

AGENDA
PLANNING & ZONING COMMISSION
City Commissioner's Room
118 S. Cage Blvd. November 26, 2018 – 6:00 PM

The City of Pharr has called this meeting as allowed pursuant to Texas law, city charter, and Ordinance O-2018-45. The governing body may recess from day to day when it does not complete consideration of a particularly long subject as authorized by law. All persons desiring to address the governing body must register with the presiding city clerk prior to the scheduled meeting.

If during the course of the meeting, the PLANNING & ZONING COMMISSION should determine that a closed, or executive session of the COMMISSION is required, then such closed or executive session or meeting is authorized by Sections 551.071 et seq. of the Texas Government Code. Notice of closed or executive session will be given after the commencement of the meeting covered by this notice.

Should any final action, decision, or vote be required in the opinion of the Commission with regard to any item during the meeting, then such final action, final decision, or final vote shall be made during the open meeting covered by this notice upon the reconvening of the public meeting.

In compliance with Section 551.041 et seq. of the Texas Government Codes, VTCS (Open Meetings Act), notice is given that the Planning & Zoning Commission will meet to consider and act upon the following:

PRESIDING:

A. CALL TO ORDER:

- 1) Roll call and possible action on the excusing of any absent member of the governing body.

B. APPROVAL OF MINUTES:

- 1) Minutes of November 13, 2018

C. PUBLIC HEARING: *(Ordinance No. O-2018-45). A registered speaker during the public hearing may not exceed three (3) minutes when addressing the board. A sign-in form for participation in public a hearing shall be promulgated by the city clerk and be made available at the city clerk's office. The public hearing sign-in form shall include the person or entity's name, address, telephone number, other contact information, organization if applicable, and other notices, authorizations, and acknowledgements as may be allowed by law from time to time. No registered speaker may be allowed to address the governing body once the public hearing has closed.*

1) SBA Communications Corporation, representing T-Mobile, has filed with the Planning and Zoning Commission a request for a Conditional Use Permit to allow the co-location of telecommunication equipment on an existing tower in a General Business District (C). The property is legally described as being a 0.016 tract of land, more or less, out of Lot 4A, Replat of Vacated Car-Mel Subdivision, Vacated El Centro Mall No. 3 and 4 Subdivisions, Pharr, Hidalgo County, Texas. The property is physically located at 500 North Jackson Road. **TWR# 180646**

2) Antonio Martinez has filed with the Planning and Zoning Commission a request for a Life-of-the-Use Conditional Use Permit to allow a church in a General Business District (C). The property is legally described as being all of Lot 3, Block 1, Los Tesoros Subdivision, Pharr, Hidalgo County, Texas. The property's physical address is 828 West Del Oro Lane. **CUP# 181173**

D. PLATS:

1) Urban Infrastructure Group, Inc., representing Valley Cathedral, Inc., a Texas non-profit corporation, owner, are requesting preliminary plat approval of the proposed Vanguard-Bethel Subdivision. The property is legally described as being a 19.145 acre tract of land, more or less, being comprised of an 8.86 acre tract of land out of Lot 181, Kelly-Pharr Subdivision, all of Lot 1, Vanguard Academy Subdivision No. 8, and all of Lot 1, Templo Bethel Subdivision, Pharr, Hidalgo County, Texas. The property is located within the 1200 East Block Kelly Avenue. **SUB#180931**

E. ANNOUNCEMENTS/OTHER BUSINESS:

F. CLOSED SESSION: *In accordance with Chapter 551 of the Texas Gov't. Code, the Planning and Zoning Commission hereby gives notice that it may meet in a closed (non-public) executive session to discuss the items listed on the public portion of the meeting agenda.*

Pursuant to Section 551.071, the Commission may convene in a closed, non-public meeting with its attorney and discuss any matters related to **legal advice on pending or contemplated litigation, settlement offer, and/or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with this chapter.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.072, the Commission may convene in a closed, non-public meeting to discuss any matters related to real property and deliberate the purchase, exchange, lease, or value of **real property as such would be detrimental to negotiations between the City and a third party in an open meeting.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.074, the Commission may convene in a closed, non-public meeting to discuss any matters related to **appointment, employment, evaluation, reassignment, duties and discipline or dismissal of a public officer or employee and to hear any complaints or charges against an officer or employee.** The City and its attorney may also discuss such issues with the appropriate staff including members so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.076, the Commission may convene in a closed, non-public meeting to discuss any matters on the **deployment, or specific occasions for implementation, of security personnel or devices.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.084, the Commission may convene in a closed, non-public meeting to discuss any matters involving an **investigation and may exclude a witness from hearing during the examination of another witness in the investigation.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

Pursuant to Section 551.087, the Commission may convene in a closed, non-public meeting to discuss any matters regarding **economic development issues.** The City and its attorney may also discuss such issues with the appropriate staff so as to obtain necessary and relevant information so that such discussion is informative and developed.

G. RECONVENE: *into Regular Session, and consider action, if necessary on any items(s) discussed in closed session.*

H. ADJOURNMENT:

I, certify that the above notice of public hearing was posted on the bulletin board at City Hall on this the 21st day of November 2018, at 4:00 p.m., and on the City of Pharr web site (www.pharr-tx.gov)




Hilda Pedraza, City Clerk

MINUTES
PLANNING & ZONING COMMISSION
City Commissioner's Room
118 S. Cage Blvd. November 13, 2018 - 6:00 p.m.

A meeting of the Planning & Zoning Commission of the City of Pharr was held on Tuesday, November 13, 2018 and following is the record of attendance.

MEMBERS PRESENT: Danny Wylie Jonathan Larraga
 Charlie Ramirez Romeo Robles
 Luis Madrigal Rafael Munguia

ABSENT: Andy Castro

OTHERS PRESENT: See attached list

STAFF PRESENT: Roland Gomez, Assistant Director
 Cristina Garcia, Senior Planner
 Eddie Martinez, Planner II
 Della Robles, Planner I
 George Martinez, Building Official
 Rita Galvan, Administrative Assistant
 Angie Resio, Secretary

ITEM A. CALL TO ORDER

Chairman, Danny Wylie, called the meeting to order at 6:00 p.m. Roll call established a quorum.

Luis Madrigal, **moved** to excuse the absent members. Charlie Ramirez seconded the motion and when put to a vote it carried unanimously.

ITEM B. APPROVAL OF MINUTES

1) MINUTES OF OCTOBER 22, 2018

Chairman, Danny Wylie, introduced the item.

There being no further discussion Luis Madrigal **moved** to approve the minutes of October 22, 2018. Charlie Ramirez seconded the motion and when put to a vote, it carried unanimously.

ITEM C. PUBLIC COMMENTS

Kenneth C. Fletcher, residing at 504 South Diplomat, stated he is still experiencing

the noise, lights and vibration nuisance from Costco. Dr. Fletcher continued stating he would like for both the City of Pharr and Costco to build a fifteen (15) foot tall wall to separate from all the semi-truck noises in his neighborhood. Dr. Fletcher stated he would like to direct everyone's attention to a picture he thought would be up on the screen because he feels it is a similar case with semi-trucks of Trancasa. Dr. Fletcher continued stating it took three (3) years to move Trancasa from putting dust down a neighborhood, noises, and lights from the semi-trucks. Dr. Fletcher stated passing by Trancasa's new location and receiving the training while on the Planning and Zoning Commission for almost two (2) years he believes the banner measures more than three (3) feet wide and needs to have a sticker stating it has a permit but feels that the banner does not have one. He continued stating the entrance at Trancasa lacks a fire lane and business sign on location. Dr. Fletcher mentioned George Martinez, Building Official for City of Pharr, can state there is a mobile home located in the back for office use but believes there is no Conditional Use Permit for it and believes the facility is a Limited Industrial area, so the semi-trucks should not be visible from the road. He continued stating there should be an opaque fence at the old location for the next tenants. Dr. Fletcher closed by stating he signed up to speak during the Public Hearing portion of the meeting.

Chairman, Danny Wylie asked if anyone else signed up to speak during the Public Comment portion of the meeting.

Angie Resio, Secretary, stated Heriberto Perez and Cris Garcia signed up to speak but were not present.

ITEM D. PUBLIC HEARING

- 1) QUINTA REAL EVENTS LLC HAS FILED WITH THE PLANNING AND ZONING COMMISSION A REQUEST FOR A CONDITIONAL USE PERMIT TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON-PREMISE CONSUMPTION IN A GENERAL BUSINESS DISTRICT (C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING LOT 1, AND 2, SAVE AND EXCEPT THE S32' OUT OF LOT 2, SING'S SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY'S PHYSICAL ADDRESS 2620 SOUTH GARDENIA STREET. CUP#180864 (TABLED)**

Della Robles, Planner I, advised the item was tabled in the previous meeting and required a motion to untable the item.

Luis Madrigal **moved** to untable the request for a Conditional Use Permit to allow the sale of alcoholic beverages for on-premise consumption in a General Business District (C). Charlie Ramirez seconded the motion and when put to a vote, it carried unanimously.

Della Robles, Planner I, introduced the item and stated the property is currently zoned General Business District (C). The surrounding area is zoned Single-Family Residential District (R-1) to the north, south and west and Single-Family Residential District (R-1) and Office Professional District (O-P) to the east. This area is generally

designated for single-family residential use in the Land Use Plan. She further reported thirty-four (34) surrounding property owners were notified of the request by letter and a legal notice was published in the Advance News Journal. She stated staff received one telephone call in response to the letters or the legal notice.

Della Robles, Planner I, further stated staff recommended approval of the request for Conditional Use Permit and Late Hours Permit to allow the sale of alcoholic beverages for on-premise consumption in a General Business District (C) subject to the applicant and site being in compliance with all City Ordinances and City Department requirements. If approved, the owner must comply with all City Ordinances, City Department requirements and must complete the subdivision process and advised the item will be presented to the City Commission meeting of November 19, 2018 for final approval.

Chairman, Danny Wylie, asked the applicant if she would like to comment on the request for a Conditional Use Permit.

Norma Rodriguez, operating at 2620 South Gardenia, spoke in Spanish. Mr. Rodriguez spoke Spanish.

Chairman, Danny Wylie, opened the public hearing and asked if anyone signed up to speak. There being no one in the affected area who signed up, the public hearing was closed. Mr. Wylie opened the item for discussion and action.

Angie Resio, Secretary, stated Rosanna Flores signed up to speak but was not present.

Luis Madrigal, asked staff if the parking lot was paved.

Della Robles, Planner I, stated yes the parking lot is paved.

There being no further discussion Luis Madrigal moved to approve the request for Conditional Use Permit and Late Hours Permit to allow the sale of alcoholic beverages for on-premise consumption in a General Business District (C). Rafael Munguia seconded the motion and when put to a vote, it carried unanimously.

- 2) **DANNENBAUM ENGINEERING COMPANY- MCALLEN, LLC, REPRESENTING LYNN TRACT, LP, A TEXAS LIMITED PARTNERSHIP, HAS FILED WITH THE PLANNING AND ZONING COMMISSION A REQUEST FOR A CHANGE OF ZONE FOR THE FOLLOWING TRACTS OF LAND: TRACT 1: FROM AN AGRICULTURAL OPEN-SPACE DISTRICT (A-O) TO A GENERAL BUSINESS DISTRICT (C), A 0.727 ACRE TRACT OF LAND OUT OF LOT 203, KELLY SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS; 425 AND 435 WEST RIDGE ROAD., TRACT 2: FROM AN AGRICULTURAL OPEN-SPACE DISTRICT (A-O) TO A GENERAL BUSINESS DISTRICT (C), A 6.788 ACRE TRACT OF LAND OUT OF**

LOT 202 AND 203, KELLY PHARR SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS; 800 BLOCK OF WEST RIDGE ROAD., TRACT 3: FORM AN AGRICULTURAL OPEN-SPACE DISTRICT (A-O) TO A GENERAL BUSINESS DISTRICT (C), A 5.360 ACRE TRACT OF LAND OUT OF LOT 203, KELLY –PHARR SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY’S PHYSICAL ADDRESS 600 BLOCK WEST RIDGE ROAD. COZ#181069

Della Robles, Planner I, introduced the item and stated the property currently zoned Agricultural Open-Space District (A-O). The properties are generally designated for commercial use in the Land Use Plan. She further reported five (5) surrounding property owners were notified of the request by letter and a legal notice was published in the Advance News Journal. She stated staff received no response to the letters or the legal notice.

Della Robles, Planner I, further stated staff recommended approval of the request from Agricultural and/or Open Space District (A-O) to General Business District (C) as the property meets area requirements and has adequate ingress and egress. If approved, applicant must subdivide and comply with all City Ordinances and City Department requirements and must complete the subdivision process and advised the item will be presented to the City Commission meeting of November 19, 2018 for final approval.

Chairman, Danny Wylie, asked the applicant if he would like to comment on the request for a Change of Zone.

Rafael Munguia asked to abstain from this item.

Chairman, Danny Wylie, opened the public hearing and asked if anyone signed up to speak. There being no one in the affected area who signed up, the public hearing was closed. Mr. Wylie opened the item for discussion and action.

There being no discussion Luis Madrigal moved to approve the request from Agricultural and/or Open Space District (A-O) to General Business District (C). Jonathan Larraga seconded the motion and when put to a vote, it carried by majority with five (5) of the members voting yea and one (1) member abstaining. Rafael Munguia abstained from voting.

- 3) MARIA ISABEL ARANDA HAS FILED WITH THE PLANNING AND ZONING COMMISSION A REQUEST FOR A CHANGE OF ZONE FROM SINGLE-FAMILY RESIDENTIAL DISTRICT (R-1) TO NEIGHBORHOOD COMMERCIAL DISTRICT (N-C). THE PROPERTY IS LEGALLY DESCRIBED AS BEING LOTS 16 & 17, BLOCK 10, EVANS SUBDIVISION NO. 4, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY’S PHYSICAL ADDRESS 253 WEST THOMAS ROAD. COZ#181070**

Della Robles, Planner I, introduced the item and stated the property is currently zoned Single-Family Residential District (R-1). The surrounding properties are zoned Single Family Residential District (R-1) to the north, south and east and Agricultural and/or Open Space District (A-O) to the west. The property is generally designated for single-family residential use in the Land Use Plan. She further reported twenty-two (22) surrounding property owners were notified of the request by letter and a legal notice was published in the Advance News Journal. She stated staff received one (1) telephone call for information only.

Della Robles, Planner I, further stated staff recommended approval of the request to re-zone to Neighborhood Commercial District (N-C) subject to the applicant and site being in compliance with all City Ordinances and City Department requirements. If approved, applicant must subdivide and comply with all City Ordinances and City Department requirements and must complete the subdivision process and advised the item will be presented to the City Commission meeting of November 19, 2018 for final approval.

Chairman, Danny Wylie, asked the applicant if she would like to comment on the request for a Change of Zone.

Maria Isabel Aranda, residing at 229 West Thomas Road spoke in Spanish.

Chairman, Danny Wylie, opened the public hearing and asked if anyone signed up to speak. There being no one in the affected area who signed up, the public hearing was closed. Mr. Wylie opened the item for discussion and action.

Chairman, Danny Wylie, asked staff what is the difference neighborhood commercial district and the floating zone and if it is the same concept.

Della Robles, Planner I, stated it is a floating zone due to all the surrounding properties being Single-Family Residential District but the City of Pharr will not change the zone unless the land owner requests it and Neighborhood Commercial is usually on the corner lot. She continued stating it services the community and the subdivision that it is close to for convenient needs like bakeries, daycares, barber shops, and laundromats.

Chairman, Danny Wylie, asked if it is required to be on a corner lot or can it be anywhere else within the subdivision.

Della Robles, Planner I, stated yes it is usually on a corner lot.

Rafael Munguia, asked staff if there would be any alcohol sold on premise and if there is any restriction for alcohol.

Della Robles, Planner I, stated if it is a convenient store the applicant is able to sell alcohol and it would be just like a normal convenient store without selling gasoline.

Rafael Munguia, asked staff even with the close proximity being residential are able to sell alcohol.

Della Robles, Planner I, stated they are able to sell alcohol because the clients will not be consuming alcohol on premises and the customers would go into the convenient store to purchase the alcohol and consume it off premise.

There being no further discussion Jonathan Larraga moved to approve the request for a change of zone from Single-Family Residential District (R-1) to Neighborhood Commercial District (N-C). Charlie Ramirez seconded the motion and when put to a vote, it carried unanimously.

Luis Madrigal stated before we get started on our plats if he may change the order of the plats to get reorganized from E1, E2, E3 and E4 to be E3, E4, E1, and E2.

ITEM E. PLAT APPROVAL

- 3) **BARRERA INFRASTRUCTURE GROUP, INC., REPRESENTING CLEMENTE PONCE, MEMBER OF NEXTGEN INVESTMENTS, LLC, A TEXAS LIMITED LIABILITY COMPANY, IS REQUESTING PRELIMINARY PLAT APPROVAL OF THE PROPOSED NEXTGEN SUBDIVISION. THE PROPERTY IS LEGALLY DESCRIBED AS BEING A 2.235 ACRES GROSS, SITUATED IN HIDALGO COUNTY AND ALSO BEING A PART OR PORTION OF LOT 237, KELLY-PHARR SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY IS LOCATED WITHIN THE 2700 BLOCK OF SOUTH CAGE BOULEVARD. SUB# 180929**

Eddie Martinez, Planner II, introduced the item. He stated property is currently zoned Planned Unit Development District (PUD). The adjacent zones are Planned Unit Development District (PUD) to the north, south and east, General Business District (C), Medium Density Multi-family District (R-3) and Agricultural Open Space District (A-O) to the west. The property is designated for commercial use in the Land Use Plan. He added no variances were being requested and staff recommended preliminary plat approval of the proposed Nextgen Subdivision subject to the conditions.

At this time Chairman, Danny Wylie, advised a public hearing was not required and opened the item for discussion and action.

