
CROSS ENGINEERING CONSULTANTS

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March 13, 2019

City of Lewisville
151 W. Church Street
Lewisville, Texas 75057

**Re: Engineering Site Plan Variance
The Village at Lewisville
Lewisville Corporate Center Lot 1R**

To Whom it May Concern:

Please accept this letter as our formal variance request for site plan variances related to The Village at Lewisville development located on Lot 1R of the Lewisville Corporate Center Addition. We are requesting five variances. The five variances are:

- A. Request for a variance to the maximum gap for a parking lot between buildings of 70' per The Village of Lewisville PD.
- B. Request for a variance to the parking within 60' of an intersection per The Village of Lewisville PD.
- C. Request a variance under Section J (P-2) of The Village of Lewisville PD demonstrating an alternative method of achieving the standard of quality with the proposed allocation of masonry materials.
- D. Request a variance for an oversized approach apron in lieu of a right turn lane for the northern ancillary entry off of Interstate I-35E frontage.
- E. Request a variance to provide a 6' sidewalk with strategic sidewalk connections to the parallel parking in lieu of providing an 8' sidewalk along the two east/west shared access drives.

Regarding variance A above, we are requesting to increase the building gap from 70' to 90'. A fire lane drive and double row of parking is 61' wide from back of curb to back of curb. In addition to the fire lane and parking we'll have a sidewalk and some landscaping between the building and drive. The 70' required by the PD does not provide adequate space to incorporate the landscaping and sidewalk. We are requesting the variance to 90' in order to provide the additional site elements.

Regarding variance B above, we are requesting to have parking within 60' of the intersection. We are requesting a variance to this requirement in order to provide the maximum available parking for use by both the phase 1 multifamily residents but also for the phase 2 commercial

development. Due to the limited speed of the development (30 MPH), in our opinion the parking located within 60' of the intersection will not pose a safety concern.

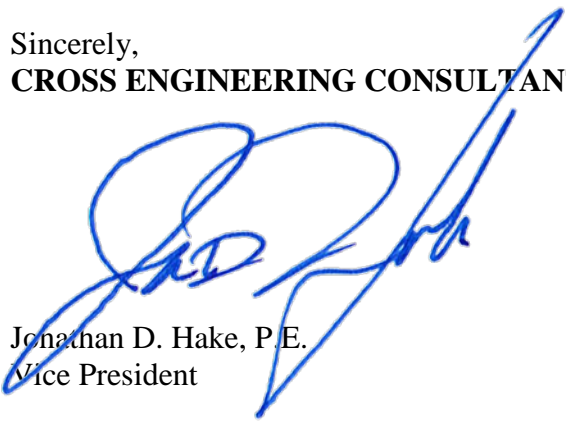
Regarding variance C above, we are requesting a variance under Section J (P-2) of The Village of Lewisville PD demonstrating an alternative method of achieving the standard of quality with the proposed allocation of masonry materials. Please reference the attached architectural renderings and building elevations demonstrating the alternative method of achieving the standard of quality. The buildings as designed and presented to create an urban look and feel for the project with the proposed mix of materials and palette. The overall design creates a feeling of 'Main Street USA' by using stoops embedded in a masonry base at the pedestrian level combined with masonry vertical elements to give the architecture the vertical proportions of a series of shop-fronts or townhomes constructed over time. The siding and panels at the upper levels and select smaller vertical elements reinforce the vertical proportions and create interest and movement in the façade for both the pedestrian and vehicular scale. The use of materials other than masonry (siding, panels, etc.) in the percentages presented provide texture, warmth and a human scale that makes the design accessible to the inhabitants and passer-by.

Regarding variance D above, we are requesting for an oversized approach apron in lieu of a right turn lane for the northern ancillary entry off of Interstate I-35E frontage. The development has two proposed driveway connections to I35E. The southern connection is the main entrance into the development. The southern connection will take you towards the clubhouse and leasing center for the phase one multifamily development and will split the phase 2 commercial development. We are proposing a right turn lane at the southern driveway connection. Our intent is to funnel traffic to the southern drive and the development's main entrance. As the northern driveway connection will not be the main entrance, we are requesting to not construct a right turn lane at this location. Per City of Lewisville Engineering Staff request, we have increased the inbound turning radius of the northern driveway to forty feet (40') radius. This will allow for higher speed turns into this driveway connection. In addition, we are proposing to dedicate the right right-of-way for future right turn lane if one is ever deemed necessary.

Regarding variance E above, we are requesting a variance to provide a 6' sidewalk with strategic sidewalk connections to the parallel parking in lieu of providing an 8' sidewalk along the two east/west shared access drives. The strategic connections to the parallel parking will provide a path for residents parking along the street to have a paved path from the parallel parking space to their front door. We believe this will provide greater use ability to the parallel parking spaces.

We appreciate your consideration of this variance request. Please let me know if you need any additional information.

Sincerely,
CROSS ENGINEERING CONSULTANTS, INC.



Jonathan D. Hake, P.E.
Vice President