

Post Office Box 9010      Addison, Texas 75001-9010      5300 Belt Line Road      (972) 450-7000  
FAX (972) 450-7043

## **AGENDA**

### **JOINT MEETING OF THE CITY COUNCIL AND THE PLANNING AND ZONING COMMISSION**

**AND**

### **REGULAR SESSION OF THE CITY COUNCIL**

**JANUARY 24, 2006**

**6:00 P.M.**

**TOWN HALL LIVING ROOM**

**5300 BELT LINE ROAD**

---

### **WORK SESSION**

---

Item #WS1 - Presentation by Alan Wood, Chairman of the Planning and Zoning Commission, on the Comprehensive Plan Policies for the Belt Line Corridor.

---

Item #WS2 - Presentation and discussion of the Belt Line District form-based development code.

---

Attachments:

1. Memorandum from Carmen Moran
2. Copy of The Not So Secret Code
3. Copy of an email from Lewis McLain, Jr.
4. Comprehensive Plan Policies
5. Form-Based Development Code
6. Land Use Matrix
7. Street Types

**Adjourn to Council Chambers**

---

**REGULAR SESSION**

---

Item #R1 - Consideration of Old Business.

---

Item #R2 - Consent Agenda.

---

---

## CONSENT AGENDA

---

#2a - Approval of the Minutes for the January 10, 2006, Council Meeting.

---

#2b - Approval of final payment to Stripe-A-Zone, in the amount of \$4,328.46, for the installation of pavement markings at various locations.

---

---

Item #R3 - Appointment of one member to the Planning and Zoning Commission.

Administrative Comment:

Third term for Commissioner Doepfner will expire on February 10, 2006. (Hirsch)

---

Item #R4 - Consideration of a resolution to approve the Addison Arbor Foundation Comprehensive Street Tree Master Plan.

Attachment:

1. Council Agenda Item Overview

Administrative Recommendation:

Administration recommends approval.

---

Item #R5 - Consideration and approval of a resolution authorizing the City Manager to enter into an agreement with Chevron ES (CES) to evaluate the Town's water facilities for the purpose of determining the viability of implementing a guaranteed water saving program to generate funds for facility renewal.

Attachments:

1. Council Agenda Item Overview
2. Agreement

Administrative Recommendation:

Administration recommends approval.

---

Item #R6 - Consideration and approval of a resolution authorizing the expenditures of \$7,500 to support the opening reception of the Dallas International Festival at the Addison Conference Center on Thursday, April 6, 2006.

Attachments:

1. Letter to Ron Whitehead
2. Brochure

Administrative Recommendation:

Administration recommends approval.

---

Item #R7 – Consideration and approval of a resolution authorizing the Town staff to apply for two sustainable development grants from the North Central Texas Council of Governments.

Attachments:

1. Council Agenda Item Overview
2. Proposed Resolution

Administrative Recommendation:

Administration recommends approval.

---

---

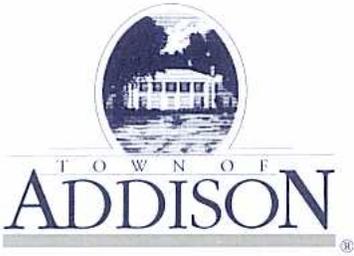
Adjourn Meeting

---

Posted 5:00 p.m.  
January 18, 2006  
Carmen Moran  
City Secretary

**THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS  
WITH DISABILITIES. PLEASE CALL (972) 450-2819 AT LEAST  
48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.**

There are no  
attachments for  
Item WS-1



Post Office Box 9010 Addison, Texas 75001-9010 5300 Belt Line Road (972) 450-7000  
FAX (972) 450-7043

# Memorandum

January 18, 2006

TO: Mayor Chow and all Members of the City Council  
All members of the Planning and Zoning Commission  
FROM: Carmen Moran, Director of Development Services  
SUBJECT: Comprehensive Plan documents

The Commission has put a lot of effort into the policy documents that will be used to execute the new vision for Belt Line Road. The Commission would like to brief the Council on the progress of its work to this point. The following items are attached for the Council's review:

**Attachment WS2-2**

**Copy of *The Not-So-Secret Code***, an article from the January 2006 issue of *Planning Magazine*. This information explains some of the goals and attributes of a form-based code.