There being no discussion Rafael Munguia moved to approve the request for preliminary plat approval of the proposed Nextgen Subdivision. Luis Madrigal seconded the motion and when put to a vote, it carried unanimously.

- 4) **MELDEN & HUNT, INC., REPRESENTING BEATRICE QUESADA, OWNER, IS REQUESTING FINAL PLAT APPROVAL OF THE PROPOSED QUESADA PLAZA SUBDIVISION. THE PROPERTY IS LEGALLY DESCRIBED AS BEING A RESUBDIVISION OF 0.380 OF**

ONE ACRE OUT OF LOT 99, KELLY-PHARR SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY IS LOCATED WITHIN THE 500 BLOCK OF EAST NOLANA LOOP. SUB# 180614

Eddie Martinez, Planner II, introduced the item. He stated the property is currently zoned General Business District (C). The adjacent zones are General Business District (C) to the north, east and west and Agricultural and/or Open Space District (A-O) to the south. The property is designated for public/semipublic use in the Land Use Plan. He added no variances were being requested and staff recommended final plat approval of the proposed Quesada Plaza Subdivision subject to the conditions.

At this time Chairman, Danny Wylie, advised a public hearing was not required and opened the item for discussion and action.

There being no discussion Luis Madrigal **moved** to approve the request for final plat approval of the proposed Quesada Plaza Subdivision. Charlie Ramirez seconded the motion and when put to a vote, it carried unanimously.

- 1) **MELDEN & HUNT, INC., REPRESENTING LARRY SCHNEIER, SENIOR V.P., OF PHARR TERMINALS LLC, IS REQUESTING PRELIMINARY AND FINAL PLAT APPROVAL OF THE PROPOSED TRI-NATIONAL SUBDIVISION. THE PROPERTY IS LEGALLY DESCRIBED AS BEING A RESUBDIVISION OF 2.574 ACRES UT OF LOT 100, KELLY-PHARR SUBDIVISION, PHARR, HIDALGO COUNTY, TEXAS. THE PROPERTY IS LOCATED WITHIN THE 200 BLOCK OF EAST NOLANA LOOP (FM 3461). SUB# 170716**

Eddie Martinez, Planner II, introduced the item. He stated the property is currently zoned Limited Industrial District (L-I). The adjacent zones are Limited Industrial District (L-I) to the north, south and west, Heavy Commercial District (H-C) to the east. The property is designated for industrial use in the Land Use Plan. He added variances, listed in the packet, were being requested and staff recommended preliminary and final plat approval of the proposed Tri-National Subdivision subject to the conditions.

At this time Chairman, Danny Wylie, advised a public hearing was not required and opened the item for discussion and action.

There being no discussion Rafael Munguia **moved** to approve the request for preliminary and final plat approval of the proposed Tri-National Subdivision. Charlie Ramirez seconded the motion and when put to a vote, it carried unanimously.

- 2) **SALINAS ENGINEERING & ASSOCIATES, REPRESENTING VICTOR RIOS, SR. OWNER, IS REQUESTING PRELIMINARY PLAT APPROVAL OF THE PROPOSED LOTS 44A, 44B, 44C, AND 44D, REPLAT OF LOT 44, BEAMSLEY SUBDIVISION. THE PROPERTY IS LEGALLY DESCRIBED AS BEING A 2.235 ACRES GROSS, SITUATED IN HIDALGO COUNTY AND ALSO BEING A PART OR PORTION OF LOT**

**237 KELLY-PHARR SUBDIVISION, PHARR, HIDALGO COUNTY,
TEXAS. THE PROPERTY IS LOCATED WITHIN THE 500 BLOCK OF
EAST NOLANA LOOP. SUB# 180716**

Eddie Martinez, Planner II, introduced the item. He stated the property is currently zoned Single Family Residential District (R-1). The adjacent zones are Single Family Residential District (R-1) to the south and east and General Business District (C) to the west and north. The property is designated for commercial use in the Land Use Plan. He added no variances were being requested and staff recommended preliminary plat approval of the proposed Lots 44A, 44B, 44C, and 44D, Replat of Lot 44, Beamsley Subdivision subject to the conditions.

At this time Chairman, Danny Wylie, advised a public hearing was not required and opened the item for discussion and action.

There being no discussion Rafael Munguia moved to approve the request for preliminary plat approval of the proposed Lots 44A, 44B, 44C, and 44D, Replat of Lot 44, Beamsley Subdivision. Charlie Ramirez seconded the motion and when put to a vote, it carried unanimously.

ITEM F. ANNOUNCEMENTS/OTHER BUSINESS

None.

ITEM I. ADJOURNMENT

There being no further business Romeo Robles moved to adjourn. Charlie Ramirez second the motion and when put to a vote, the motion carried unanimously. Meeting adjourned at 6:30 p.m.

Chairman, Danny Wylie

ATTEST:

Luis Madrigal, Secretary

APPROVED: _____



MEMORANDUM

DATE: MONDAY, NOVEMBER 26, 2018
TO: PLANNING AND ZONING COMMISSION
FROM: DEVELOPMENT SERVICES

SUBJECT: LIFE-OF-THE-USE CONDITIONAL USE PERMIT FOR COLOCATION OF TELECOMMUNICATION EQUIPMENT FILE NO. TWR#180646 (T-MOBILE)

GENERAL INFORMATION:

APPLICANT: SBA Communications Corporation, representing T-Mobile, has filed with the Planning and Zoning Commission a request for a Conditional Use Permit to allow the co-location of telecommunication equipment on an existing tower in a General Business District (C).

LEGAL DESCRIPTION: The property is legally described as being a 0.016 tract of land, more or less, out of Lot 4A, Replat of Vacated Car-Mel Subdivision, Vacated El Centro Mall No. 3 and 4 Subdivisions, Pharr, Hidalgo County, Texas.

LOCATION: The property is physically located at 500 North Jackson Road.

ZONING: The property is currently zoned General Business District (C). The surrounding area is zoned General Business District (C) to the north, south, east and west. The area is generally designated for commercial use in the Land Use Plan.

COMMENTS:	PLANNING DIVISION:	Recommends approval of the Conditional Use Permit.
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**NOTIFICATION
OF PUBLIC:**

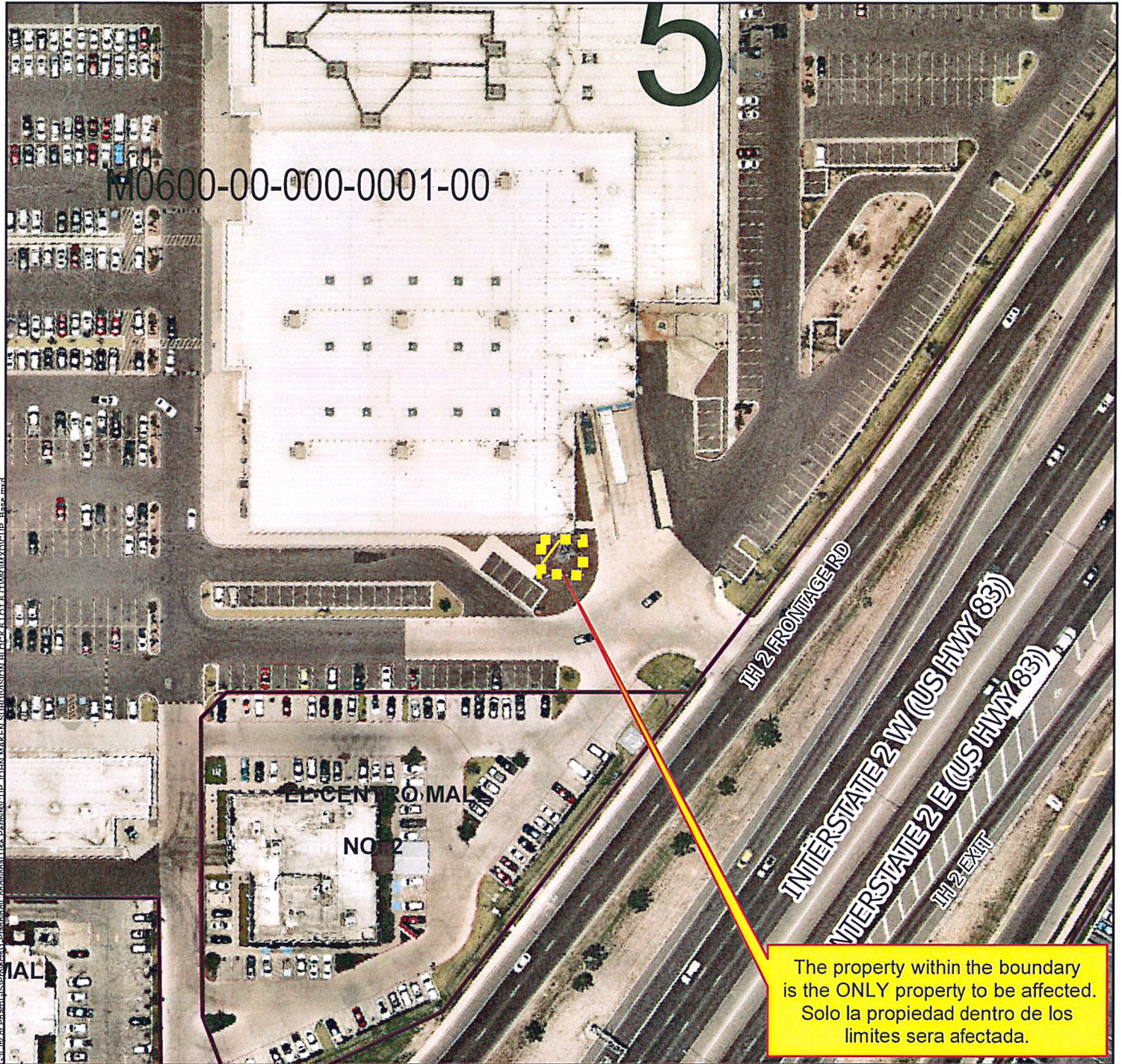
One (1) surrounding property owner was notified of the request by letter and a legal notice was published in the Advance News Journal. Staff received no response to the letter or the legal notice.

**DEVELOPMENT
SERVICES
RECOMMENDATIONS:**

Development Services is recommending **approval** of the request for a Life-of-the-Use Conditional Use Permit to allow the co-location of telecommunication equipment on an existing tower in a General Business District (C) subject to the following conditions:

1. The applicant shall comply with all City of Pharr Ordinance requirements. Any violation of City Ordinance will terminate this Conditional Use Permit;
2. Any request to revise, alter or amend the conditions or requirements shall require the applicant to apply for a new Conditional Use Permit;
3. Any change in location, change in ownership or business entity owning or carrying out its operation on the property shall terminate this Conditional Use Permit;
4. This Conditional Use Permit shall be issued for the Life-of-the-Use; and
5. The existing telecommunications tower must continue to comply with all setback and height requirements.
6. The following shall be considered as grounds for the revocation of a Conditional Use Permit:
 - Any change in use or change in extent of use, area or location being used.
 - Failure to allow periodic inspections by representatives of the City of Pharr at any reasonable time.
 - Conditional Use Permits that have been revoked may not be applied for again until a period of one year has lapsed from the date of revocation.

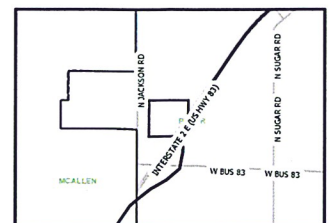
NOTE: This item is scheduled to go before the City Commission Meeting of **December 03, 2018 at 4:00 p.m.**

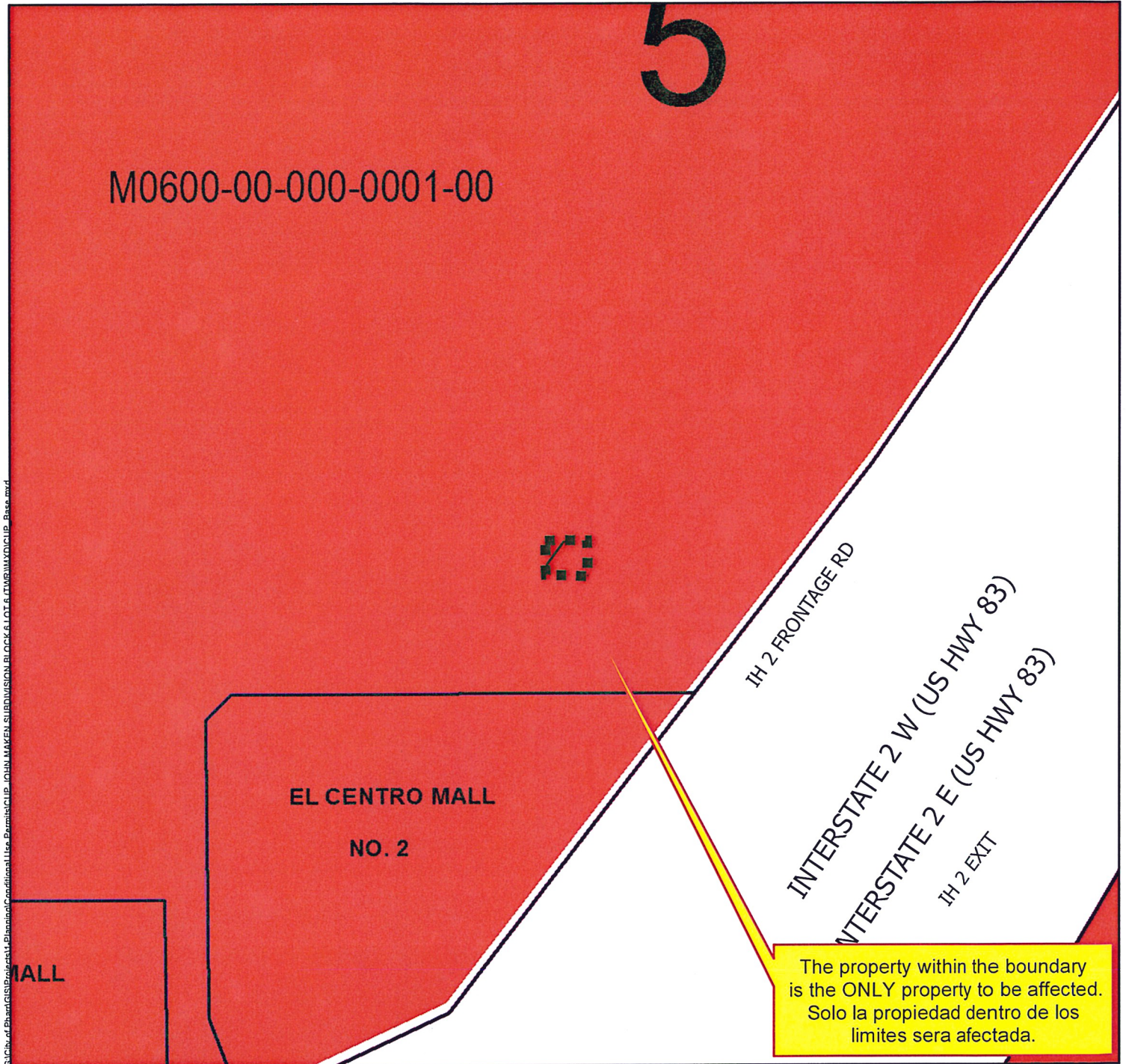


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|-----------------------------|-------------------|-------------------------|
| Agricultural Open Space | Townhouse | Heavy Commercial |
| Single Family | HUD Code | Heavy Industrial |
| Single Family Small Lot | Rail Road R.O.W. | Limited Industrial |
| Two Family | Government Owned | Neighborhood Commercial |
| Medium Density Multi-Family | General Business | Office Professional |
| High Density Multi-Family | Business District | PSJA ISD |
| Mobile Home | Drainage Easement | Hidalgo ISD |

- | |
|--------------------------|
| Valley View ISD |
| Planned Unit Development |

All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.

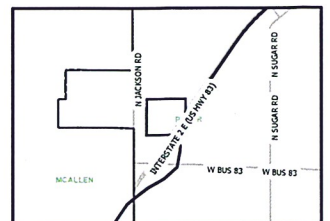




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|-----------------------------|-------------------|-------------------------|
| Agricultural Open Space | Townhouse | Heavy Commercial |
| Single Family | HUD Code | Heavy Industrial |
| Single Family Small Lot | Rail Road R.O.W. | Limited Industrial |
| Two Family | Government Owned | Neighborhood Commercial |
| Medium Density Multi-Family | General Business | Office Professional |
| High Density Multi-Family | Business District | PSJA ISD |
| Mobile Home | Drainage Easement | Hidalgo ISD |

- Valley View ISD
- Planned Unit Development

All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.



