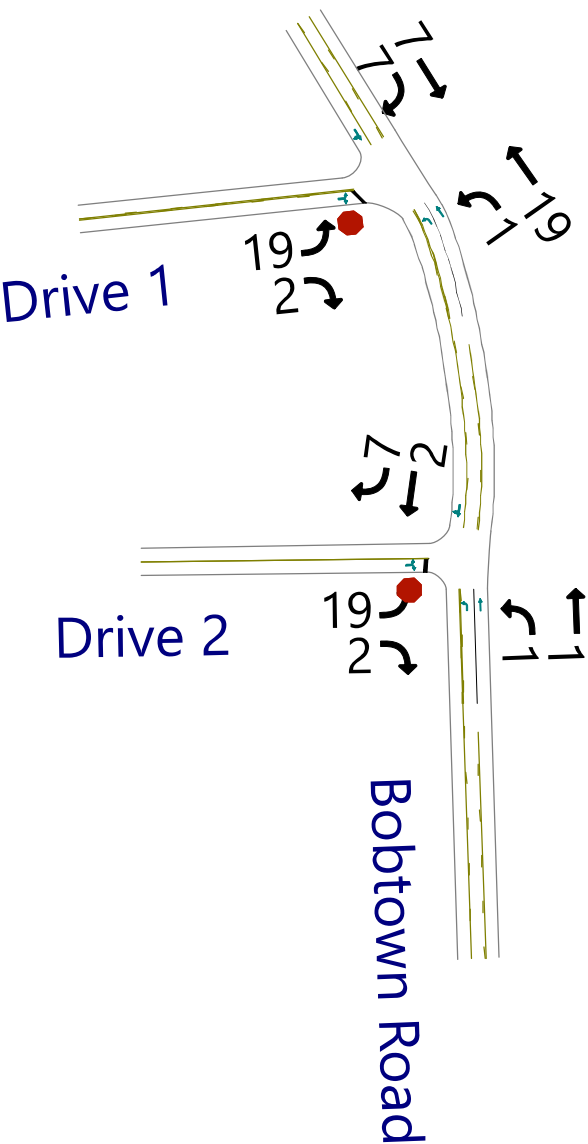


*Appendix C – Traffic Volume Exhibits*

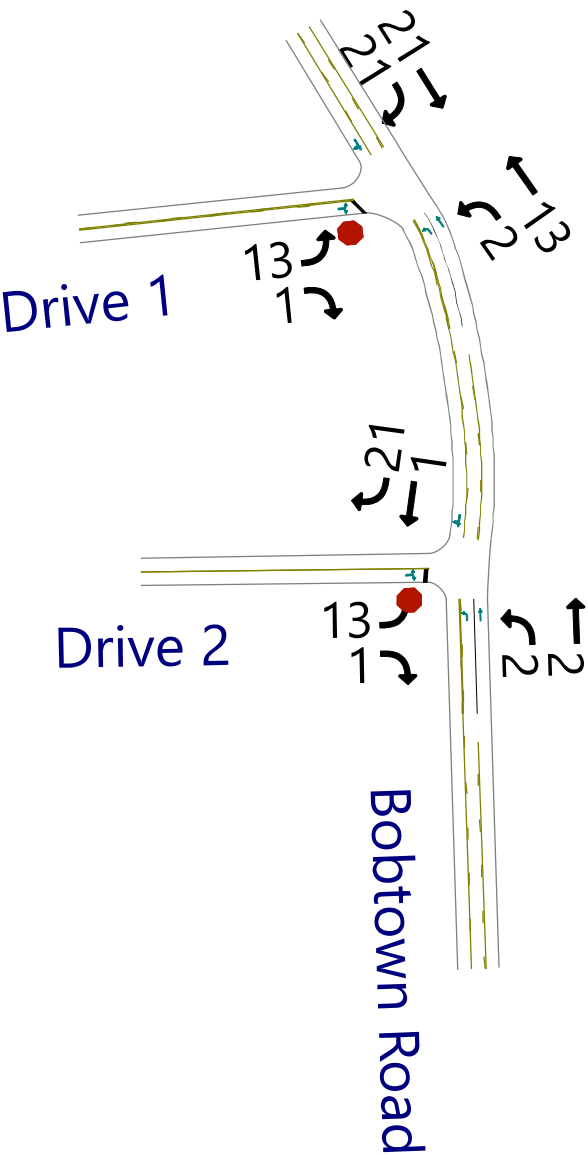




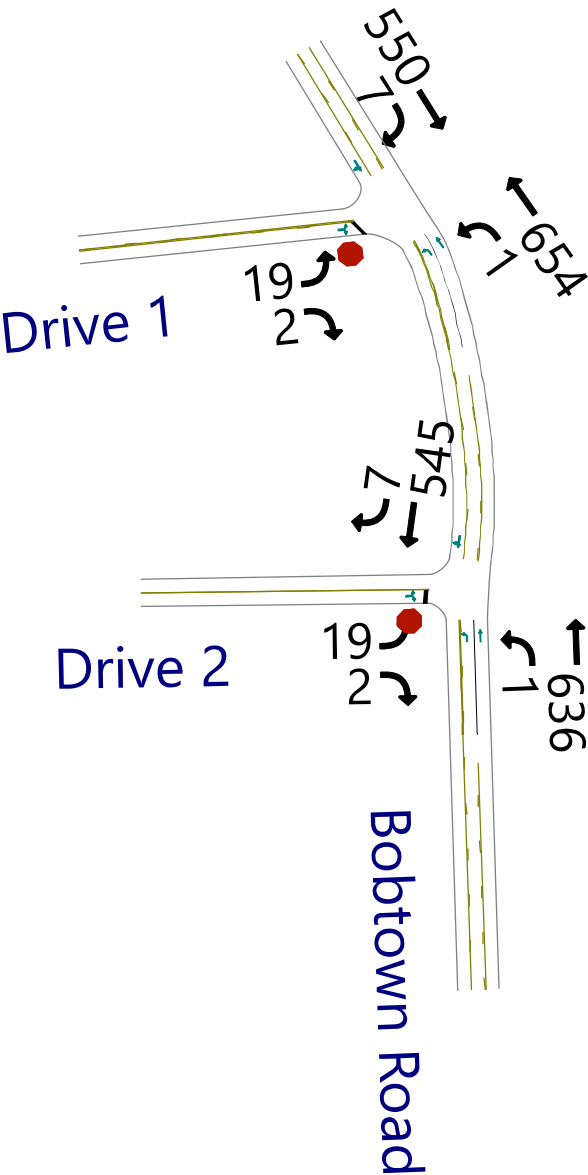




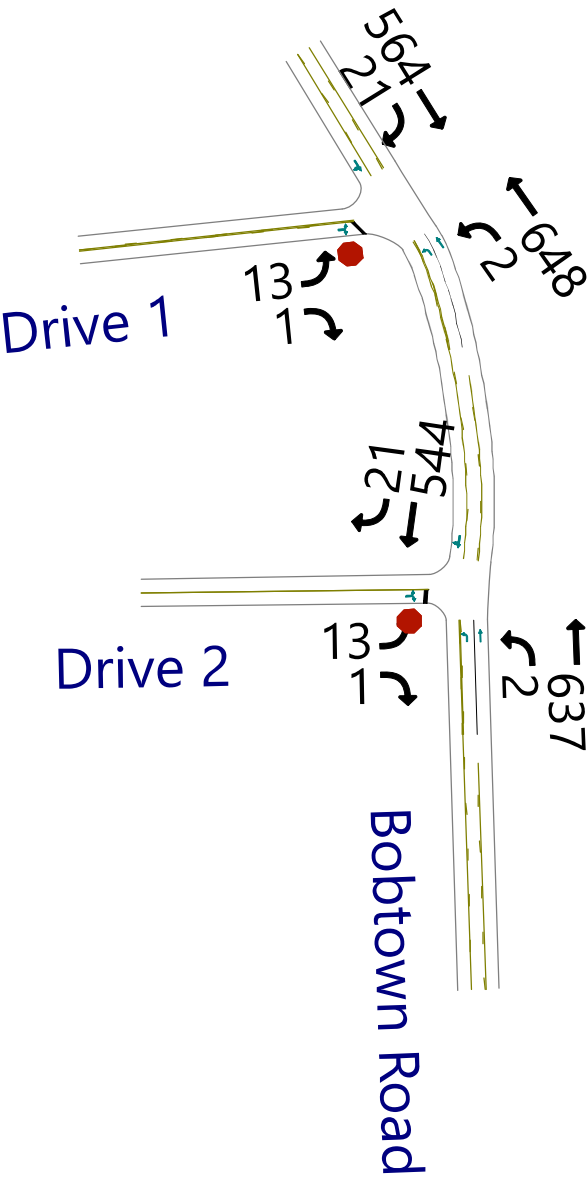














*Appendix D – Synchro Analysis*



**Intersection**

Int Delay, s/veh 0.3

**Movement** EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 19 2 1 654 550 7

Future Vol, veh/h 19 2 1 654 550 7

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 100 - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 21 2 1 711 598 8

**Major/Minor** Minor2 Major1 Major2

Conflicting Flow All 1315 602 605 0 - 0

Stage 1 602 - - - - -

Stage 2 713 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 174 500 973 - - -

Stage 1 547 - - - - -

Stage 2 486 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 174 500 973 - - -

Mov Cap-2 Maneuver 314 - - - - -

Stage 1 546 - - - - -

Stage 2 486 - - - - -

**Approach** EB NB SB

HCM Ctrl Dly, s/v 16.9 0.01 0

HCM LOS C

**Minor Lane/Major Mvmt** NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 973 - 325 - -

HCM Lane V/C Ratio 0.001 - 0.07 - -

HCM Ctrl Dly (s/v) 8.7 - 16.9 - -

HCM Lane LOS A - C - -

HCM 95th %tile Q(veh) 0 - 0.2 - -



| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.3                                                                               |      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBR  | NBL                                                                               | NBT                                                                               | SBT                                                                               | SBR                                                                               |
| Lane Configurations      |  |      |  |  |  |  |