**Attachment WS2-3**

**Copy of an email from Lewis McLain, Jr.**, citing an article from The Fort Worth Star-Telegram titled: *Cities mustn't leave design to chance*. This article is about a thesis written by Jim Richards, an associate of Dennis Wilson of Townscape, Inc., our consultant for this process.

**Attachment WS2-4**

**Comprehensive Plan Policies**. These policies were presented to the Council at our December joint meeting. They have been reviewed and revised by the Commission and are ready for the Commission's recommendation for approval.

**Attachment WS2-5**

**Form-Based Code for Belt Line Road**. This document is still in a draft stage. We have presented it in a red-lined version so the Council can see the changes that the Commission has made. In this particular document, we wanted the Council and Commission to have benefit of the color photos that will be in the final edition. However, our printer is slow, so we copied the document on the copier and inserted colored duplicates of all photo pages behind the copied page. The final version will have colored photo pages.

Memorandum  
January 18, 2006, Page 2

**Attachment WS2-6**

**Use Matrix.** This document is also in red-lined version. As the Council will see, the Commission has made several changes to the use matrix. We are working on definitions for some of the uses listed. The Commission will continue to work through this document in a work session on January 26, 2006.

**Attachment WS2-7**

**Street Types.** These cross-sections were presented to the Commission at our last work session. These exhibits were pulled from an RTKL power point presentation, and they need some cleaning up. We will be preparing better exhibits of these for our next P&Z meeting. In addition, the staff is working on the Belt Line District Engineering and Landscape Standards, and will present them to the Commission in February.

**Carmen Moran**

---

**From:** Lewis F. McLain, Jr. [news@citybase.net]  
**Sent:** Thursday, January 05, 2006 7:50 AM  
**To:** Carmen Moran  
**Subject:** Arlington: columnist says cities must not leave design to chance and points to college thesis written by landscape architect

Posted on Thu, Jan. 05, 2006

Cities mustn't leave design to chance

By O.K. Carter  
 Fort Worth Star-Telegram Staff Writer

Landscape architect Jim Richards didn't exactly have Frisco in mind as he was writing his master's thesis at the University of Texas at Arlington, but the document seems to be permeating the evolving comprehensive plan of the fastest-growing city in the Metroplex anyway.

The thesis is titled Places to Flourish: Placemaking that Nurtures Ideas, Creativity and Commerce. Richards is with Arlington-based Townscape, a subconsultant on Frisco's comprehensive plan, although "subconsultant" understates its role.

"I do think it's possible to plan and design a place which, over time, fosters a creative community and atmosphere," Richards says.

It's a concept that prompted his thesis, essentially a documentation of his travels to "three creative-class meccas" -- Seattle, Washington D.C., and Austin -- the idea being to get a grip on urban design concepts and physical planning that attract highly educated, entrepreneurially zealous residents. It's a premise that Richards borrowed and simplified from urban studies scholar Richard Florida's Flight of the Creative Class. He has basically translated Florida's work into a less esoteric and eminently more practical "toolbox of ideas."

Most master's theses actually do achieve their primary mission, which is to add -- however slightly -- to the body of knowledge being studied. And to put the finishing touch on a long and costly sojourn in graduate school.

But after that, the typical thesis has no future other than slow oxidation, although there are always a few that become the foundation for critical scientific or social developments, bestsellers and even future millionaire status. In short, there's no telling where a thesis will lead.

It might even end up as a central concept paper for one of fastest-growing upscale exurbs in the country, which is what Frisco appears to be turning into.

Those guiding principles?

**Design for diversity:** Richards defines this as being about much more than race. "We're talking about ethnic, cultural, socioeconomic and environmental diversity, coming together in ways that provide interesting juxtapositions of viewpoints and experiences," he says.

**Design for choice:** Appealing cities, Richards says, provide prospective residents "a range of attractive alternatives for everything from housing to transportation options, from working environment to leisure-time pursuits."