1. ELEVATIONS ARE U.S.C.S. DATUM.
2. SURVEY INFORMATION SHOWN IS FROM A SURVEY CONDUCTED BY T.B.D.
3. ALL SITE WORK SHALL BE CAREFULLY COORDINATED BY GENERAL CONTRACTOR WITH LOCAL UTILITY COMPANY, TELEPHONE COMPANY, AND ANY OTHER UTILITY COMPANIES HAVING JURISDICTION OVER THIS LOCATION.
4. DO NOT EXCAVATE OR DISTURB BEYOND THE PROPERTY LINES OR LEASE LINE UNLESS OTHERWISE NOTED.
5. ALL EXISTING BUILDING DIMENSIONS FROM DRAWINGS.
6. ANY DRAINAGE SHALL BE RELOCATED TO THE EXISTING DRAINAGE. COMPLETION OF WORK, SIZE, LOCATION AND TYPE OF ANY UNDERGROUND UTILITIES OR IMPROVEMENTS SHALL BE ACCURATELY LOCATED AND PLACED ON AS CONSTRUCTED DRAWINGS BY GENERAL CONTRACTOR AND ISSUED TO THE ENGINEER AT THE COMPLETION OF THE PROJECT.
7. ALL EXISTING UTILITIES, FACILITIES, CONDITIONS, AND THEIR DIMENSIONS SHOWN ON PLANS HAVE BEEN PLOTTED FROM AVAILABLE RECORDS. THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION OR THE SUFFICIENCY OR ACCURACY OF THE INFORMATION AS TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION REMOVED OR ADJUSTED. CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING EXACT LOCATION OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION. CONTRACTOR SHALL RELY ON THE INFORMATION PROVIDED BY THE UTILITY COMPANY. CONTRACTOR SHALL OBTAIN FROM EACH UTILITY COMPANY DETAILED INFORMATION RELATIVE TO THE LOCATION, DEPTHS, SIZES, MATERIALS, AND METHODS OF ADJUSTING EXISTING UTILITIES.
8. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES BOTH HORIZONTALLY AND VERTICALLY PRIOR TO START OF CONSTRUCTION. ANY DISCREPANCIES OR DOUBTS AS TO THE INTERPRETATION OF PLANS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER FOR RESOLUTION AND INSTRUCTIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION UNTIL THE DISCREPANCY IS CHECKED AND CORRECTED BY THE ENGINEER. FAILURE TO SECURE SUCH INSTRUCTIONS MAY BE CONSIDERED AS A WAIVER OF THE CONTRACTOR'S OBLIGATION TO OBTAIN SUCH INFORMATION. CONTRACTOR SHALL CALL LOCAL DIGGER HOT LINE FOR UTILITY LOCATIONS.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED BY CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE. CONTRACTOR TO INSPECTOR OF FINAL WORK.
10. THE BUILDING DESIGN SHALL BE IN ACCORDANCE WITH THE BUILDING PERMIT SHALL BE NOTIFIED AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF WORK OR AS STIPULATED BY THE CODE ENFORCEMENT OFFICIAL HAVING JURISDICTION.
11. THE EXISTING GRADE OF THE SITE WORK AREA IS TO BE SMOOTH AND CONTINUOUS IN SLOPE AND IS TO FEATHER INTO EXISTING GRADES AT THE GRADING LIMITS.
12. ALL TEMPORARY EXCAVATIONS FOR THE INSTALLATION OF FOUNDATIONS, UTILITIES, ETC., SHALL BE PROPERLY LAID BACK OR PROTECTED TO REMAIN IN PLACE TO BE REMOVED AT THE END OF CONSTRUCTION. ACCORDANCE WITH CORRECT OCCUPATIONAL SAFETY AND HEALTH ACTS SUPPORTING REQUIREMENTS.
13. STRUCTURAL FILLS SUPPORTING REQUIREMENTS SHALL BE COMPACTED TO 100% OF MAXIMUM STANDARD PROCTOR DRY DENSITY.
14. NEW GRADES NOT IN BUILDING AND DRIVEWAY IMPROVEMENT AREA TO BE SUBJECTED BY FILLING WITH APPROVED CLEAN FILL AND COMPACTED TO 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
15. ALL FILL SHALL BE PROTECTED FROM EROSION.
16. THE EXISTING GRADE OF THE SITE WORK AREA IS TO BE SMOOTH AND CONTINUOUS IN SLOPE AND IS TO FEATHER INTO EXISTING GRADES AT THE GRADING LIMITS.
17. THE EXISTING GRADE OF THE SITE WORK AREA IS TO BE SMOOTH AND CONTINUOUS IN SLOPE AND IS TO FEATHER INTO EXISTING GRADES AT THE GRADING LIMITS.
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1 SITE PLAN

REVISION:	0
SHEET NUMBER:	C-3

NOTE: REFER TO THE MOST CURRENT RFDS SHEET FOR FINAL ANTENNA CONFIGURATIONS AND AZIMUTH DETAILS. COORDINATE WITH T-MOBILE PERSONNEL.



1 TOWER ELEVATION
SCALE: N.T.S.





MEMORANDUM

DATE: MONDAY, NOVEMBER 26, 2018

TO: PLANNING AND ZONING COMMISSION

FROM: DEVELOPMENT SERVICES

SUBJECT: LIFE-OF-THE-USE CONDITIONAL USE PERMIT - CHURCH FILE NO. CUP#181173
--

GENERAL INFORMATION:

APPLICANT: Antonio Martinez has filed with the Planning and Zoning Commission a request for a Life-of-the-Use Conditional Use Permit to allow a church in a General Business District (C).

LEGAL DESCRIPTION: The property is legally described as being all of Lot 3, Block 1, Los Tesoros Subdivision, Pharr, Hidalgo County, Texas.

LOCATION: The property's physical address is 828 West Del Oro Lane.

ZONING: The property is currently zoned General Business District (C). The surrounding area is zoned Medium Density Multi-Family Residential District (R-3) to the north and General Business District (C) to the south, east and west. The area is generally designated for industrial use in the Land Use Plan.

NOTIFICATION OF PUBLIC: Thirty-three (33) surrounding property owners were notified of the request by letter and a legal notice was published in the Advance News Journal. Staff received no response to the letters or to the legal notice.

FIRE DEPARTMENT: Recommends approval of the Conditional Use Permit

CODE COMPLIANCE DIVISION: Recommends approval of the Conditional Use Permit

PLANNING DIVISION:

Recommends approval of
the Conditional Use Permit

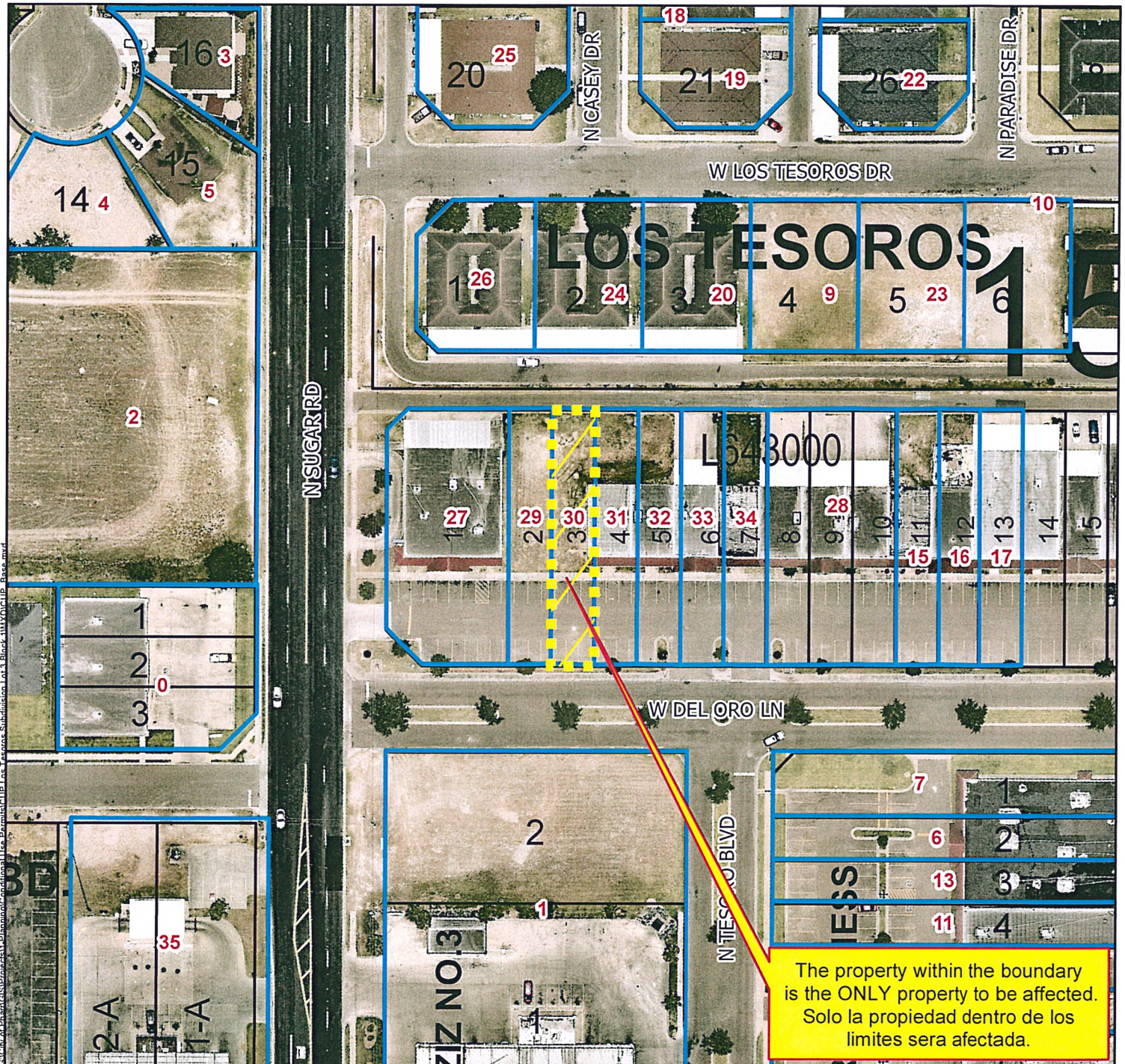
**DEVELOPMENT
SERVICES**

RECOMMENDATION:

Development Services is recommending approval the request for Life-of-the-Use Conditional Use Permit to allow a church in a General Business District (C) subject to the following conditions:

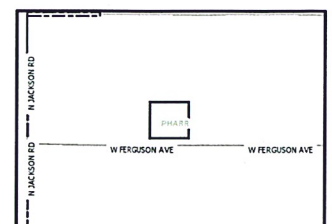
1. This Conditional Use permit shall be issued for the Life-of-the-Use and issued to the current owner only;
2. Parking requirements as per Ordinance;
3. If the need arises for expansion, applicant shall advise the city and it will be necessary for the Planning & Zoning Commission to reconsider this permit;
4. The applicant shall comply with the Landscaping and Sign Ordinance;
5. Any change in ownership or applicant conducting business shall terminate this Conditional Use Permit;
6. A building permit and Certificate of Occupancy will be required and current standard building codes must be observed; if applicable.
7. The following shall be considered as grounds for the revocation of a Conditional Use Permit:
 - Any change in use or change in extent of use, area or location of the building being used.
 - Failure to allow periodic inspections by representatives of the City of Pharr at any reasonable time.
 - Conditional Use Permits that have been revoked may not be applied for again until a period of one year has lapsed from the date of revocation.

NOTE: This item will go before the City Commission Meeting of **December 03, 2018** at **4:00 p.m.**



- | | | | |
|-----------------------------|-------------------|-------------------------|--------------------------|
| Agricultural Open Space | Townhouse | Heavy Commercial | Valley View ISD |
| Single Family | HUD Code | Heavy Industrial | Planned Unit Development |
| Single Family Small Lot | Rail Road R.O.W. | Limited Industrial | |
| Two Family | Government Owned | Neighborhood Commercial | |
| Medium Density Multi-Family | General Business | Office Professional | |
| High Density Multi-Family | Business District | PSJA ISD | |
| Mobile Home | Drainage Easement | Hidalgo ISD | |

The property within the boundary is the ONLY property to be affected.
Solo la propiedad dentro de los limites sera afectada.

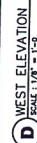
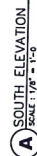




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| Single Family | HUD Code | Heavy Industrial | Planned Unit Development |
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| Mobile Home | Drainage Easement | Hidalgo ISD | |

All information displayed on this map is subject to verification by field survey or by the agency responsible for maintaining the information. This map is intended for general information only.









Pharr

Development Services



MEMORANDUM

DATE: MONDAY, NOVEMBER 26, 2018

TO: PLANNING AND ZONING COMMISSION

FROM: DEVELOPMENT SERVICES

SUBJECT: VANGUARD-BETHEL SUBDIVISION FILE NO. SUB#180931

GENERAL INFORMATION:

APPLICANT: Urban Infrastructure Group, Inc., representing Valley Cathedral, Inc., a Texas non-profit corporation, owner, are requesting preliminary plat approval of the proposed Vanguard-Bethel Subdivision.

LEGAL DESCRIPTION: The property is legally described as being a 19.145 acre tract of land, more or less, being comprised of an 8.86 acre tract of land out of Lot 181, Kelly-Pharr Subdivision, all of Lot 1, Vanguard Academy Subdivision No. 8, and all of Lot 1, Templo Bethel Subdivision, Pharr, Hidalgo County, Texas.

LOCATION: The property is located within the 1200 East Block Kelly Avenue.

ZONING: The property is currently zoned Single Family Residential District (R-1) and Office Professional District (OP). The adjacent zones are Single Family Residential District (R-1) and Office Professional District (OP) to the south, Single Family Residential District (R-1) to the west, High Density Multi-family District (R-4) and Single Family residential District (R-1) to the north, and Pharr city limits to the east. The property is designated for Single Family Residential use and Public/Semi Public in the Land Use Plan.

PROPERTY PROPOSED USE: Institutional Use (school/church)

VARIANCES: None requested.

RECOMMENDATIONS: Development Services recommends preliminary plat approval of the proposed Vanguard-Bethel Subdivision subject to the following conditions:

STREETS, PAVING AND R.O.W.:

1. Traffic impact analysis to reflect staff comments and traffic engineer recommendation. Need to reflect changes on plans.
2. Provide a street lighting plan.

EASEMENTS:

1. Provide easements for water and sewer.

SIDEWALK: ADA:

1. Note. 10---Revise note to say: A 5 foot sidewalk with ADA compliant ramps and landings will be required along the east side of south Ironwood St. at building permit stage.

FIRE PROTECTION:

1. See attach comments.

WATER:

1. See attach comments.
2. Follow City of Pharr Construction Standards Manual.

SEWER:

1. See attach comments.
2. Follow City of Pharr Construction Standards Manual.

DRAINAGE:

1. Drainage report needs to be approved by H.C.D.D. No. 1.

OTHER:

1. Need surveyor's signature and seal on plat.
2. Need petition for exclusion from H.C.I.D. #2.
3. Note No. 13---Revise note to say Landscaping as per City of Pharr ordinance.
4. Note No. 14---Revise note to say All subdivision improvements shall comply with the current storm water pollution prevention plan (SW3P) requirements and Texas Pollutant Discharge Elimination System (T.P.D.E.S).
5. Add note---Owners to maintain ROW and perimeter of subdivision.
6. Add note---Owners to maintain detention/retention areas.
7. M&B---Revise azimuth bearing callout on paragraph #8.
8. P&Z Signature Block---Revise to say "Danny Wylie, Chairman Planning & Zoning Commission"
9. Provide arrowhead dimensions for existing ROW for both E. Kelly Ave. & S. Veterans Blvd. ("I" Road).
10. Revise street name to say E. Kelly Ave.
11. Revise street name to say S. Veterans Blvd.
12. Provide street name "S. Ironwood St."
13. Need to be consistent with line type too light to read.



Pharr Fire – Rescue
118 S Cage Blvd., 3rd Floor
Pharr, Texas 78577
Tel: (956) 402-4400 Fax: (956) 475-3433



Subdivision: **VANGUARD-BETHEL SUBDIVISION PRE-CONSTRUCTION**

Reviewed By: **Dago Soto, Asst. Fire Marshal** Date: **October 31, 2018**

1. All designed waterlines shall be a minimum of eight (8) inch for residential and (8-12) inch in diameter for commercial and (12) inch or better for industrial areas unless fire flow requires larger lines for commercial areas. **Educational Facility 12" diameter minimum.**
2. All designed waterlines shall be looped on a fire department approved water main (Utilities shall be in place including fire hydrants before any construction above the slab)
3. **Fire hydrants shall be installed at a maximum of 300 ft. intervals** in any mercantile district and every 600 ft. in residential areas and shall be FACTORY YELLOW from the manufacture with a minimum arrangement being so as to have a hydrant available for distribution to hose to any portion of any building in the premises at distances not exceeding 400 ft., but in no case shall hose lengths be greater than 400 ft. The distance shall be measured on a roadway surface meeting the fire department access requirements of 503.1 International Fire Code 2012.
4. All premises where building or portions of buildings are located more than 300 ft. from a main street fire hydrant: system shall be provided with approved on site fire hydrant (s) and water mains capable of supplying adequate fire flow approved by the Fire Officials.
5. Street names shall be provided prior to or during the pre-construction meeting for review and approval. No street name shall be duplicated within the City of Pharr and its E.T.J. Alignment of new streets with existing streets shall take precedence over new street name assignment.
6. During construction, when combustibles are brought on the site in such quantities as deemed hazardous by the Fire Official, access roads and a suitable temporary supply of water acceptable to the Fire Department shall be provided and maintained.
7. \$25.00 fee for each Blue Marker to be affixed on payment by city to indicate location of a fire hydrant. FIRE HYDRANT COLOR MUST BE FACTORY YELLOW FROM MANUFACTURE PRIOR TO INSTALLATION.
8. Contractor testing waterlines shall dispose highly chlorinated water. (Hazardous Waste)
9. Fire lanes must be painted RED: 15 feet on each side of hydrant (total 30 feet)* with lettering at least 3 inches tall. FIRE LANE – TOW AWAY ZONE.
10. Any new subdivision with GATED COMMUNITY SECURITY SYSTEMS must obtain the Fire Department approved Knox Box Switch –Rapid Entry System made by the Knox Company (Phone Number 800-552-5669 Fax 949-623-4647) or an approved fire department siren system before subdivision's final approval of 503.5 in International Fire Code 2012: Where security gates are installed, with a minimum of 20 ft. (6096 mm) clearance shall be maintained and a means for emergency operations shall be provided and maintained as approved by the fire official.
11. Designed fire lanes or roads deemed necessary for fire department access by the fire official shall be established and maintained in an operable condition. 503.1 International Fire Code 2012: All weather surfaces must be in place before any final inspection is approved. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to the department apparatus by a way of an approved fire apparatus access road with an asphalt, or concrete driving surface capable of supporting the imposed load of fire apparatus weighting at least 75,000 pounds.
12. Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.
13. All water valves (hydrant and main) shall be open prior to final inspection.
14. Public utilities personnel must be advised prior to opening and closing existing water valves.
15. Must meet City of Pharr Standards Manual Construction & Development Guide.