| Traffic Vol, veh/h       | 19                                                                                | 2    | 1                                                                                 | 636                                                                               | 545                                                                               | 7                                                                                 |
| Future Vol, veh/h        | 19                                                                                | 2    | 1                                                                                 | 636                                                                               | 545                                                                               | 7                                                                                 |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -    | 100                                                                               | -                                                                                 | -                                                                                 | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 21                                                                                | 2    | 1                                                                                 | 691                                                                               | 592                                                                               | 8                                                                                 |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1290   | 596    | 600    | 0 | - | 0 |
| Stage 1              | 596    | -      | -      | - | - | - |
| Stage 2              | 693    | -      | -      | - | - | - |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   | - | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  | - | - | - |
| Pot Cap-1 Maneuver   | 180    | 503    | 977    | - | - | - |
| Stage 1              | 550    | -      | -      | - | - | - |
| Stage 2              | 496    | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 180    | 503    | 977    | - | - | - |
| Mov Cap-2 Maneuver   | 320    | -      | -      | - | - | - |
| Stage 1              | 550    | -      | -      | - | - | - |
| Stage 2              | 496    | -      | -      | - | - | - |

| Approach          | EB    | NB   | SB |
|-------------------|-------|------|----|
| HCM Ctrl Dly, s/v | 16.66 | 0.01 | 0  |
| HCM LOS           | C     |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 977   | -   | 331   | -   | -   |
| HCM Lane V/C Ratio    | 0.001 | -   | 0.069 | -   | -   |
| HCM Ctrl Dly (s/v)    | 8.7   | -   | 16.7  | -   | -   |
| HCM Lane LOS          | A     | -   | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.2   | -   | -   |



**Intersection**

Int Delay, s/veh 0.2

**Movement** EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 13 1 2 648 564 21

Future Vol, veh/h 13 1 2 648 564 21

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - 100 - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 14 1 2 704 613 23

**Major/Minor** Minor2 Major1 Major2

Conflicting Flow All 1333 624 636 0 - 0

Stage 1 624 - - - - -

Stage 2 709 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 170 485 948 - - -

Stage 1 534 - - - - -

Stage 2 488 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 169 485 948 - - -