**Design for authenticity:** This includes attributes such as preserved natural features, older buildings, traditional self-contained neighborhoods and a predominance of independent, locally owned businesses over ubiquitous franchises.

**Design settings for a vibrant public life:** A city culture of public life should extend

beyond typical park-and-recreation pursuits to include, Richards says, "a variety of choices for dining, shopping, schmoozing, exercise, informal meetings, people-watching and walking."

Design a stimulus-rich environment: Richards believes that walkability guru Dan Burden had it right when he observed that "A great street has 1,000 points of detail." To attract the most critical agent of urban energy -- people -- a city should consistently engage the senses and intellect through design that includes scale, rhythm, repetition and color as well as "cultural stimuli from street performances to public art."

Richards offers more than 20 practical how-to examples, too many to include here. Arlington is ignoring some of those concepts while clearly moving toward others, albeit in agonizingly stop-and-start fashion.

"The reshaping of an existing urban environment happens every day with every street widening, infill or park project," Richards said. "And each of those projects either builds toward an environment friendly to creative opportunity or works against it."

And as such, maybe it wouldn't be a bad idea for local community leaders in Arlington or Mansfield -- or for that matter anybody interested in making their city a more interesting, appealing place to live -- to take a look at the thesis in the UT-Arlington library.

# Belt Line Corridor Vision

## BACKGROUND

**Belt Line Road is Addison’s “Main Street”.** Until recently it was one of the strongest restaurant and retail corridors in the region. However, due to competition from other communities to the north, the loss of Prestonwood Mall, and the Dallas area’s northward expansion, Addison’s Belt Line Road corridor has suffered.

Addison once had the advantage of being the only city in the northern tier to have both “liquor by the drink” and “sale of alcohol for off-premises consumption, or package stores for wine, beer, and alcohol. Therefore, two major hotels located in Addison in the early 1980s. Those hotels helped Addison draw Class A office buildings, and those buildings, along with “liquor by the drink” allowed Addison to support over 100 very successful restaurants, most of which located on Belt Line. More recently, neighboring municipalities have adopted more liberal alcoholic sales rules for both on-premises and off-premises sale of alcohol, and the market has responded to the new landscape. Farmers Branch, Carrollton, Frisco, and Plano have all expanded their regulations to entice restaurants with beer, wine and liquor sales. While this had caused a short-term decline in both restaurant and package store sales, it has created an opportunity for Addison to “re-invent” this important corridor and diversify and strengthen the uses along it.

**A successful Belt Line Corridor is a key to diversifying the City and making it more sustainable.** Besides the Tollway, Belt Line Road is the Town’s most important commercial corridor. It represents the lion’s share of the Town’s sales tax revenues and it is a prime contributor to the Town’s image and identity. “Reinventing” the corridor to be a pedestrian-oriented mixed use area should attract young professionals and empty nesters with a high level of disposal income — much like Addison Circle. This new population would support the retail and restaurant activity that Addison is known for. With the addition of enhanced streetscaping, a smaller blocks structure and pedestrian-orientated development in association with the housing, the area can become a place which is unique in the region and will attract continuing reinvestment over the long term.

The new connection of Arapaho Road through the district will provide another front door to regional traffic, remove some through-movement traffic movements from Belt Line and open further opportunities for development.

## POLICIES

1. **Identify sub-districts that will create a focus for re-investment.** The corridor should be more than a roadway connecting pad sites and strip centers. It should establish “places” with special identities that will provide a varied market—

- Les Lacs Village (between Marsh and Midway)
- Addison Dining District (generally between Midway and the Tollway)
- Addison Epicurean District (centered on Belt Line and Inwood Road)
- Addison Village (east of the Tollway)

**Les Lacs Village** should become a mixed use retail, residential and office district. Residential uses in this district should be able to capitalize on neighborhood amenities such as the adjacent Addison Athletic Club and the Les Lacs jogging trail. An extension of the Les Lacs jogging trail (which lies within a TXU power easement) north across Belt Line Road should help tie the residential opportunities north of Belt Line to the neighborhood on the south side of Belt Line.