Additional Comments:

1. **ADDITIONAL FIRE PROTECTION MAY BE REQUIRED DURING THE PLAN REVIEW PHASE IN ORDER TO PROVIDE ANY ADDITIONAL FIRE PROTECTION REQUIREMENT (ON PLAT NOTES)**
2. **12 INCH MAIN SHALL BE CONNECTED FROM S. IRONWOOD TO S. VETERANS ON THE SOUTH SIDE OF SUBDIVISION.**
3. **SHALL SHOW THE WATER MAIN AND EXISTING FIRE HYDRANT(S). ON S. VETERANS RD.**
4. **SHALL SHOW WHERE THE FIRE HYDRANTS WILL LOCATED IN THE PROPOSED SUBDIVISION.**

STAFF REVIEW FOR: *VANGUARD BETHEL SUBDIVISION*

COMMENTS: Initials: R. B OCTOBER 30, 2018

WATER:

- Will need to eliminate and cap 6" A/C water line on the W. side of the street
- Will need to install 12" water line on the South side of the property to connect to the W.L. in I rd.
- Will need to install water valves on connection point
- Will need to install 3 water valves on the main line tee at 8" W.L. connection point
- Will need to install valve on 8" W.L. at connection point on existing W.L. within the school
- Will need to provide detail connections to connection point of the distribution system
- Will need to install FH to Fire Dept. recommendations
- Follow City of Pharr Construction Standards Manual

SEWER:

- Will need to show existing sewer lines in the area
- Will need to show details of connection points to collection system
- Follow City of Pharr Construction Standards Manual

Developer/Owner/Responsible Party must comply with the conditions stated above. WATER METERS WILL NOT BE INSTALLED IF THERE IS A failure to comply with ANY OF THE conditions. METERS WILL BE INSTALLED UPON PAYMENT AND COMPLIANCE WITH ALL CONDITIONS STATED. By signing this you understand you must comply with the condition(s) or the water meter(s) will not be installed.

Print Name: _____

Signature: _____

Date: _____

SUBDIVISION: Vanguard-Bethel**DATE:** October 30, 2018**REVIEW:** Preliminary**PLAT**

1. Note No. 10---Revise note to say "A 5 foot sidewalk with ADA compliant ramps and landings will be required along the East side of South Ironwood St. at building permit stage."
2. Note No. 13---Revise note to say Landscaping as per City of Pharr ordinance."
3. Note No. 14---Revise note to say "All subdivision improvements shall comply with the current storm water pollution prevention plan (SW3P) requirements and Texas Pollutant Discharge Elimination System (T.P.D.E.S)."
4. Add note---Owners to maintain ROW and perimeter of subdivision.
5. Add note---Owners to maintain detention/retention areas.
6. M&B---Revise azimuth bearing callout on paragraph #8.
7. P&Z Signature Block---Revise to say "Danny Wylie, Chairman Planning & Zoning Commission"
8. Provide arrowhead dimensions for existing ROW for both E. Kelly Ave. & S. Veterans Blvd. ("I" Road).
9. Missing RPLS seal (review purposes only).
10. Revise street name to say E. Kelly Ave.
11. Revise street name to say S. Veterans Blvd.
12. Provide street name "S. Ironwood St."

SITE PLAN

1. Provide all pertinent City of Pharr details.
2. Show all proposed sanitary sewer lines.

DRAINAGE

1. Drainage plan to be reviewed and approved at building permit stage.
2. Drainage report to be reviewed and approved by H.C.D.D. No. 1

ADDITIONAL COMMENTS

1. Traffic Impact Analysis Report is required for this subdivision.



MEMORANDUM

DATE: November 8, 2018

TO: Heriberto “Eddie” Martinez
Planner II

FROM: Moises Beas, Engineer in Training

SUBJECT: Vanguard Academy Rembrandt Elementary School – TIA Report Comments

On November 7, 2018, Mr. Aldana presented to city staff the Traffic Impact Analysis Report for the proposed Vanguard Academy Rembrandt Elementary School located at 1200 E. Kelly Avenue. Mr. Aldana discussed the master plan of alleviating the traffic by adding a proposed driveway going eastbound, being only a right turn lane onto S. Veterans Blvd. Due to the high increase in student enrollment and number of additional cars that will be queued up on both Kelly and Ironwood, we asked both Mr. Aldana and Mr. Gonzalez to consider the following options:

- Propose the idea to Vanguard Academy in having staggered entry times for the elementary, middle school and high school students. The recommended time of entry for each campus was to be twenty minutes apart.
- For the school to provide school bus transportation.
- Add more parking lot in order to accumulate more cars inside the property and avoid cars queuing up on both Ironwood and Kelly Ave.
- Add more security patrol with certified training in order to direct traffic more smoothly in addition to the proposed driveway going eastbound towards Veterans Blvd.



Pharr

Development Services



MEMORANDUM

DATE: NOVEMBER 19, 2018

TO: EDDIE MARTINEZ, PLANNER II

FROM: DEVELOPMENT SERVICES DEPARTMENT

SUBJECT: VANGUARD ACADEMY REMBRANDT ELEMENTARY SCHOOL – TIA COMMENTS
--

-
1. No left turn lanes into and from school property are allowed within the City of Pharr, O-2016-30.
 2. Vary dismissal time or location by grade to reduce the number of students arriving at or leaving school simultaneously.
 3. Recommend a shared access agreement from the abutting property owner for the use of the vacant property.
 4. Educate parents about unsafe driving behaviors and school transportation policies; reinforce these messages with regular communications about the rules.
 5. Ensure that the recommendations as presented in the TIA are applied and enforced, provide revised TIA to reflect the recommendations.

City Of Pharr
Police Department
INTER-OFFICE MEMORANDUM

FROM: Sergeant M. Longoria #1288

TO: Asst. Chief M. Yerena #1327

DATE: 11-21-18

SUBJECT: T.S.I. Meeting at City Hall

On October 22, 2018 Assistant Chief M. Yerena and I Sergeant M. Longoria, attended a city meeting in regard to the overflow of parents parking on several city streets waiting to pick up their children from Vanguard Academy. This pattern by the parents causes neighborhoods to be congested with stationary vehicles waiting in line to pick up their children. The vanguard parents arrive 30 to 40 minutes before school release to beat the traffic congestion.

Vanguard has approximately 1,900 students with grade levels k thru 12th grade. The road system and the school itself was not built to accommodate the increase on parents attempting to pick up their children. The roadway is only congested for approximately 40 minutes in the afternoons. Vanguard plans to increase with more students and I foresee traffic to continue to get congested. I recommended to the superintendent to have 30-minute alternate release times that will alleviate the amount of cars stationary waiting for the school gates to open. The different release times will help with the amount of cars exiting the school. PSJA has this system in place and stopped the congestion with schools that have middle schools, high schools, and elementary schools close to each other.

The Pharr Police department assigned two officers for three weeks to work with Vanguard on establishing the best traffic pattern for parents to drive into the school and exit the school in a fast and safe manner. The school personnel and designated officers tried several patterns until the current pattern was established. Pharr police officers made contact with each driver waiting in two pattern lines to educate them on how the traffic flow into and outside the school parking lot would work.

Vanguard uses a Black Hawk Security Company that uses traffic vest and whistles to help direct parents into and out of the school parking lot. The company needs to get certified in directing traffic on the roadway but has knowledge how hand used to direct traffic. The school personnel has also developed a routine on how to quickly and safely load the children into their vehicles.

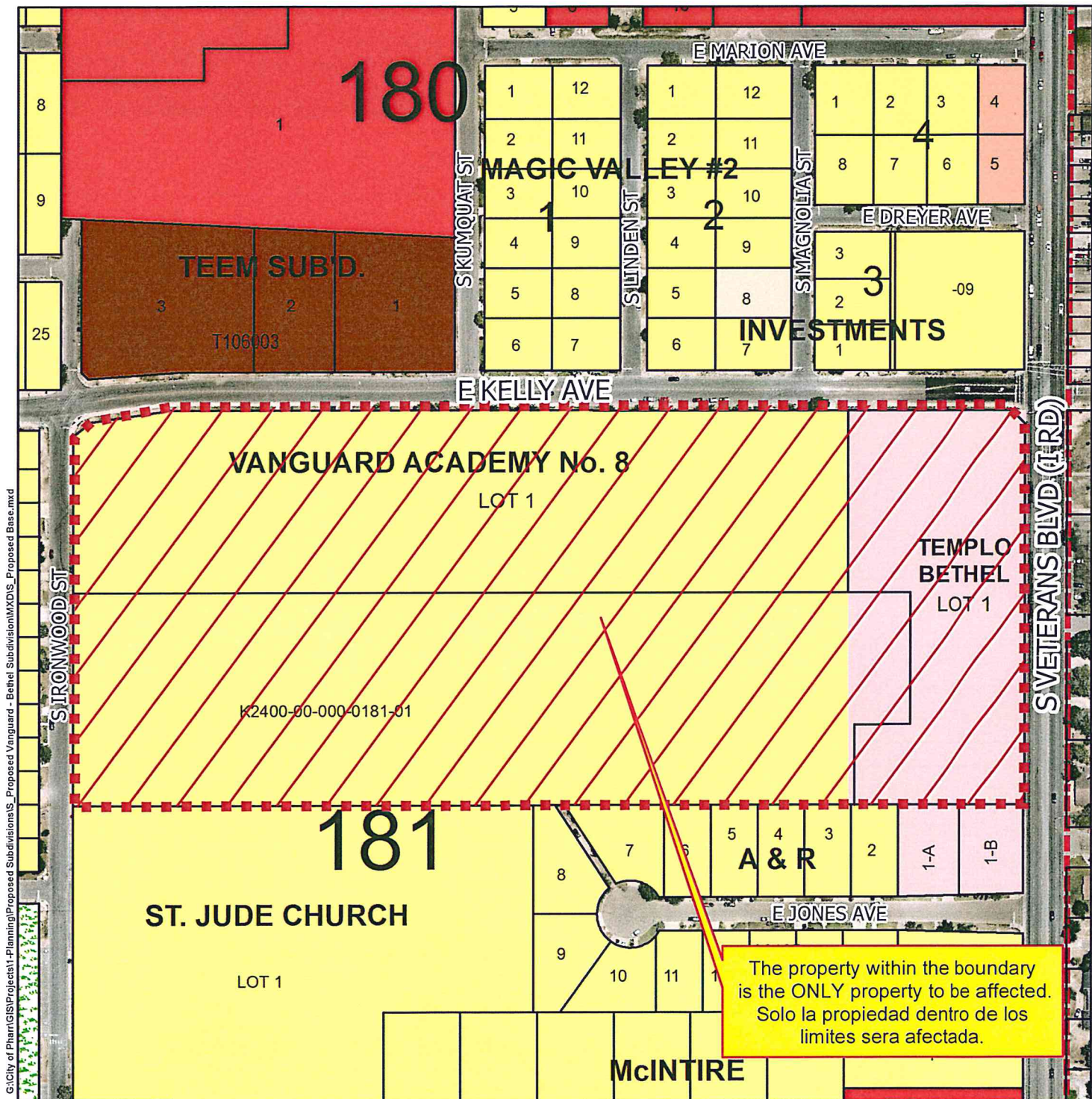
Congestion at Vanguard will continue until Vanguard builds an exit that leads to Veterans Blvd to help alleviate the congestion of vehicles stationary on Ironwood to Sam Houston which goes east towards Veterans Blvd. There is also parent's stationary in the neighborhoods waiting in line to enter the school parking lot. This waiting period has generated concerns from residents who have shared that their driveways are being blocked. Once that projected exit area is built, I foresee issues with vehicles exiting onto the highly traveled Veterans Blvd. The only way this will work is if the parents obey the no left turn ordinance. I suggest that the City of Pharr places cones as a barrier several feet in length in the middle of the road making all traffic turn right with an accelerating lane when exiting. The accelerating lane allows cars to safely exit and allows both southbound lanes to continue flowing.

The City of Pharr has an established city ordinance that helps with traffic flow exiting the school and mandates all vehicles to turn right when exiting and entering the school.
These were some of the concerns that needed to be addressed.

Thank you,

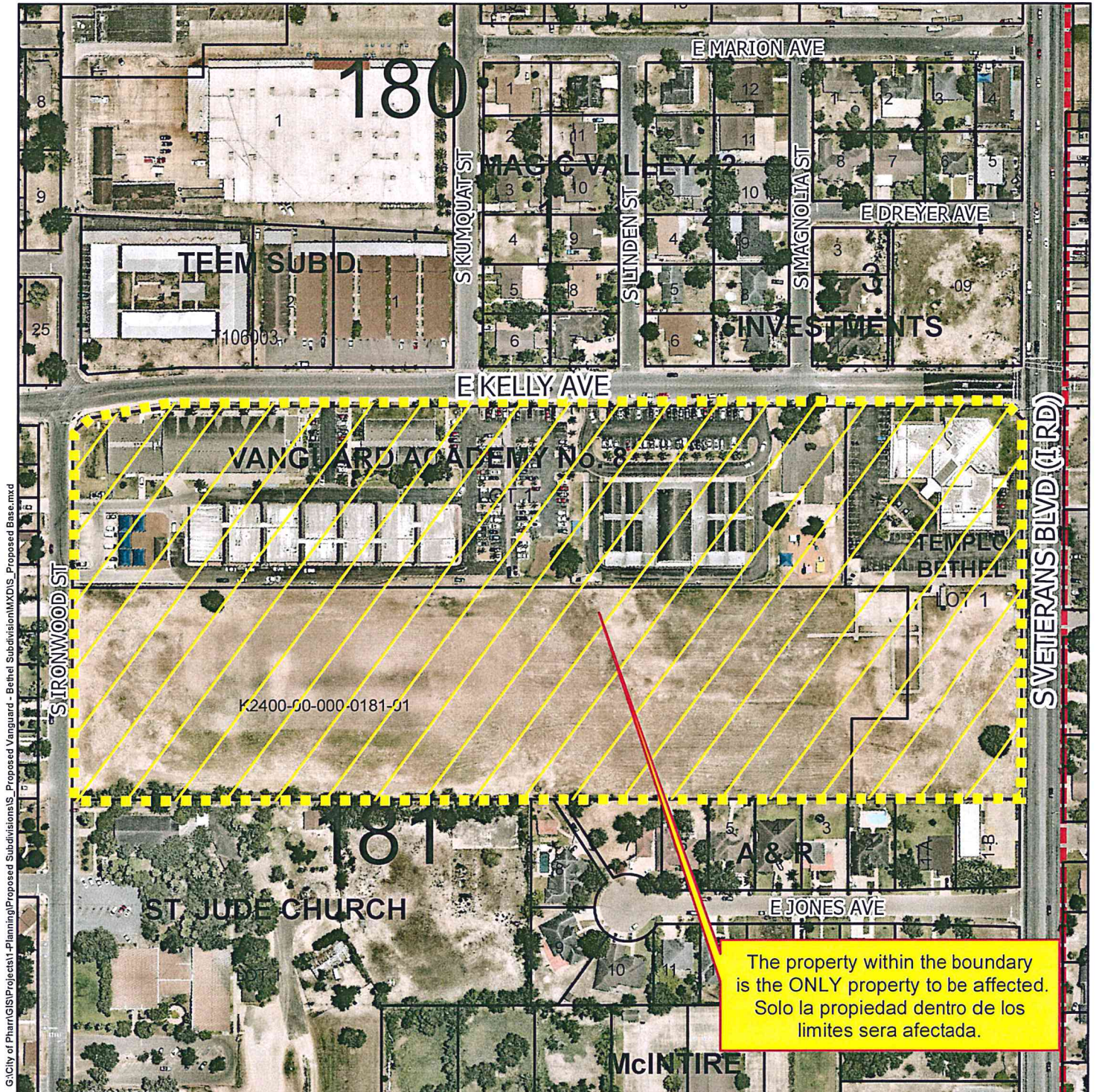
Max Lamyra 1288

myk #1327

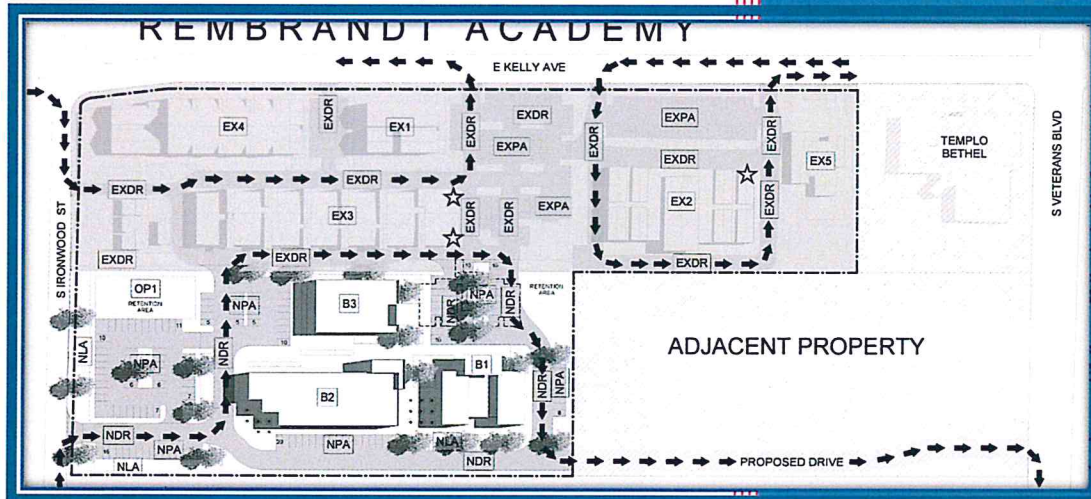


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VANGUARD ACADEMY REMBRANDT ELEMENTARY SCHOOL in Pharr, Texas



***A*LDANA ENGINEERING & TRAFFIC DESIGN, LLC**

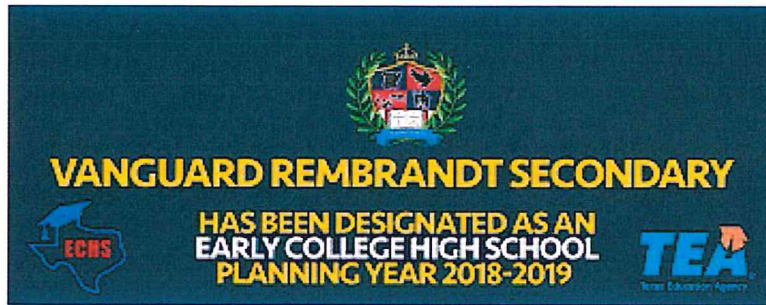
ENGINEERING CONSULTANTS
TEXAS REGISTERED ENGINEERING FIRM # F-9769

720 S. Texas Blvd.
Weslaco, Texas 78596

Tel: (956) 968-4373
Fax: (956) 968-5803

www.aetdengineers.com

October 22, 2018



**VANGUARD ACADEMY
PHARR, TEXAS
Traffic Impact Analysis**

The Impact of the Proposed
REMBRANDT SECONDARY SCHOOL
In Pharr, TX



Albert J. Aldana

October 22, 2018



***A*LDANA ENGINEERING & TRAFFIC DESIGN, LLC**

ENGINEERING CONSULTANTS

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EXECUTIVE SUMMARY

Vanguard Academy proposes to expand the Vanguard Rembrandt campus located on Kelly Ave between Magnolia St and Ironwood St in the City of Pharr, Texas. The Vanguard Rembrandt campus will be expanded to the south on an existing 5-acre parcel of land and will include construction of a specialty classroom building, large gymnasium building, a small gymnasium building, additional parking, and internal circulation drives.