Mov Cap-2 Maneuver 310 - - - - -

Stage 1 533 - - - - -

Stage 2 488 - - - - -

**Approach** EB NB SB

HCM Ctrl Dly, s/v 16.9 0.03 0

HCM LOS C

**Minor Lane/Major Mvmt** NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 948 - 318 - -

HCM Lane V/C Ratio 0.002 - 0.048 - -

HCM Ctrl Dly (s/v) 8.8 - 16.9 - -

HCM Lane LOS A - C - -

HCM 95th %tile Q(veh) 0 - 0.2 - -



| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.2                                                                               |      |                                                                                   |                                                                                   |                                                                                     |      |
| Movement                 | EBL                                                                               | EBR  | NBL                                                                               | NBT                                                                               | SBT                                                                                 | SBR  |
| Lane Configurations      |  |      |  |  |  |      |
| Traffic Vol, veh/h       | 13                                                                                | 1    | 2                                                                                 | 637                                                                               | 544                                                                                 | 21   |
| Future Vol, veh/h        | 13                                                                                | 1    | 2                                                                                 | 637                                                                               | 544                                                                                 | 21   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0    |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free                                                                              | Free                                                                                | Free |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                   | None |
| Storage Length           | 0                                                                                 | -    | 100                                                                               | -                                                                                 | -                                                                                   | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                   | -    |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                   | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2    |
| Mvmt Flow                | 14                                                                                | 1    | 2                                                                                 | 692                                                                               | 591                                                                                 | 23   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1299   | 603    | 614    |
| Stage 1              | 603    | -      | -      |
| Stage 2              | 697    | -      | -      |
| Critical Hdwy        | 6.42   | 6.22   | 4.12   |
| Critical Hdwy Stg 1  | 5.42   | -      | -      |
| Critical Hdwy Stg 2  | 5.42   | -      | -      |
| Follow-up Hdwy       | 3.518  | 3.318  | 2.218  |
| Pot Cap-1 Maneuver   | 178    | 499    | 965    |
| Stage 1              | 546    | -      | -      |
| Stage 2              | 494    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 178    | 499    | 965    |
| Mov Cap-2 Maneuver   | 317    | -      | -      |
| Stage 1              | 545    | -      | -      |
| Stage 2              | 494    | -      | -      |

| Approach          | EB    | NB   | SB |
|-------------------|-------|------|----|
| HCM Ctrl Dly, s/v | 16.59 | 0.03 | 0  |
| HCM LOS           | C     |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 965   | -   | 326   | -   | -   |
| HCM Lane V/C Ratio    | 0.002 | -   | 0.047 | -   | -   |
| HCM Ctrl Dly (s/v)    | 8.7   | -   | 16.6  | -   | -   |
| HCM Lane LOS          | A     | -   | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   | -   | -   |



**SMC DEVELOPMENT, LLC  
PROPOSED MODIFICATIONS**

| <b>ATTRIBUTE/CODE</b>                                                                     | <b>REQUIREMENT</b>                                                                                                                                                                                                                               | <b>PROPOSAL</b>                                                                                                                                                                                                                                                                                                                                                                 | <b>JUSTIFICATION</b>                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Lot Dimensions<br>Section 3.26, Table 2-3                                                 | Lot width 55 feet,<br>60-foot wide for<br>corner lots                                                                                                                                                                                            | 45 feet<br>55-foot wide for<br>corner lots                                                                                                                                                                                                                                                                                                                                      | The lot width is<br>commensurate with the<br>requested lot size. The<br>lots will accommodate a<br>35-foot wide product.                                                                                                                                                                                                                                                                                       |
| Lot Coverage<br>Section 3.26, Table 2-3                                                   | 50%                                                                                                                                                                                                                                              | 60%                                                                                                                                                                                                                                                                                                                                                                             | The greater lot coverage<br>supports larger floor<br>plans, design flexibility,<br>and greater values,<br>comparable to other<br>residential developments<br>in Garland.                                                                                                                                                                                                                                       |
| Residential Design,<br>Design Standards,<br>Garages<br>Section 4.84 (A)(2)(iv)            | Front entry garage<br>door setback five feet<br>from front building<br>face                                                                                                                                                                      | A minimum of 75%<br>of residential<br>structures shall<br>have a garage door<br>recessed backward<br>a minimum of 6<br>inches from<br>building face. The<br>remainder of the<br>residential<br>structures will have<br>a garage door that<br>generally aligns<br>with the front<br>façade. In no case<br>shall a garage door<br>project forward<br>from the building<br>façade. | A majority of structures<br>will have a garage door<br>recessed back from the<br>building façade. There will<br>also be a number of<br>residential structures<br>where the garage door<br>generally aligns with the<br>façade.<br><br>Visual appeal will be<br>accomplished through<br>required architectural<br>elements, including<br>porches on some units,<br>as demonstrated by the<br>enclosed exhibits. |
| Residential Design,<br>Design Standards,<br>Architectural Relief<br>Section 4.84(A)(3)(a) | No greater than 20%<br>of the front façade, or<br>an interior side or<br>rear facades above<br>the 1 <sup>st</sup> story may<br>contain a flat<br>unarticulated or<br>uninterrupted wall<br>length; 2-foot off-set<br>on front, side and<br>rear | No greater than<br>40% of the front<br>façade above the<br>first story shall<br>have an<br>unarticulated or an<br>uninterrupted wall<br>length; 2-foot off-<br>set not required on<br>sides and rear                                                                                                                                                                            | The allotted percentage<br>will cover all design types,<br>providing significant<br>visual appeal and variety.<br>The side or rear will have<br>windows or other<br>architectural features to<br>avoid a plain monotonous<br>elevation.                                                                                                                                                                        |