**Addison Dining District** should become a vibrant mixed-use retail, restaurant and residential district. This area should be expanded southward to incorporate under-utilized properties down to just south of the east-west section of Beltway. This can be accomplished through the creation of smaller blocks which would put in place a more convenient and efficient circulation for pedestrians and automobiles. Residential will be limited to the area west of the north-south section of Beltway due to the noise contours from Addison Airport which cross Belt Line to the east.

**Addison Epicurean District** should become a center for sales, education and distribution of wine and other beverages, but it should also be a center for fine meats, seafood, fruits, vegetables, fresh breads, cheeses, and flowers. This area has long been known for its wine and liquor offerings, but to keep it sustainable for the long term, the offerings should be expanded to all epicurean items. It should be developed with the feel of a European market or shopping district, where bakers, gourmet shops, and fine food purveyors are located adjacent to the existing liquor stores. This area should be a positive complement to the Addison Dining District which is immediately adjacent. It should host special events such as cooking exhibitions and wine tastings which will draw visitors both locally and regionally to enjoy the "tastes of Addison". In order for Addison to stay competitive with surrounding cities that also sell alcohol, it should increase the offerings to include other gourmet items beside wines and liquors. It should also heighten the amenity level and ambiance of this district. Dramatic lighting and architectural elements should be considered that would make shopping for alcoholic beverages and other epicurean items more of a recreational experience - similar to browsing in a gourmet market as opposed to a regular grocery store.

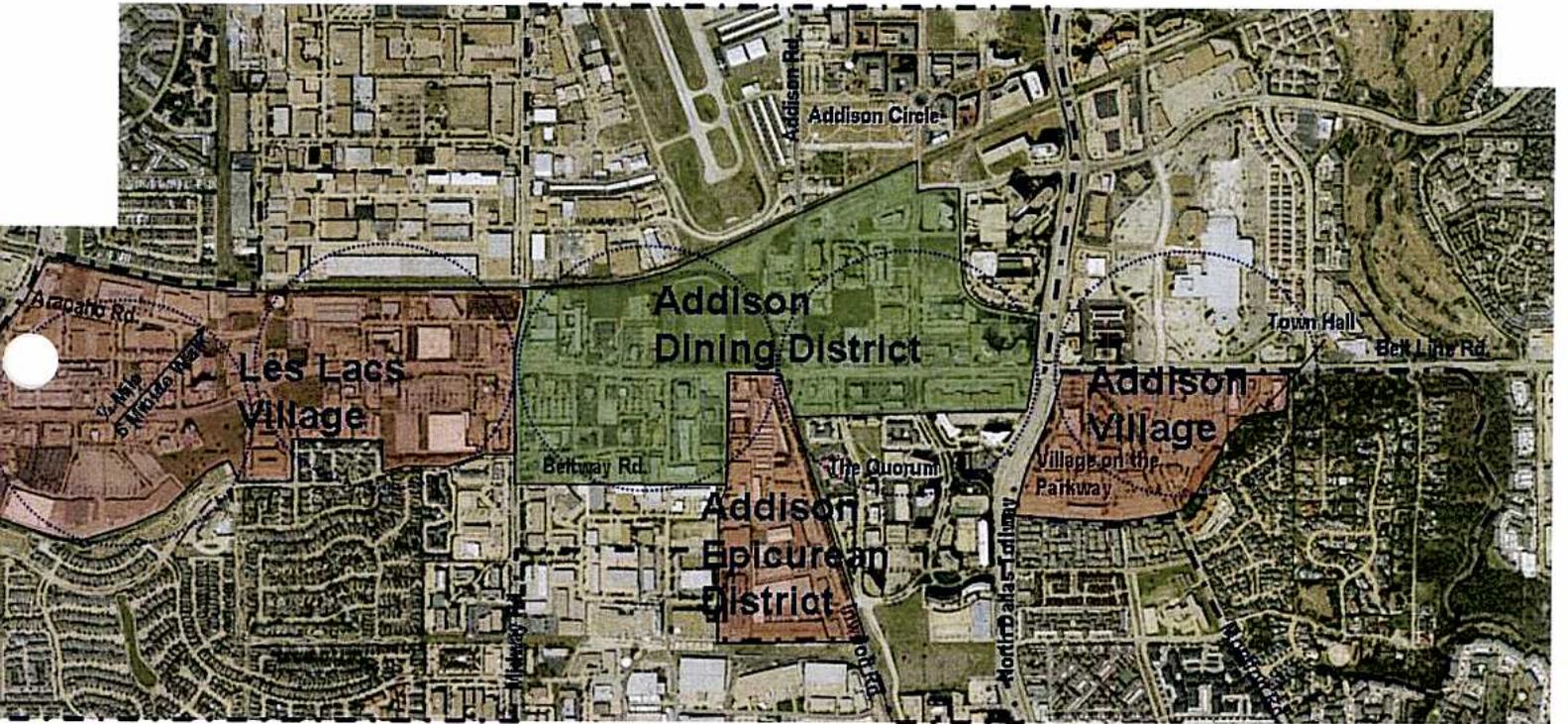
**Addison Village** should be a mixed use residential and civic area that focuses on Village on the Parkway retail center and City Hall. Clearing up the street pattern by removing Sakowitz Drive and enhancing pedestrian movement at Montfort and Belt Line would more closely