Vanguard Rembrandt consists of an Elementary School with an existing enrollment of 701 students, a Middle School and High School with an enrollment of 989 students. The enrollment at the elementary school will increase by 110 students to 811. The enrollment at the Middle School and High School will increase by 185 students to 1,174 students. Overall, it is expected that after completion of the proposed campus expansion, the total enrollment at Vanguard Rembrandt will increase by 295 students from 1,690 to 1,985 students.

This traffic impact study evaluated the impacts of the traffic that will be generated by the proposed Vanguard Rembrandt Campus Expansion Project. Based on the traffic analyses of the existing and projected Year 2020 traffic scenarios, the conclusions, and recommendations for the proposed project are as follows:

- Kelly Ave should be restriped to accommodate two westbound lanes and one eastbound lane. This improvement will provide more capacity for westbound traffic during morning and afternoon student drop-off and pick-up movements. This recommendation is graphically depicted in **Appendix A**.
- Security Patrols should continue to direct traffic flows into and out of Rembrandt Academy during morning and afternoon arrival and departure times. This includes the driveways for ingress and egress movements to Rembrandt Elementary; the proposed ingress driveways along Ironwood St and the proposed egress driveway on Kelly Ave at Kumquat St. Under no circumstances should the morning and afternoon parent/student drop-off/pick-up movements occur without traffic control by security patrol personnel. It is also recommended that the security patrols be given further training on safe traffic control practices.
- It is anticipated that vehicular queues will form along eastbound Kelly Ave between Ironwood St and Dogwood St during the afternoon release hours as parents begin to arrive approximately 45 minutes to an hour prior to student release time. Also, vehicle queues will continue to form along Ironwood St to Sam Houston Blvd and east to Veterans Rd as parents begin to arrive early to pick-up students. These queues dissipate quickly after the release of students.
- The proposed driveway onto Veterans Rd is required; it is recommended that it operate as a right only driveway. If left turn movements are permitted this could severely deteriorate northbound Veterans Rd traffic flow and hamper traffic safety.
- It is recommended that the traffic flows as proposed in the Vanguard Rembrandt Masterplan be strictly adhered to not create additional delays to traffic along Kelly Ave, Ironwood St, and Veterans Rd.

This proposed project will not have a detrimental impact on Kelly Ave and Ironwood St nor the existing signalized study intersection. It is recommended that the proposed Vanguard Rembrandt Expansion Project be approved as proposed.

1.0 INTRODUCTION

This *traffic impact analysis* was requested to perform an in-depth examination of the traffic to be generated by the proposed expansion of the Vanguard Rembrandt Secondary Campus located on E. Kelly Ave in the City of Pharr, Texas.

Vanguard Rembrandt campus is presently located on 12 acres of land of which 5 acres are undeveloped. The campus will be expanded to the south on the undeveloped land and will include construction of a specialty classroom building, large gymnasium building, a small gymnasium building, additional parking, and internal circulation drives.

There is also an existing elementary school located within the campus which has an existing enrollment of 701 students. The existing enrollment at this elementary school will increase by 110 students to 811.

Overall, it is expected that after completion of the proposed campus expansion, the total enrollment at Vanguard Rembrandt will increase by 295 students from 1,690 to 1,985 students.

The project site is located on E. Kelly Ave between Magnolia St and Ironwood St.

The study limits for this project include E. Kelly Ave between Ironwood St and Veterans Rd.

Figure 1 in Appendix A illustrates the study area for this traffic impact analysis.

1.1 PURPOSE AND SCOPE

The purpose of this study was to evaluate the vehicular impacts of the proposed expansion of the Vanguard Rembrandt Campus on E. Kelly Ave.

The scope of this analysis included estimating the trip generation for this project during the A.M. and P.M. peak hours and preparing trip distribution and assignment. The following scenario and locations were evaluated.

The study scenario is as follows:

1. Existing Year 2018
2. Projected Year 2020 with Project

The study intersections were:

1. E. Kelly Ave at Veterans Rd

The following roadway segments are analyzed:

1. E. Kelly Ave between Ironwood St and Veterans Rd
2. Ironwood St between Kelly Ave and Jones Ave

1.2 PROJECT APPROACH

Aldana Engineering & Traffic Design (AETD) received specific information pertaining to this proposed project. The information included the proposed site plan for the proposed expansion of the existing Vanguard Rembrandt Campus.

Next AETD calculated the trip generation based on Trip Generation Rates published by the Institute of Transportation Engineers, for the A.M. peak hour and the P.M. peak hour of generator.

Then AETD prepared trip distribution and trip assignment for the proposed project. The trip distribution and trip assignment considered the proposed access locations and specific arriving and departing movements in estimating the arrival and departure patterns.

Following this, AETD added the newly assigned trips to the A.M peak hour traffic volumes--the A.M. peak hour was the worst case as determined during the trip generation calculations and the existing traffic counts.

Finally, AETD evaluated the Level of Service (LOS) at the study intersections and roadway segment. LOS analysis was performed for existing and post project conditions.

This study evaluated traffic operations during the roadway peak hours of 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 5:00 P.M. timeframe. The A.M. peak hour was determined to be the worst case, and thus it was used to perform specific analyses throughout.

2.0 EXISTING CONDITIONS

This section covers the existing conditions within the study area and the existing development site access and circulation conditions. The existing conditions were verified in field visits conducted by Aldana Engineering & Traffic Design on October 1st and 11th, 2018.

2.1 EXISTING ROADWAY CONDITIONS

Kelly Ave

The Kelly Ave segment under consideration runs east and west between Veterans Rd and Ironwood St. Kelly Ave is 40 feet wide and accommodates one lane of traffic in each direction. The roadway is centered on 60 feet of right of way. Kelly Ave is classified as a minor arterial and there are no programmed or planned roadway improvements near the project site. The existing speed limit along Kelly Ave between Veterans Rd and Ironwood St is 30 MPH.

Per traffic counts performed by AETD, Kelly Ave carries approximately 3,300 vehicles per day.

Ironwood St

The Ironwood St segment under consideration runs north and south between Kelly Ave and Jones Ave. Ironwood St is 30 feet wide curb and gutter roadway that accommodates one lane in each direction. Ironwood St carries approximately 1,100 vehicles per day.

2.2 EXISTING SITE ACCESS AND CIRCULATION CONDITIONS

The project site presently sits on approximately 14 acres of land. There is Rembrandt Elementary School is located on the east side of the property with two access driveways along Kelly Ave. One driveway is used for ingress and one is used for egress movements.

Rembrandt Secondary School is located in the middle of the property and is presently accessed from one driveway along Kelly Ave and one exit driveway on Ironwood St.

Morning traffic is controlled by security patrols who handle ingress movements along Kelly Ave. Traffic circulates into the Rembrandt Secondary School and drop-offs are made at designated points and traffic exits on two driveways located on Ironwood St. One of the driveways is designated as a right turn only and the other is designated as a left turn only movements. The morning parent/student drop-off movements flow smoothly even at its peak time when vehicles do accumulate on Kelly Ave.

Afternoon traffic however, is more disruptive. Security patrols also are used in the afternoon to control traffic movements into and out of the school campus. There are a significant number of vehicles that queue up along Ironwood St and Kelly Ave approximately one hour prior to release time. Vehicle queues extend along Ironwood St up to Sam Houston St and east along Sam Houston St to Veterans Rd. Vehicle queues also form on Kelly Ave between Linden St and Veterans Rd.

3.0 TRIP CHARACTERISTICS

This section covers the trip characteristics of the proposed expansion of Rembrandt Secondary School that will be added to Kelly Ave and Ironwood St. It is projected that proposed improvements will trigger approximately 300 daily vehicle trips. Trip generation, trip distribution, and trip assignment are covered.

3.1 TRIP GENERATION

3.1.1 Input Parameters

The Rembrandt Secondary improvements will provide for an additional 300 students and is expected to generate additional vehicle trips on Kelly Ave. The corresponding Institute of Transportation Engineers (ITE) land use code and independent variable, namely, number of students are summarized and illustrated in **Table 3.1-1** below.

Table 3.1-1
Proposed Land Use

Land Use	ITE Code	# of Students
High School	530	300

Institute of Transportation Engineers (ITE)

3.1.2 Trip Generation Values

Table 3.1-2 shows the estimated trip generation values for the proposed Rembrandt Secondary Project. These values were estimated based on existing student enrollment and school vehicle counts at the existing Vanguard Rembrandt Campus.

Table 3.1-2
Trip Generation Values

Land Use	Trip Generation								
	Average Weekday			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
530 High School	145	145	290	110	110	220	145	145	290

Aldana Engineering & Traffic Design

3.2 TRIP DISTRIBUTION

Rembrandt Campus Masterplan has developed a well-established traffic flow plan for drop-off and pick-up movements. The proposed traffic flow provides two lanes of traffic at all ingress and egress locations. Inbound traffic will come in off two driveways on Ironwood St and will exit onto Kelly Ave and Veterans Rd.

Parent drop-offs and pick-ups for the elementary school occur via two existing driveways on Kelly Ave. Traffic circulates in a counterclockwise flow with one driveway for ingress and one for egress movements. This traffic circulation will remain unchanged for the elementary school.

Parent drop-offs and pick-up for the middle school will be accommodated by the driveway closest to Kelly Ave. Vehicles will exit onto Kelly Ave on the north side of campus.

Parent drop-offs and pick-ups for the high school will be accommodated by a newly proposed driveway to be located on the southern property boundary. Vehicles will exit onto Veterans Rd via a proposed exit driveway along the southern boundary of the adjacent property. Right turn only movements are

Figure 2 in **Appendix A** graphically illustrates the trip distribution for the proposed Vanguard Rembrandt Expansion Project.

3.3 TRIP ASSIGNMENT

It was observed that the worst hour of the day was the PM peak hour. During the PM peak hour, there are numerous vehicles along Ironwood St and Veterans Rd that begin to queue approximately one hour before student release time. **Table 3.3-1** shows PM peak hour trip assignments at each campus access location.

Table 3.3-1
PM Peak Hour Trip Assignments

Access Driveways Distribution	Entering	Exiting
Elementary School	520	520
Middle School	360	360
High School	290	290

Figure 3 in **Appendix A** graphically illustrates the trip assignment for this project.

4.0 ANALYSES

This section presents analysis of the traffic volumes and Level of Service for the existing 2018 and projected 2020 conditions—when the project is expected to be completed and fully operational.

4.1 TRAFFIC VOLUMES

Twenty-four-hour counts were collected for Kelly Ave between Veterans Rd and Ironwood St and on Veterans Rd, south of Kelly Ave. The ADT counts were collected between Thursday, September 27th and Monday, October 1, 2018. Projected 2020 conditions were developed using existing traffic counts as well as trip assignment volumes. These volumes serve as the input parameters for the Level of Service analysis to follow.

Table 4.1-1 shows average daily traffic (ADT) counts collected.

Table 4.1-1
ADT Traffic Counts

No.	Roadway Segment	ADT	
		EB/WB NB/SB	TOTAL
1	Kelly Ave (Veterans to Ironwood St)	1,997 / 1,644	3,641
2	Ironwood St (South of Kelly Ave)	956 / 346	1,302
3	Veterans Rd (South of S. Kelly Ave)	13,171 / 13,080	26,251

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Turning movement counts (TMC) were also collected at the intersection of Kelly Ave and Veterans Rd. TMC's were collected on Thursday, October 11th, during the AM and PM Peak Hour.

TMC counts during the AM and PM peak hour are included in the **Appendix B**.

4.2 LEVEL OF SERVICE ANALYSIS

Level of Service (LOS) is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of service measures such as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from "A" to "F", with LOS "A" representing the best operating conditions and "F" the worst. Each LOS represents a range of operating conditions and the driver's

VANGUARD REMBRANDT SECONDARY Traffic Impact Analysis

perception of those conditions. A LOS "C" rating is commonly considered acceptable.

4.2.1 INTERSECTION ANALYSIS

Synchro Software was used to analyze existing and projected conditions for the study intersection during the P.M. peak hour of school operation.

LOS analysis for existing conditions at the study intersection shows that operations at each of the intersection is acceptable.

Table 4.2-1 summarizes the LOS result per approach for analysis of the intersection based on the existing P.M. peak hour traffic (worst case).

**Table 4.2-1
Existing Intersection Level of Service**

Intersection LOS Analysis (Signalized)			
No.	Intersection	P.M. Peak Hour	
		Ctrl Delay (S/Veh)	LOS
1	Kelly Ave at Veterans Rd	13.2	B

Reported Level of Service is for signalized Intersection, Synchro Software

A LOS analysis of post project conditions was also performed at the study intersection.

Per analysis of conditions after the project is completed, the study intersection is projected to operate at an acceptable Level of Service as shown in **Table 4.2-2** below.

**Table 4.2-2
Post Project Intersection Level of Service**

Intersection LOS Analysis (Signalized)			
No.	Intersection	P.M. Peak Hour	
		Ctrl Delay (S/Veh)	LOS
1	Kelly Ave at Veterans Rd	14.0	B

Reported Level of Service is for signalized Intersection, Synchro Software

Synchro LOS Output Sheets can be found in **Appendix C**.

VANGUARD REMBRANDT SECONDARY Traffic Impact Analysis

4.2.2 ROADWAY SEGMENT ANALYSIS

A Volume to Capacity Ratio analysis was used to analyze existing and projected conditions for the study roadway segments. LOS analysis for existing conditions for roadway segments resulted in acceptable LOS. All existing roadways presently operate at LOS A or the best LOS.

Table 4.2-3 summarizes the Level of Service result for each study roadway segment.

**Table 4.2-3
Existing Roadway Segment Level of Service**

Roadway Segment LOS Analysis			
No.	Segment	Existing	
		V/C	LOS
1	Kelly Ave (Veterans Rd to Ironwood St)	0.37	A
2	Ironwood St (South of Kelly Ave)	0.22	A

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Per analysis of conditions after the proposed Vanguard Rembrandt Expansion Project is completed, the study roadway segments are projected to operate at the best LOS as shown in **Table 4.2-4** below.

**Table 4.2-4
Projected Roadway Segment Level of Service**

Roadway Segment LOS Analysis			
No.	Segment	Existing	
		V/C	LOS
1	Kelly Ave (Veterans Rd to Ironwood St)	0.45	A
2	Ironwood St (South of Kelly Ave)	0.27	A

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4.3 TRAFFIC OPERATIONS

Observations of traffic flows during morning and afternoon peak hour of school operations reveal that traffic control using security patrols is of utmost importance. Security patrols can safely direct traffic from Kelly Ave and Ironwood St into and out of the Vanguard Rembrandt campus driveways.

The critical period of school operations occurs in the afternoon as parents begin to arrive approximately 30 to 45 minutes prior to school release time. This early arrival causes long vehicle queues to form along Kelly Ave between Kumquat St and Veterans Rd and along Ironwood St between the west campus driveways and Sam Houston Blvd and to the east along Sam Houston Blvd to Veterans Rd.

The morning school operations during the parent/student drop-offs runs effectively using the security patrols who direct traffic at each driveway. Since traffic moves continuously as each drop-off occurs, the same traffic issues that present themselves in the afternoon are virtually non-existent during the morning peak hour. However, it was observed, that without the security patrols controlling traffic, movements into and out of the campus would be chaotic.

The existing signalized intersection at Kelly Ave and Veterans Rd is impacted between 3:00 and 3:45 PM by the vehicle queues along westbound Kelly Ave. The westbound queues prevent northbound left turn movements at the intersection since there is only one westbound lane. Since there aren't many eastbound left turn movements during this time, northbound left turners use the eastbound left turn lane as a westbound lane to perform the left turn movement. These vehicles then proceed to use the center turn lane as a westbound through lane. This problem lasts for approximately 45 minutes until vehicle queues begin to move when students are released, and parents begin picking up students.

It was observed that this similar situation occurs at the intersection of Veterans Rd and Sam Houston Blvd, although not as significantly as at Kelly Ave. This situation also dissipates rather quickly once traffic starts moving and student pick-up operations begin.