**SMC DEVELOPMENT, LLC  
PROPOSED MODIFICATIONS**

|                                            |                                                                                                                                |                                                                                                                                                                    |                                                                                                                                                                                                                                                                          |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Elements<br>Section 4.84(A)(3)(c)   | List of menu items<br>per code                                                                                                 | List of menu items<br>with additions and<br>alternatives. Refer<br>to the modified list<br>in the enclosed<br>development<br>standards.                            | Additional items will<br>provide flexibility in<br>design while providing an<br>aesthetically pleasing<br>home. The developer has<br>also agreed to make<br>certain design elements<br>mandatory.                                                                        |
| Walls and Windows<br>Section 4.84(A)(3)(d) | Windows and doors<br>must comprise at<br>least twenty-five<br>percent (25%) of the<br>wall area of the front<br>building face. | Windows and<br>doors must<br>comprise at least<br>thirty percent<br>(30%) of the wall<br>area of the front<br>building face,<br>including the<br>garage door face. | This application, including<br>garage doors and faux<br>windows, has been<br>suggested by staff to<br>provide an appropriate<br>requirement for openings<br>on a front-entry product.<br>“Carriage-style” garage<br>doors are an added<br>mandatory design feature.      |
| Alleys<br>Section 3.80(B)                  | Required                                                                                                                       | Front entry, no alley<br>provided                                                                                                                                  | Architectural standards<br>will provide a quality<br>aesthetic for the front<br>entry product. Utilities<br>and drainage will be<br>provided in easements<br>and streets. There will be<br>both on-site parking in the<br>garage and driveway, and<br>on-street parking. |







# Zoning Response Case Comments

| CASE NUMBER | PC HEARING DATE | CC HEARING DATE | PLANNER NAME |
|-------------|-----------------|-----------------|--------------|
| {z-26-25}   | —               | —               | —            |

**Charley Money**

2026-08-13T21:59:11

## AGAINST

EMAIL

[REDACTED]

Outside the Notification Area

PHONE

(972)375-3702

[REDACTED]

Garland, TX, 75043, USA

Garland, Texas 75043

Bobtown already has gotten a huge traffic increase from drivers using it as a shortcut to the George Bush from Highway 80. The roads are not getting more maintenance or being expanded, and the roads in neighborhoods around that area have Poor or Failed ratings even by the city's own maps.

My own time spent trying to get in and out of my neighborhood in the mornings has gone up greatly since there are no stoplights or signs to slow the through traffic going North on the road and the traffic going South in the Evenings often gets backed up past this proposed change from the one light way down at Don Gomez.

Now a new housing development right in the middle of the already badly repaired road area and on the curve no less will add even more traffic onto that 2 lane road that is already a non-stop quilt of asphalt patches.

If the city wants to expand housing in the area, the infrastructure there should be improved before adding more traffic and inconvenience to residents of many decades.