connect retail across and tie into existing and future residential development. The Creek behind Town Hall would provide a pedestrian corridor from several bordering neighborhoods to the Shops.

2. **Enhance Belt Line Road to become a grand “Belt Line Boulevard”.** Based on the grand boulevards of Europe, such as, the Champs Elysee, Belt Line should function and be landscaped as a memorable roadway and a focus for the region. It connects throughout the Dallas area and it would provide identity for the Town, a theme for redevelopment and infill, and a focus for business and residential investment.

A Grand Belt Line Boulevard would be unique in the region and should be designed to accommodate transit or trolley service connecting to the Addison Circle transit station in the future. This will further enhance mobility and reinforce pedestrian movement to create a true transit village identity.

3. **Create a series of architectural elements and entryways along its length.** This will help to further identify special districts and establish themes. These should include such things as featured treatments at the major intersections, and public open spaces or plazas that provide a focus for the districts.
4. **Capitalize on future transit to improve sustainability.** The timing of DART rail service to Addison is still in question, but at some point in the future it will be a reality. Even in the short term, however, some type of fixed rail trolley service connecting across Belt Line and up into Addison Circle may be feasible. This service should connect existing and future residents to a rich variety of retail and restaurant activity. Young professionals, empty nesters and retirees are strongly attracted to transit-oriented development.



## BELT LINE DISTRICT Form-Based Development Zoning District

### Contents

I.	<b>Purpose, Goals and Intent</b> .....	1
	A. Purpose.....	1
II.	<b>Definitions</b> .....	2
III.	<b>General District Standards</b> .....	4
	A. Regulating Plan .....	4
	B. Sub-Districts Created.....	4
	C. Function/Land Use.....	5
	E. Streets.....	7
	F. Streetscape and Landscape.....	7
IV.	<b>Buildings</b> .....	9
	A. Intent.....	9
	B. Building Standards.....	9
V.	<b>Parking</b> .....	13
	A. Automobile Parking.....	13
	B. Bicycle Parking .....	15
VI.	<b>Streetscape, Lighting and Mechanical</b> .....	17
	A. Intent.....	17
	B. Standards .....	17
VII.	<b>Landscape Requirements</b> .....	18
	A. Street trees.....	18
	B. Plant material .....	18
	C. Paving material.....	18
	D. Parking lot landscape .....	18
	E. Screening.....	18
VIII.	<b>Administration</b> .....	20
	A. Intent.....	20
	B. Waivers .....	20
	C. Development Plan Approval.....	20
	<b>Appendix I Belt Line District Land Use Chart</b> .....	22
	<b>Appendix II Street Types</b> .....	23
	<b>Appendix III. Belt Line District Engineering and Landscape Standards</b> ....	23

## BELT LINE DISTRICT Form-Based Development Zoning District

### I. PURPOSE, GOALS AND INTENT

#### A. PURPOSE

The purpose of the Belt Line District is to implement the adopted recommendations of the Comprehensive Plan by encouraging new development and redevelopment in the Belt Line Corridor.