5.0 CONCLUSIONS & RECOMMENDATIONS

This *traffic impact analysis* was requested to perform an in-depth examination of the traffic to be generated by the proposed Expansion Project for Vanguard Rembrandt in Pharr, Texas. This study evaluated existing and post project conditions to determine if any mitigations are necessary resulting from the construction of this project. The study findings and recommendations are as follows:

Vanguard Rembrandt Trip Generation (2018):

- ❖ Additional Average Weekday: **290** Trips
- ❖ Additional A.M. Peak Hour: **220** Trips
- ❖ Additional P.M. Peak Hour: **290** Trips

Existing Conditions Analyses:

Kelly Ave

- Kelly presently carries approximately 3,650 vehicles per day in the segment between Veterans Rd and Ironwood St. Kelly Ave has ample capacity and can carry up to 10,000 vehicles per day. Additionally, the Kelly Ave study segment operates at LOS "A" which is the best LOS.

Ironwood St

- Ironwood St presently carries approximately 1,300 vehicles per day in the segment south of Kelly Ave. Ironwood St can carry up to 6,000 vehicles per day. Additionally, the Ironwood St study segment operates at LOS "A" which is the best LOS.

Study Intersection

- The intersection of Kelly Ave at Veterans Rd presently operates at LOS "B" during morning and afternoon peak periods which is the adequate.

Post Project Analyses (with Vanguard Rembrandt Expansion):

Kelly Ave

- Analysis of projected conditions for the study roadway segment results in an acceptable Level of Service. Kelly Ave segment is expected to continue operating at the best LOS of "A". The roadway will experience traffic queues between Ironwood St and Dogwood St.

VANGUARD REMBRANDT SECONDARY

Traffic Impact Analysis

- Ironwood St

- Analysis of projected conditions for Ironwood St results in acceptable Level of Service. Ironwood St is expected to operate as LOS A. However, Ironwood St will continue to experience limited capacity in the afternoon as parents arrive early to pick up students and form queues that extend to Sam Houston Blvd and then east to Veterans Rd.

Study Intersection

- After the project is complete, the signalized intersection of Kelly Ave at Veterans Rd is projected to operate at LOS "B" which is acceptable. In the afternoon, parents queueing along westbound Kelly Ave hinder the northbound left turn movement. Northbound left turn movements (approximately 50 vehicles during peak hour) must be made using the eastbound left turn lane when no vehicles are there. This occurs for approximately 30 minutes prior to school release time.

Recommendations

The following recommendations are made to improve traffic operations along Kelly Ave at the project site:

- Kelly Ave should be restriped to accommodate two westbound lanes and one eastbound lane. This improvement will provide more capacity for westbound traffic during morning and afternoon student drop-off and pick-up movements. This recommendation is graphically depicted in **Appendix A**.
- Security Patrols should continue to direct traffic flows into and out of Rembrandt Academy during morning and afternoon arrival and departure times. This includes the driveways for ingress and egress movements to Rembrandt Elementary; the proposed ingress driveways along Ironwood St and the proposed egress driveway on Kelly Ave at Kumquat St. Under no circumstances should the morning and afternoon parent/student drop-off/pick-up movements occur without traffic control by security patrol personnel. Additionally, it is recommended that security patrols be given further training in safe traffic control practices and that traffic control devices such as traffic cones be used to channelize traffic so that smoother traffic movements are provided during the morning and afternoon arrival/departure times. Any traffic control devices used should be promptly removed after school traffic subsides.
- It is anticipated that vehicular queues will form along eastbound Kelly Ave between Ironwood St and Dogwood St during the afternoon release hours as parents begin to arrive approximately 45 minutes to an hour prior to student release time. Also, vehicle queues will continue to form along Ironwood St to Sam Houston Blvd and east to Veterans Rd as parents begin to arrive early to pick-up students.

VANGUARD REMBRANDT SECONDARY Traffic Impact Analysis

- The proposed driveway onto Veterans Rd is required; it is recommended that it operate as a right only driveway. If left turn movements are permitted this could severely deteriorate northbound Veterans Rd traffic flow and hamper traffic safety.
- It is recommended that the traffic flows as proposed in the Vanguard Rembrandt Masterplan be strictly adhered to not create additional delays to traffic along Kelly Ave, Ironwood St, and Veterans Rd.

Overall Impacts and Conclusion:

- Based on traffic analyses for the study roadway segments and study intersection, it is expected that this project **will not result in a detrimental impact**.
- **It is recommended that this project be approved with the mitigating recommendations presented herein.**

6.0 PROJECT TEAM AND REFERENCES

Project Team:

Project Manager: Maria D. Muñoz
VANGUARD ACADEMY

Traffic Engineer: Albert J. Aldana, P.E.
ALDANA ENGINEERING & TRAFFIC DESIGN, LLC

References:

HCM2010 Highway Capacity Manual, Transportation Research Board, 2010.

Procedures for Establishing Speed Zones, Texas Department of Transportation, 2015.

Synchro plus SimTraffic, software, Version 10.0, Trafficware, 2017.

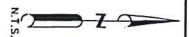
Trip Generation Manual, Institute of Transportation Engineers (ITE)

Texas Manual of Uniform Traffic Control Devices (TxMUTCD), Texas Department of Transportation, 2011.

APPENDIX A

FIGURES

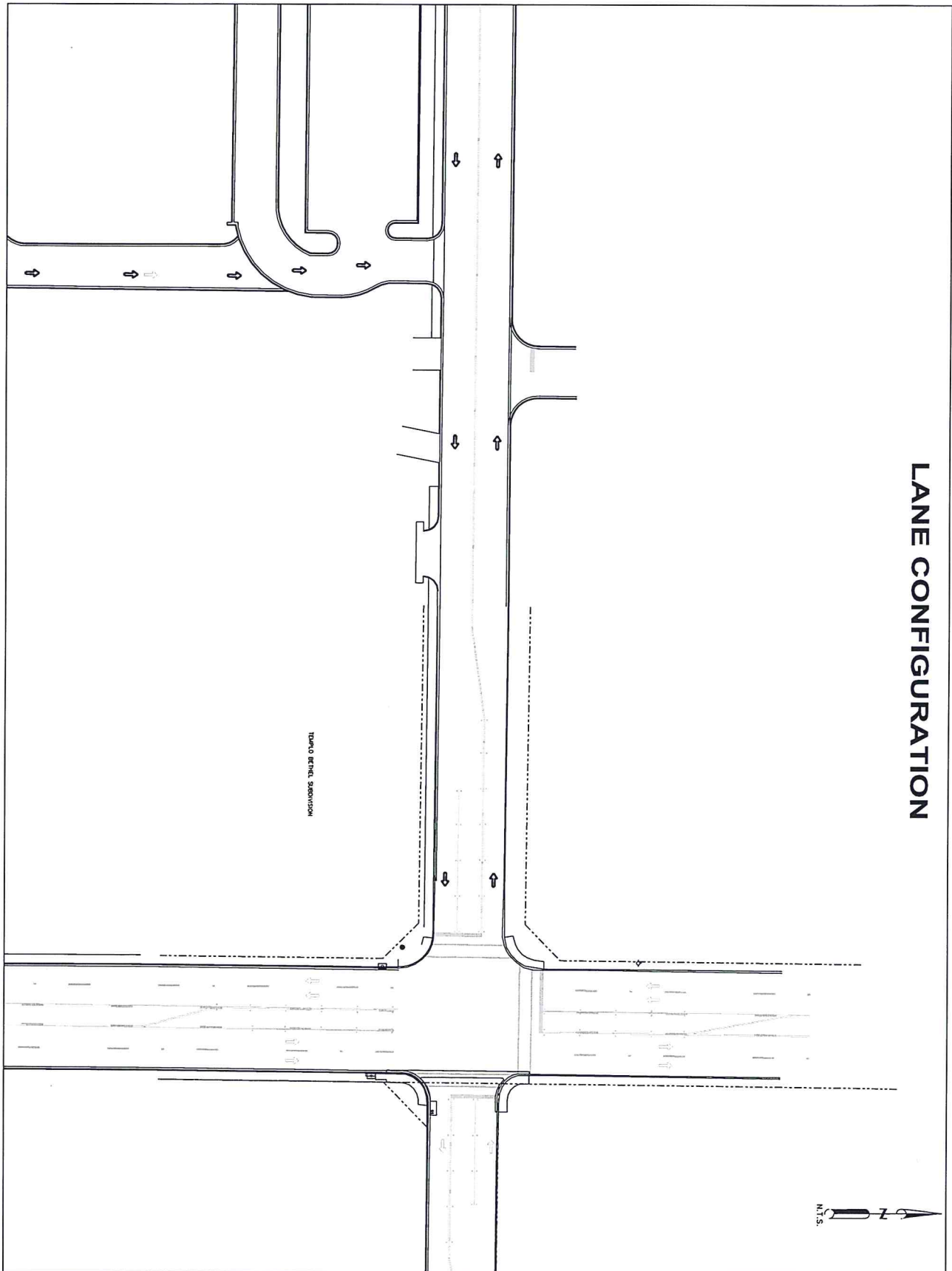
TRIP GENERATION



TRIP GENERATION (REMBRANDT SECONDARY)		
VEHICLE TRIPS GENERATED	IN	OUT
A.M. PEAK HOUR = 220	110	110
* P.M. PEAK HOUR = 290	145	145
AVERAGE WEEKDAY = 290	145	145

* WORST CASE

LANE CONFIGURATION



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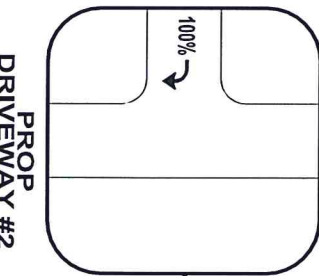
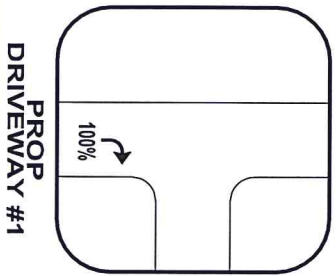
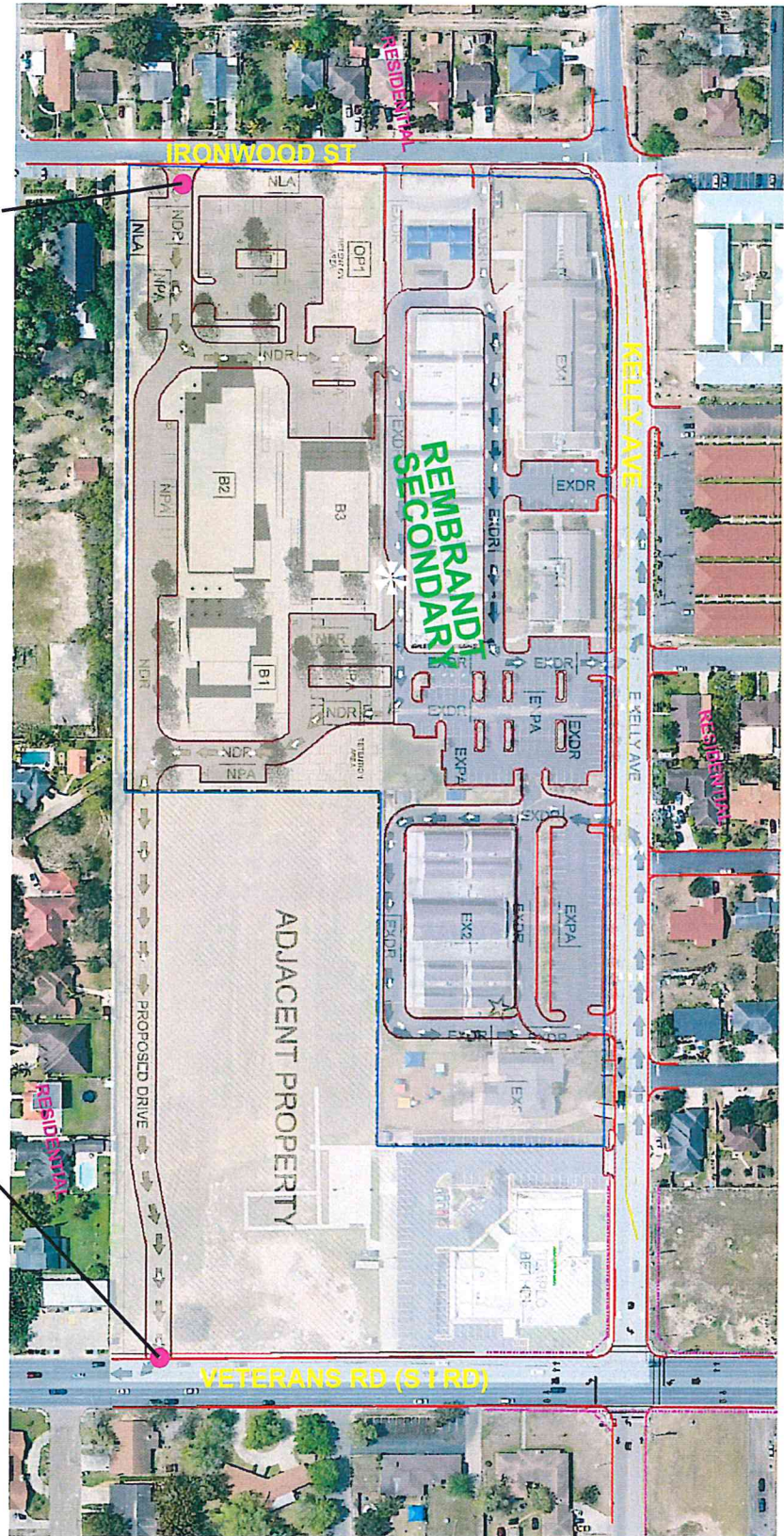

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 Off: (956) 968-4373
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 info@aetdengineers.com

Texas Registered Engineering Firm 7-9763

REMBRANDT SECONDARY TIA LANE CONFIGURATION

City: CITY OF PHARR, TEXAS		
Project: REMBRANDT SECONDARY TIA		
Client: VANGUARD ACADEMY		
Title: LANE CONFIGURATION		
Exhibit No. 1	Date: 10-12-18	Project Number: 218275

TRIP DISTRIBUTION



LEGEND

PROJECT SITE

TRIP DISTRIBUTION
PM PEAK HOUR
(Worst Case Scenario)



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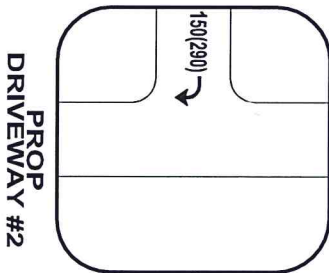
720 S. Texas Blvd.
Weslaco, Texas 78596
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Fax: (956) 968-5803

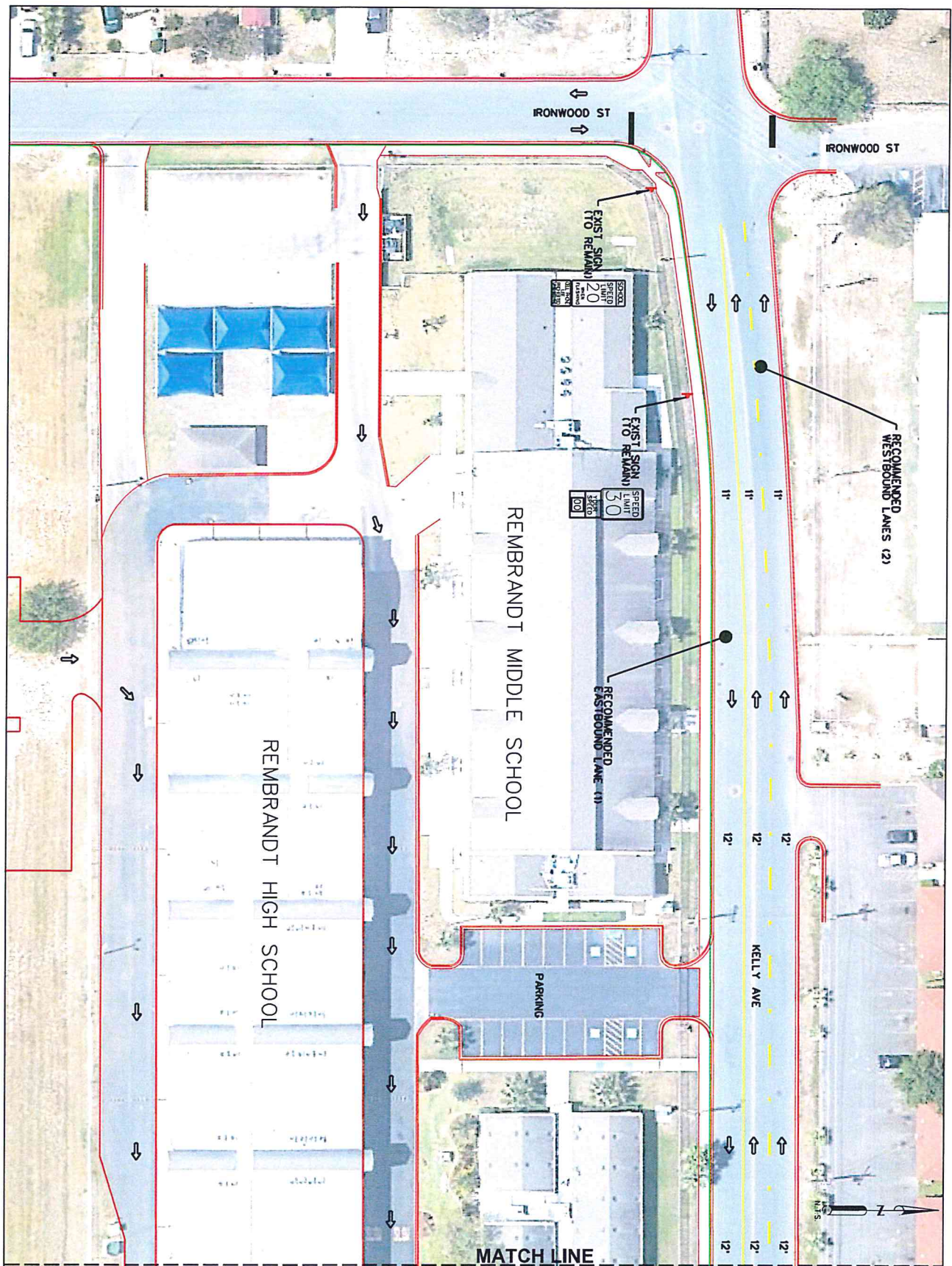
Texas Registered Engineering
Firm F-9769