The **goals** of this Zoning District are

1. To capitalize on the convergence of regional transit, freeways and arterial roadways to create major urban and village centers in the Dallas / Fort Worth region that offer a variety of housing, retail and office uses not commonly present in other areas of the Metroplex.
2. To provide development and land use flexibility within the framework of a form-based development Zoning District.
3. To provide a mix of residential, retail and office uses in a pedestrian-friendly environment.

Deleted: district

The **intent** of this Zoning District is

1. To provide a comfortable and attractive environment for pedestrians which include such things as buildings framing public space, street trees, lighting and awnings that will attract pedestrians.
2. To construct buildings close to the sidewalk and street.
3. To construct continuous building frontage along block faces except where it is desirable to provide for pedestrian and auto pass-throughs to parking at mid block.
4. To provide shared parking both on-street and in the center of blocks that will benefit the entire district.
5. To contribute to the definition and use of public parks and plazas.
6. To design and build non-residential buildings to accommodate a range of uses over time without the need to destroy older buildings and rebuild them for each successive use.
7. To design streets and buildings which will contribute to creating a safe environment.

Formatted: Font: (Default) Arial

## II. DEFINITIONS

For the purposes of the Belt Line District Ordinance, the following definitions shall apply.

Formatted: Font: Not Bold, Not Italic

Formatted: Indent: Left: 0.5", First line: 0"

***Belt Line District Engineering and Landscape Standards (District Standards).*** The approved Town standards which govern such items as street, streetscape, drainage, signage and other public improvements in the Belt Line District.

***Building Façade, Primary.*** Any façade that faces a public street or open space.

***Entry, Primary.*** The main entry to a building on a block face. There must be at least one main building entry for each ground floor use, tenant or lobby on each block face which contains the use or tenant. Any additional building entries may be considered a *Secondary Entry*.

***Landmark Buildings.*** Buildings which are located on axis with a terminating street or at the intersection of streets. Such buildings shall incorporate architectural features which address height and articulation that emphasize the importance of such a location.

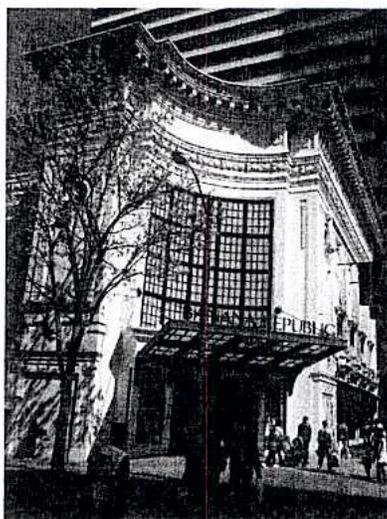
***Parking, Long Term.*** Customer or tenant parking which is intended for the primary use of vehicles parked for a duration of four hours or more and neither priced nor managed to encourage turnover.

***Parking, Reserved.*** Parking which is assigned or reserved for tenants or visitors of a building or business.

***Parking, Shared.*** Parking which is shared by tenants, visitors and the general public. Hours of availability may be further defined in cooperation with the Town.

***Parking, Short Term.*** Customer or tenant parking which is intended to serve commercial businesses or residential uses that has a regular turnover.

***Regulating Plan.*** The plan established in an ordinance which applies the Belt Line District and which governs the assignment of districts, as defined herein, and the street-type which shall be used, among other items.



LANDMARK FEATURE ON THIS BUILDING CORNER.  
SEATTLE

Formatted: Font: (Default) Arial

## II. DEFINITIONS

***Belt Line District Engineering and Landscape Standards (District Standards).*** The approved Town standards which govern such items as street, streetscape, drainage, signage and other public improvements in the Belt Line District.

***Building Façade, Primary.*** Any façade that faces a public street or open space.

***Entry, Primary.*** The main entry to a building on a block face. There must be at least one main building entry for each ground floor use, tenant or lobby on each block face which contains the use or tenant. Any additional building entries may be considered a *Secondary Entry*.

***Landmark Buildings.*** Buildings which are located on axis with a terminating street or at the intersection of streets. Such buildings shall incorporate architectural features which address height and articulation that emphasize the importance of such a location.