info@aetdengineers.com

REMBRANDT SECONDARY TIA TRIP DISTRIBUTION

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Project:	REMBRANDT SECONDARY TIA		
Client:	VANGUARD ACADEMY		
Title:	TRIP DISTRIBUTION		
Exhibit No.	Date:	Project Number:	
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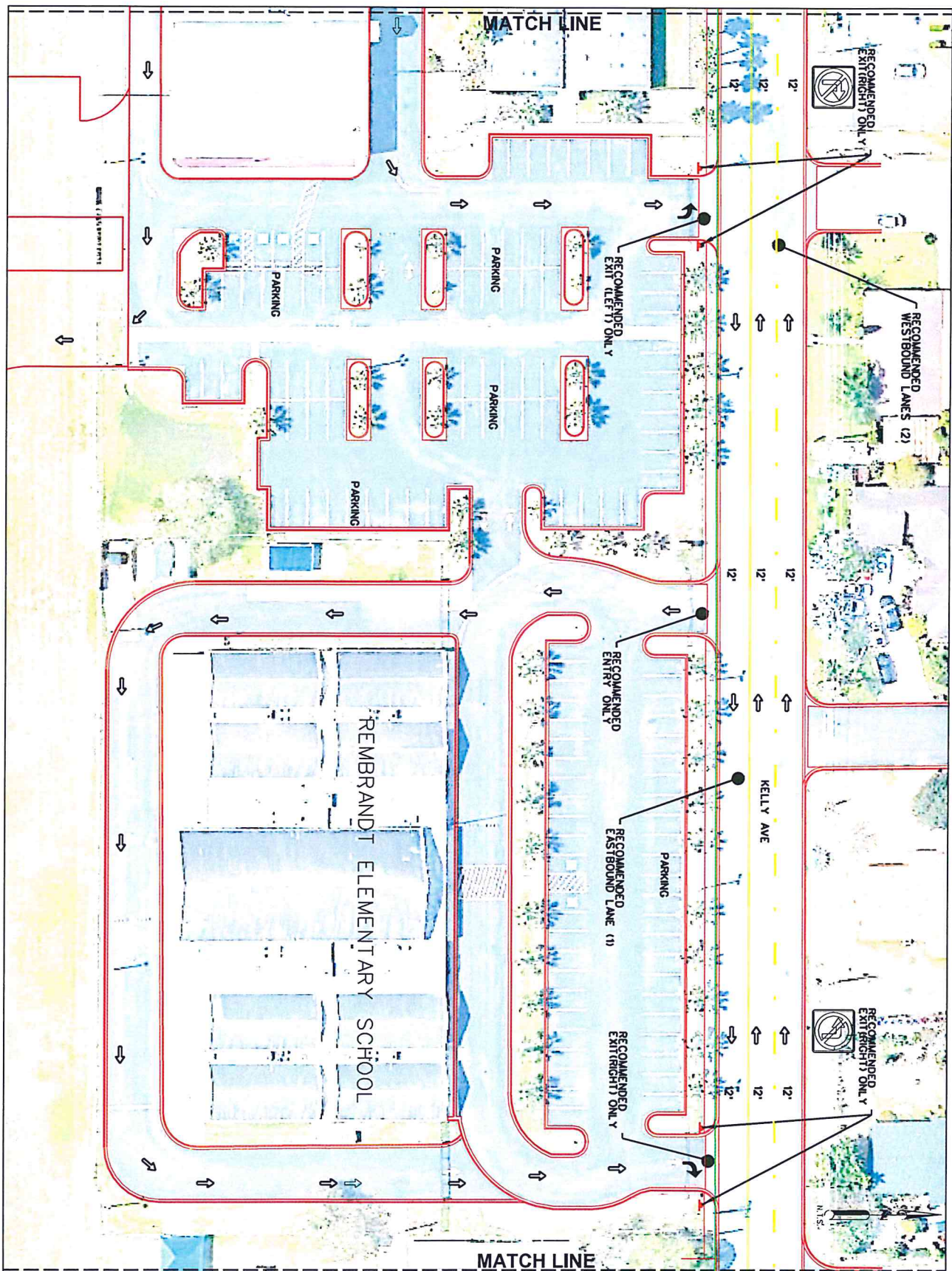
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REMBRANDT SECONDARY TIA RECOMMENDATIONS

City:	CITY OF PHARR, TEXAS	
Project:	REMBRANDT SECONDARY TIA	
Client:	VANGUARD ACADEMY	
Title:	RECOMMENDATIONS	
Exhibit No.	Date:	Project Number:
4	10-02-18	218275



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TRAFFIC ENGINEERING CONSULTANTS

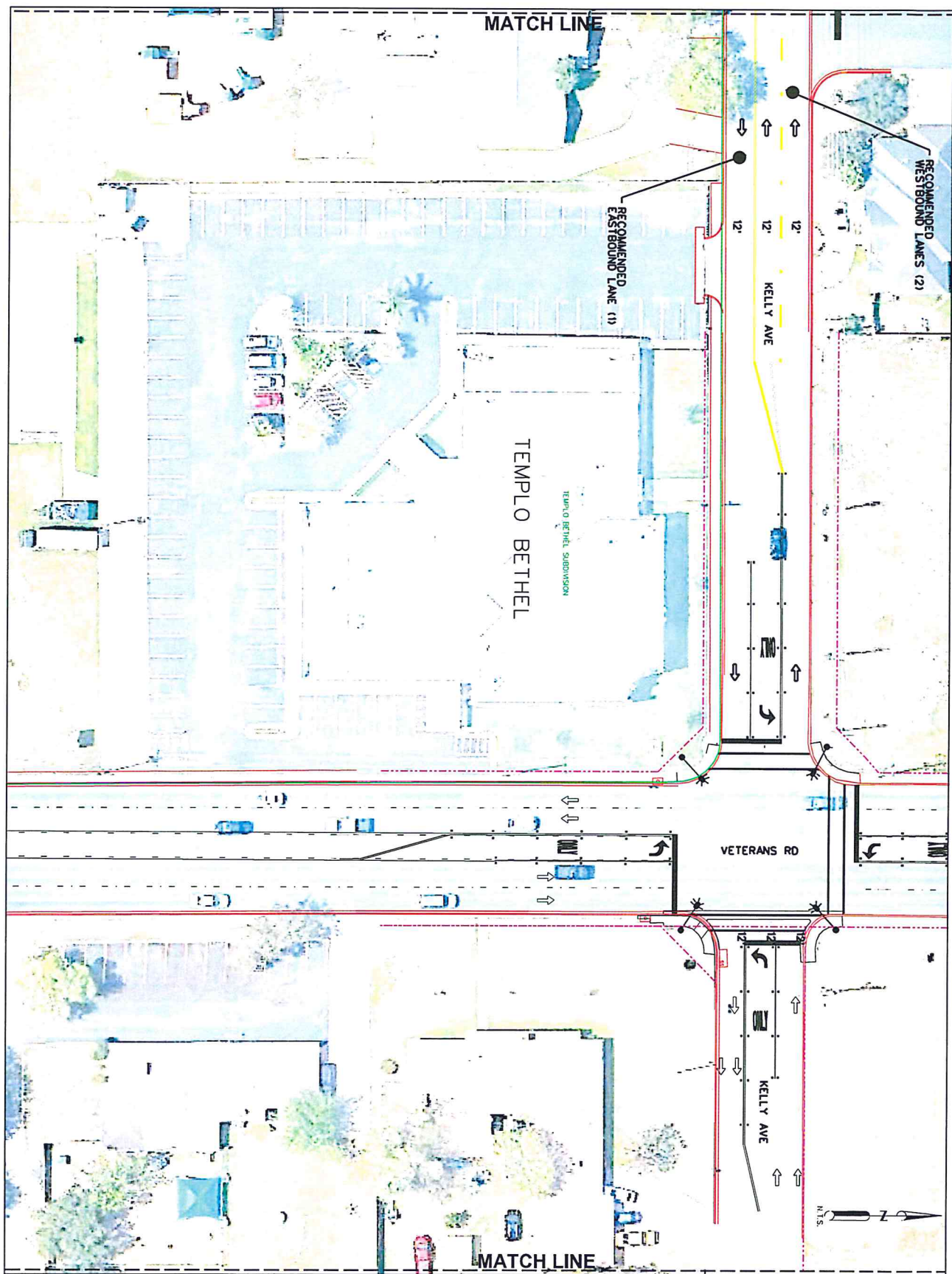


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REMBRANDT SECONDARY TIA RECOMMENDATIONS

City:	CITY OF PHARR, TEXAS	
Project:	REMBRANDT SECONDARY TIA	
Client:	VANGUARD ACADEMY	
Title:	RECOMMENDATIONS	
Exhibit No.	Date:	Project Number:
4	10-02-18	218275



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REMBRANDT SECONDARY TIA RECOMMENDATIONS

City: CITY OF PHARR, TEXAS		
Project: REMBRANDT SECONDARY TIA		
Client: VANGUARD ACADEMY		
Title: RECOMMENDATIONS		
Exhibit No. 4	Date: 10-02-18	Project Number: 218275

APPENDIX B

TRAFFIC COUNTS

Weekly Volumes

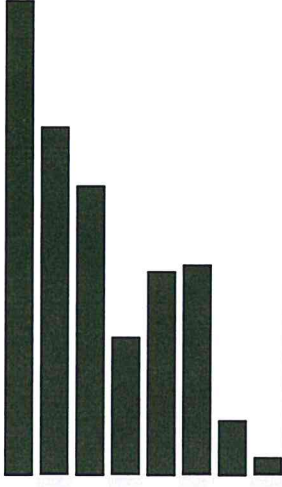
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Location: Veterans SO Kelly

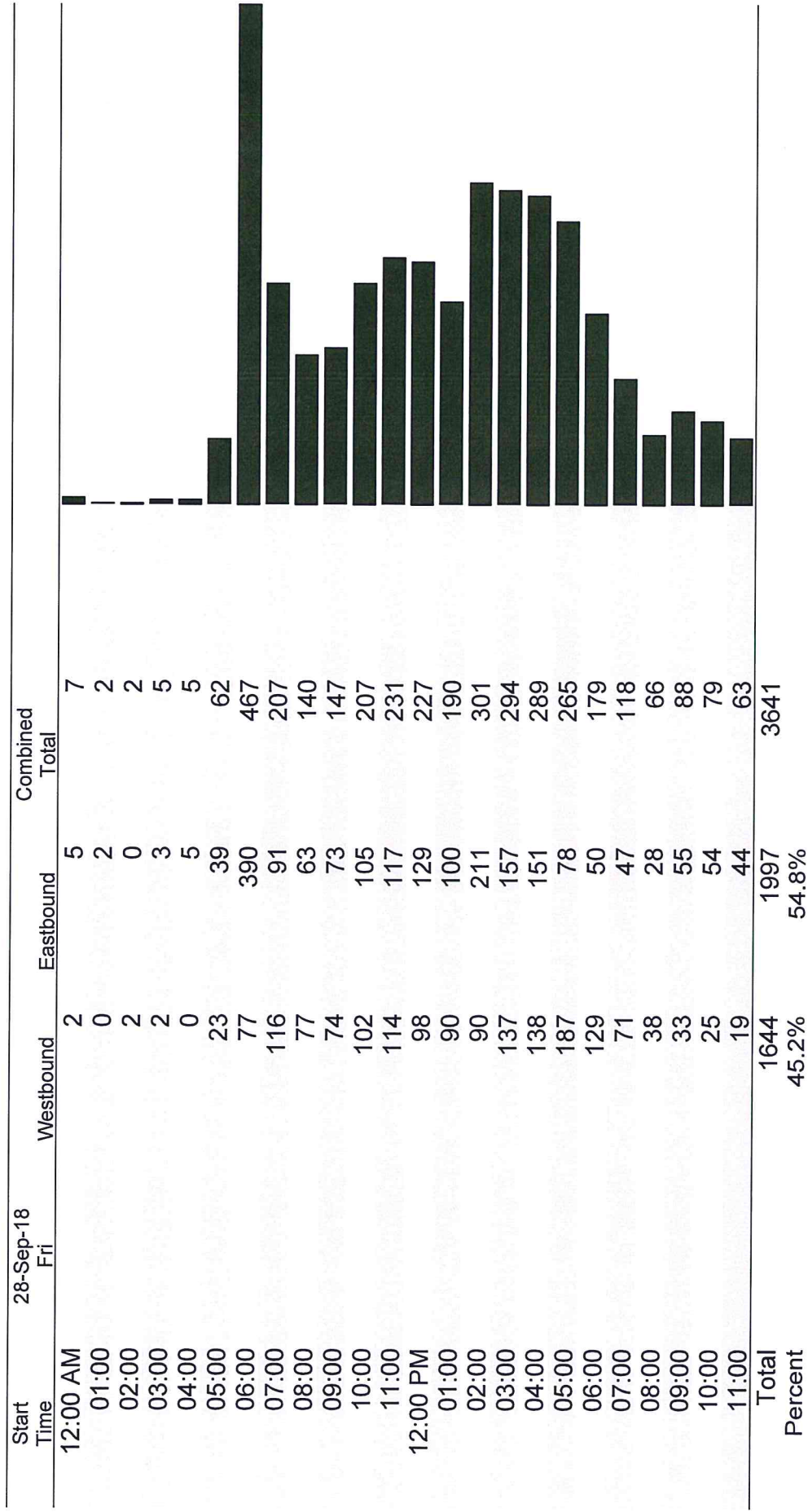
Week of 09/29/2018

Start Time	09/29 Sat	09/30 Sun	10/01 Mon	10/02 Tue	10/03 Wed	10/04 Thu	10/05 Fri	Average
	SB	SB	SB	SB	SB	SB	SB	SB
00:00	-	216	66	51	-	-	-	111
01:00	-	120	50	26	-	-	-	65
02:00	-	146	35	15	-	-	-	65
03:00	-	56	16	21	-	-	-	31
04:00	-	43	50	32	-	-	-	42
05:00	-	42	94	105	-	-	-	80
06:00	-	74	394	393	-	-	-	287
07:00	-	102	1034	1054	-	-	-	730
08:00	-	201	891	846	-	-	-	646
09:00	-	381	629	593	-	-	-	534
10:00	353	416	626	537	-	-	-	483
11:00	530	483	622	655	-	-	-	573
12:00	580	578	786	658	-	-	-	651
13:00	472	539	676	-	-	-	-	562
14:00	522	521	686	-	-	-	-	576
15:00	501	519	1250	-	-	-	-	757
16:00	428	562	1171	-	-	-	-	720
17:00	470	600	1109	-	-	-	-	726
18:00	485	566	972	-	-	-	-	674
19:00	454	529	674	-	-	-	-	552
20:00	482	520	503	-	-	-	-	502
21:00	450	340	413	-	-	-	-	401
22:00	358	265	219	-	-	-	-	281
23:00	301	147	114	-	-	-	-	187
Lane Total	-	7966	13080	4986	-	-	-	10236
Day Total	-	7966	13080	4986	-	-	-	10236
AM Peak	01:54	11:00	07:21	07:20	-	-	-	07:00
AM Count	585	479	1155	1183	-	-	-	730
PM Peak	12:00	16:59	15:33	12:00	-	-	-	15:00
PM Count	358	611	1497	658	-	-	-	757

ADT: 10373

Start Time	27-Sep-18 Thu	Westbound	Eastbound	Combined Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		0	0	0
04:00		174	187	361
05:00		193	72	265
06:00		167	53	220
07:00		59	46	105
08:00		57	98	155
09:00		38	122	160
10:00		17	25	42
11:00		7	7	14
Total		712	610	1322
Percent		53.9%	46.1%	

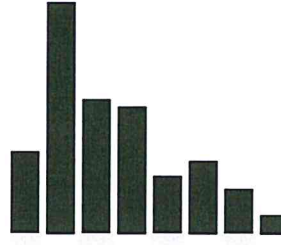




Start Time	29-Sep-18 Sat	Westbound	Eastbound	Combined Total
12:00 AM		3	3	6
01:00		6	6	12
02:00		3	1	4
03:00		1	3	4
04:00		3	2	5
05:00		6	8	14
06:00		31	10	41
07:00		45	31	76
08:00		31	35	66
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
Total		129	99	228
Percent		56.6%	43.4%	
Grand Total		2485	2706	
Percentage		47.9%	52.1%	

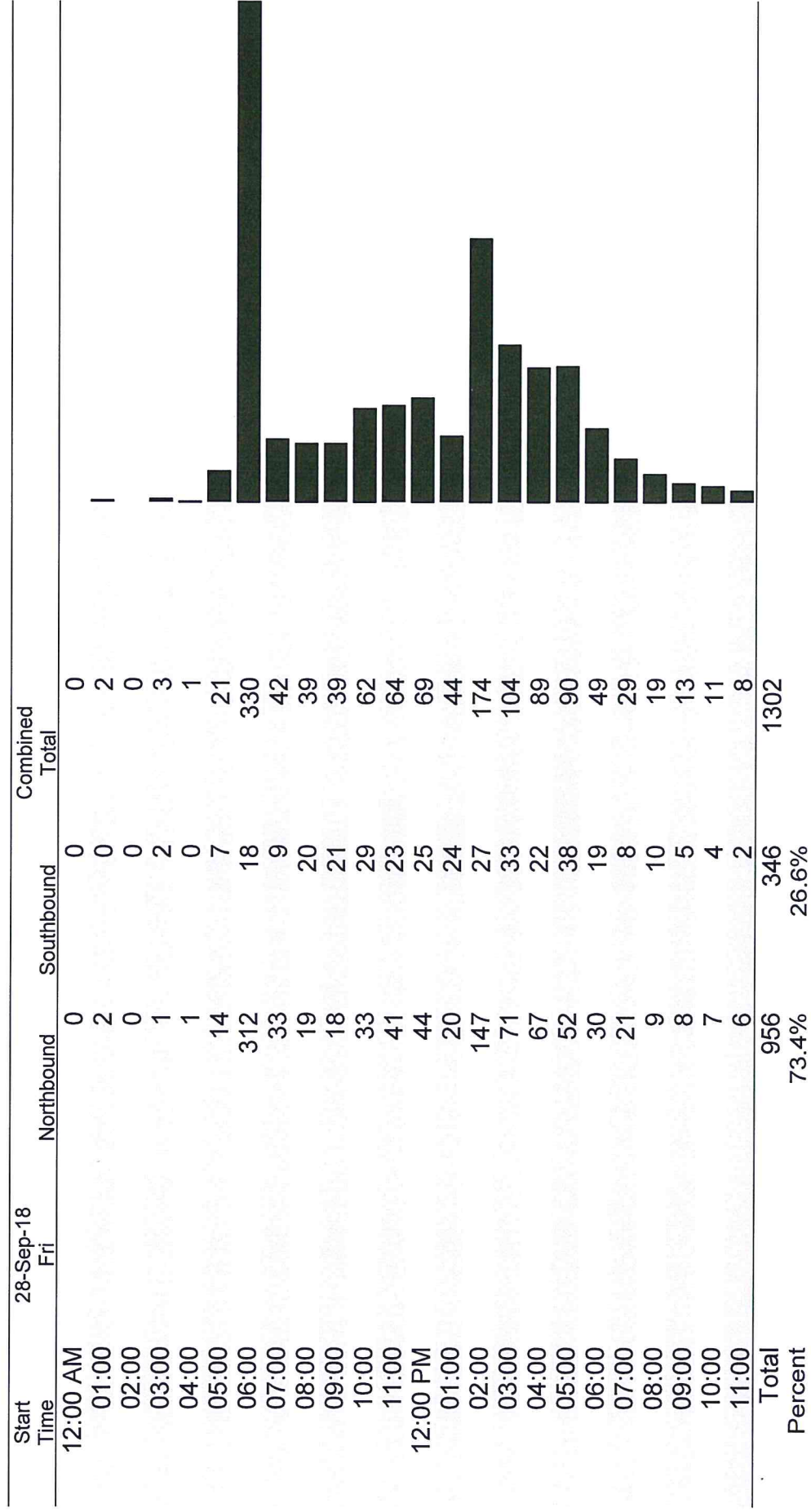
ADT 3,247 AADT 3,247

Start Time	27-Sep-18 Thu	Northbound	Southbound	Combined Total
12:00 AM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		20	24	44
04:00		91	33	124
05:00		40	32	72
06:00		29	39	68
07:00		14	17	31
08:00		21	18	39
09:00		16	8	24
10:00		5	5	10
11:00		0	0	0
Total		236	176	412
Percent		57.3%	42.7%	





Site Code: IRONWOOD SO KELLY
Station ID:



Start Time	29-Sep-18 Sat	Northbound	Southbound	Combined Total
12:00 AM		1	0	1
01:00		0	0	0
02:00		0	0	0
03:00		2	1	3
04:00		0	0	0
05:00		4	1	5
06:00		4	3	7
07:00		14	15	29
08:00		14	7	21
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
12:00 PM		*	*	*
01:00		*	*	*
02:00		*	*	*
03:00		*	*	*
04:00		*	*	*
05:00		*	*	*
06:00		*	*	*
07:00		*	*	*
08:00		*	*	*
09:00		*	*	*
10:00		*	*	*
11:00		*	*	*
Total		39	27	66
Percent		59.1%	40.9%	
Grand Total		1231	549	
Percentage		69.2%	30.8%	

ADT

ADT 1,115

AADT 1,115

Standard Report

Location: Veterans @ Kelly

Unit ID: AETD #2

Study Date: Thursday October 11, 2018

Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
15:07	4	76	10	90	3	0	0	2	5	8	68	0	76	3	2	7	178
15:15	4	118	11	133	4	0	10	14	4	5	164	4	173	9	4	13	346
15:30	6	168	20	194	1	3	12	16	14	14	119	3	136	43	6	54	449
15:45	5	164	20	189	3	4	5	12	18	18	187	2	207	52	7	71	538
Subtotal	19	526	61	606	11	7	29	47	45	538	9	592	107	19	140	266	1511
16:00	6	154	21	181	3	4	3	10	15	15	169	1	185	37	9	52	474
16:15	10	190	30	230	3	7	11	21	9	236	5	250	34	11	19	64	565
16:30	1	49	7	57	1	0	2	3	2	56	5	63	1	3	2	6	129
Total	36	919	119	1074	18	18	45	81	71	999	20	1090	179	42	213	434	2679
Table %	1.3	34.3	4.4	40.1	0.7	0.7	1.7	3.0	2.7	37.3	0.7	40.7	6.7	1.6	8.0	16.2	100.0
Intersection %	1.3	34.3	4.4	40.1	0.7	0.7	1.7	3.0	2.7	37.3	0.7	40.7	6.7	1.6	8.0	16.2	100.0
Approach %	3.4	85.6	11.1	100.0	22.2	22.2	55.6	100.0	6.5	91.7	1.8	100.0	41.2	9.7	49.1	100.0	-
Total Approach %	3.4	85.6	11.1	100.0	22.2	22.2	55.6	100.0	6.5	91.7	1.8	100.0	41.2	9.7	49.1	100.0	-
Peak Hour	15:30	15:30	15:30	15:30	15:07	15:30	15:30	15:30	15:30	15:30	15:30	15:45	15:30	15:30	15:30	15:30	15:30
Peak Total	27	676	91	794	11	18	31	59	56	711	13	778	166	33	196	395	2026
Peak Factor (PHF)	0.7	0.9	0.8	0.9	0.7	0.6	0.6	0.7	0.8	0.8	0.6	0.8	0.8	0.8	0.7	0.8	0.6

Standard Report

Location: Kelly at Rembrandt
Unit ID: AETD #3
Study Date: Thursday October 11, 2018
Interval: 15 minutes

	Southbound				Westbound				Northbound				Eastbound				Grand Total
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	
07:05	0	9	2	11	42	14	0	56	0	0	0	0	4	13	29	46	113
07:15	4	42	7	53	78	12	1	91	0	0	0	0	7	38	89	134	278
07:30	0	64	9	73	62	21	0	83	0	0	0	0	8	37	84	129	285
07:45	4	40	11	55	48	23	2	73	8	12	1	21	4	38	51	93	242
Subtotal	8	155	29	192	230	70	3	303	8	12	1	21	23	126	253	402	918
Total	8	155	29	192	230	70	3	303	8	12	1	21	23	126	253	402	918
Table %	0.9	16.9	3.2	20.9	25.1	7.6	0.3	33.0	0.9	1.3	0.1	2.3	2.5	13.7	27.6	43.8	100.0
Intersection %	0.9	16.9	3.2	20.9	25.1	7.6	0.3	33.0	0.9	1.3	0.1	2.3	2.5	13.7	27.6	43.8	100.0
Approach %	4.2	80.7	15.1	100.0	75.9	23.1	1.0	100.0	38.1	57.1	4.8	100.0	5.7	31.3	62.9	100.0	-
Total Approach %	4.2	80.7	15.1	100.0	75.9	23.1	1.0	100.0	38.1	57.1	4.8	100.0	5.7	31.3	62.9	100.0	-
Peak Hour	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05	07:05
Peak Total	8	155	29	192	230	70	3	303	8	12	1	21	23	126	253	402	918
Peak Factor (PHF)	0.5	0.6	0.7	0.7	0.7	0.8	0.4	0.8	0.3	0.3	0.3	0.3	0.7	0.8	0.7	0.8	0.8

‘ ’

GPS Coordinates:

Day of week: Thursday

Analyst: terry

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:30	0	0	0	0	0	69	0	2	73	0	0	0	144
15:45	0	6	0	0	0	101	0	3	86	0	0	0	196
16:00	0	5	0	0	0	47	0	14	13	0	0	0	79

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:30	0	0	0	0	0	69	0	2	73	0	0	0	144
15:45	0	6	0	0	0	101	0	3	86	0	0	0	196
16:00	0	5	0	0	0	47	0	14	13	0	0	0	79

[illegible]

Intersection Count Summary

15:30 - 16:10

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	11	0	0	0	217	0	19	172	0	0	0	419

Vehicle Summary

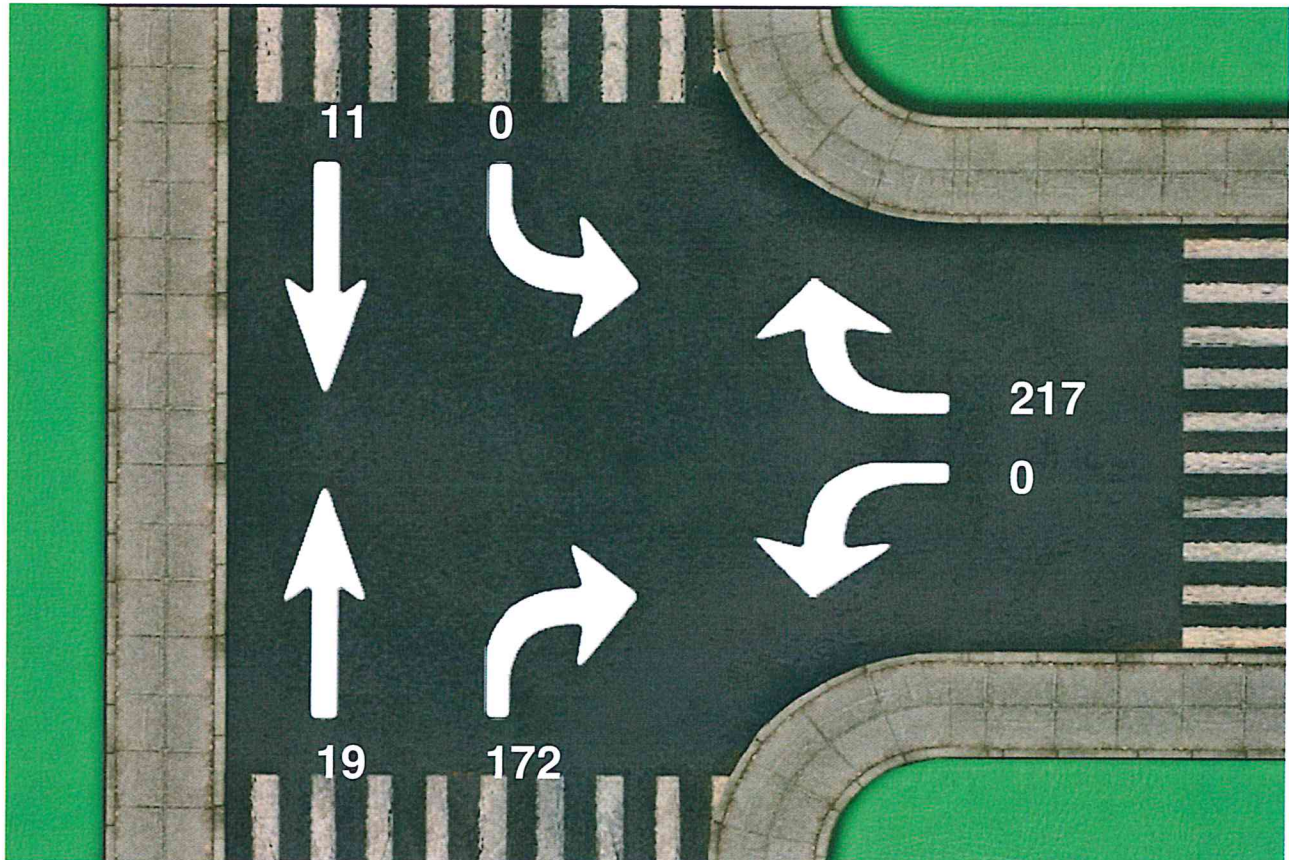
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	11	0	0	0	217	0	19	172	0	0	0	419

Pedestrians Summary

[illegible]

Intersection Count Summary

Location: Ironwood at ,
GPS Coordinates:
Date: 2018-10-11
Day of week: Thursday
Weather: cloudy
Analyst: terry



Intersection Count Summary

15:30 - 16:10

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	11	0	0	0	217	0	19	172	0	0	0	419

APPENDIX C

SYNCHRO ANALYSES

HCM 6th Signalized Intersection Summary 3: Veterans Blvd & Kelly Ave

10/30/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	19	140	11	7	29	45	538	9	19	526	61
Future Volume (veh/h)	107	19	140	11	7	29	45	538	9	19	526	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	21	152	12	8	32	49	585	10	21	572	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	38	273	327	38	152	376	1099	19	371	901	104
Arrive On Green	0.09	0.19	0.19	0.02	0.12	0.12	0.05	0.31	0.31	0.03	0.28	0.28
Sat Flow, veh/h	1781	196	1419	1781	327	1308	1781	3575	61	1781	3211	370
Grp Volume(v), veh/h	116	0	173	12	0	40	49	291	304	21	316	322
Grp Sat Flow(s),veh/h/ln	1781	0	1615	1781	0	1635	1781	1777	1859	1781	1777	1804
Q Serve(g_s), s	2.1	0.0	3.8	0.2	0.0	0.9	0.7	5.3	5.3	0.3	6.1	6.1
Cycle Q Clear(g_c), s	2.1	0.0	3.8	0.2	0.0	0.9	0.7	5.3	5.3	0.3	6.1	6.1
Prop In Lane	1.00		0.88	1.00		0.80	1.00		0.03	1.00		0.20
Lane Grp Cap(c), veh/h	475	0	310	327	0	190	376	546	571	371	499	506
V/C Ratio(X)	0.24	0.00	0.56	0.04	0.00	0.21	0.13	0.53	0.53	0.06	0.63	0.64
Avail Cap(c_a), veh/h	562	0	761	526	0	750	509	838	877	552	838	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	14.3	14.9	0.0	15.7	9.5	11.3	11.3	9.8	12.3	12.4
Incr Delay (d2), s/veh	0.3	0.0	1.6	0.0	0.0	0.5	0.2	0.8	0.8	0.1	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.3	0.1	0.0	0.3	0.2	1.7	1.8	0.1	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	15.9	14.9	0.0	16.2	9.6	12.1	12.0	9.8	13.7	13.7
LnGrp LOS	B	A	B	B	A	B	A	B	B	A	B	B
Approach Vol, veh/h	289				52		644		659			
Approach Delay, s/veh	14.8				15.9		11.9		13.6			
Approach LOS	B				B		B		B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	16.6	5.1	12.0	6.6	15.5	8.1	9.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0				
Max Q Clear Time (g_c+l1), s	2.3	7.3	2.2	5.8	2.7	8.1	4.1	2.9				
Green Ext Time (p_c), s	0.0	2.8	0.0	0.8	0.0	2.9	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

3: Veterans Blvd & Kelly Ave

10/30/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	26	193	11	7	29	55	538	9	19	526	80
Future Volume (veh/h)	147	26	193	11	7	29	55	538	9	19	526	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	28	210	12	8	32	60	585	10	21	572	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	40	297	283	40	158	372	1128	19	369	870	132
Arrive On Green	0.10	0.21	0.21	0.02	0.12	0.12	0.06	0.32	0.32	0.03	0.28	0.28
Sat Flow, veh/h	1781	190	1424	1781	327	1308	1781	3575	61	1781	3093	469
Grp Volume(v), veh/h	160	0	238	12	0	40	60	291	304	21	328	331
Grp Sat Flow(s),veh/h/ln	1781	0	1614	1781	0	1635	1781	1777	1859	1781	1777	1786
Q Serve(g_s), s	3.1	0.0	5.7	0.2	0.0	0.9	1.0	5.5	5.6	0.3	6.7	6.8
Cycle Q Clear(g_c), s	3.1	0.0	5.7	0.2	0.0	0.9	1.0	5.5	5.6	0.3	6.7	6.8
Prop In Lane	1.00		0.88	1.00		0.80	1.00		0.03	1.00		0.26
Lane Grp Cap(c), veh/h	493	0	337	283	0	198	372	561	587	369	500	502
V/C Ratio(X)	0.32	0.00	0.71	0.04	0.00	0.20	0.16	0.52	0.52	0.06	0.66	0.66
Avail Cap(c_a), veh/h	546	0	720	471	0	710	480	793	830	538	793	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	15.2	15.6	0.0	16.4	9.9	11.6	11.6	10.3	13.1	13.1
Incr Delay (d2), s/veh	0.4	0.0	2.7	0.1	0.0	0.5	0.2	0.7	0.7	0.1	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	2.0	0.1	0.0	0.3	0.3	1.9	1.9	0.1	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	0.0	17.9	15.7	0.0	16.9	10.1	12.4	12.3	10.3	14.6	14.6
LnGrp LOS	B	A	B	B	A	B	B	B	B	B	B	B
Approach Vol, veh/h		398			52			655			680	
Approach Delay, s/veh		16.0			16.6			12.1			14.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	17.6	5.1	13.2	7.0	16.2	8.8	9.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0				
Max Q Clear Time (g_c+l1), s	2.3	7.6	2.2	7.7	3.0	8.8	5.1	2.9				
Green Ext Time (p_c), s	0.0	2.7	0.0	1.0	0.0	2.9	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.0									
HCM 6th LOS			B									

APPENDIX D

PHOTOS

VANGUARD REMBRANDT PROJECT
Traffic Impact Analysis



Facing East on Kelly Ave, to Project Site



Facing West on Kelly Ave, Adjacent to Project Site

VANGUARD REMBRANDT PROJECT
Traffic Impact Analysis



Facing South on Ironwood St, South of Kelly Ave.



Facing South on Ironwood St, North of Sam Houston St

VANGUARD REMBRANDT PROJECT
Traffic Impact Analysis



Facing East on Sam Houston St, West of Veterans Rd



Facing Northeast on Kelly Ave at Veterans Rd