***Parking, Long Term.*** Customer or tenant parking which is intended for the primary use of vehicles parked for a duration of four hours or more and neither priced nor managed to encourage turnover.

***Parking, Reserved.*** Parking which is assigned or reserved for tenants or visitors of a building or business.

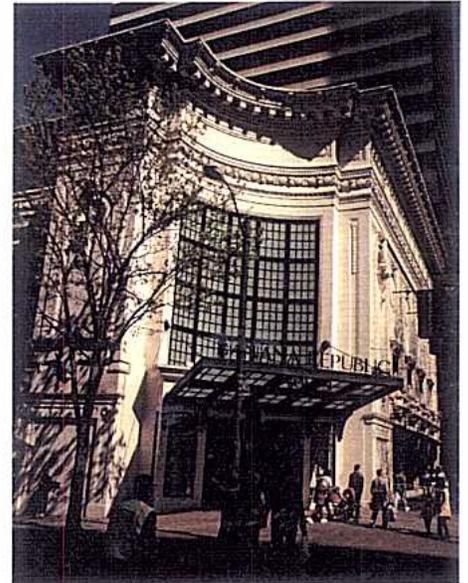
***Parking, Shared.*** Parking which is shared by tenants, visitors and the general public. Hours of availability may be further defined in cooperation with the Town.

***Parking, Short Term.*** Customer or tenant parking which is intended to serve commercial businesses or residential uses that has a regular turnover.

***Regulating Plan.*** The plan established in an ordinance which applies the Belt Line District and which governs the assignment of districts, as defined herein, and the street-type which shall be used, among other items.

***Stoop.*** A structure that is located approximately at the level of the first floor of the structure and intended to provide access to a residential unit.

***Story.*** That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the floor and the ceiling above the floor of such Story. This includes any mezzanine or loft which may comprise only a portion of a full floor plate.



LANDMARK FEATURE ON THIS BUILDING CORNER.  
SEATTLE

**Stoop.** A structure that is located approximately at the level of the first floor of the structure and intended to provide access to a residential unit.

**Story.** That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the floor and the ceiling above the floor of such Story. This includes any mezzanine or loft which may comprise only a portion of a full floor plate.

**Waiver to Design Standards, Major (Major Waiver).** A significant change to both the standards and intent of this Zoning District, and involves Planning and Zoning Commission and Town Council approval.

**Waiver to Design Standards, Minor (Minor Waiver).** A minor change to the standards, but not the intent, of this Zoning District and involves staff approval.

Formatted: Font: (Default) Arial

### III. GENERAL DISTRICT STANDARDS

#### A. REGULATING PLAN

##### 1. Authority

A Regulating Plan is the coding key for application of this district's provisions to properties, and shall be considered part of this Zoning District. It establishes such things as:

- a. Major street types within the district;
- b. Sub-district areas;
- c. Required at-grade retail construction;
- d. Public open space and plazas; and
- e. Regional Hike and Bike Corridors.

##### 2. Zoning of Property

- a. **Non-Conformity.** Uses which are legal and conforming at the time of rezoning to the Belt Line District shall continue as legal conforming uses under their current standards until those uses are deemed abandoned:
  - i. It has been replaced with a conforming use, or
  - ii. Such building or structure is or hereafter becomes vacant and remains unoccupied or out of use for a continuous period of six months, or the special equipment and furnishings peculiar to the nonconforming use have been removed from the premises and have not been replaced within such six-month period, or
  - iii. The intention of the owner to permanently discontinue the use is apparent.
- b. **Regulating Plan.** A Regulating Plan must be approved by Town Council as part of rezoning any land area to this district.

#### B. SUB-DISTRICTS CREATED

Four sub-districts are hereby created and available for use within the Belt Line District:

1. **Addison Les Lacs Village.** Addison Les Lacs Village is intended to be a mixed use retail, residential and office district.
2. **Addison Dining District.** Addison Dining District is intended to be a vibrant mixed-use retail, restaurant and residential district.

Deleted: Neighborhood

Deleted: Neighborhood

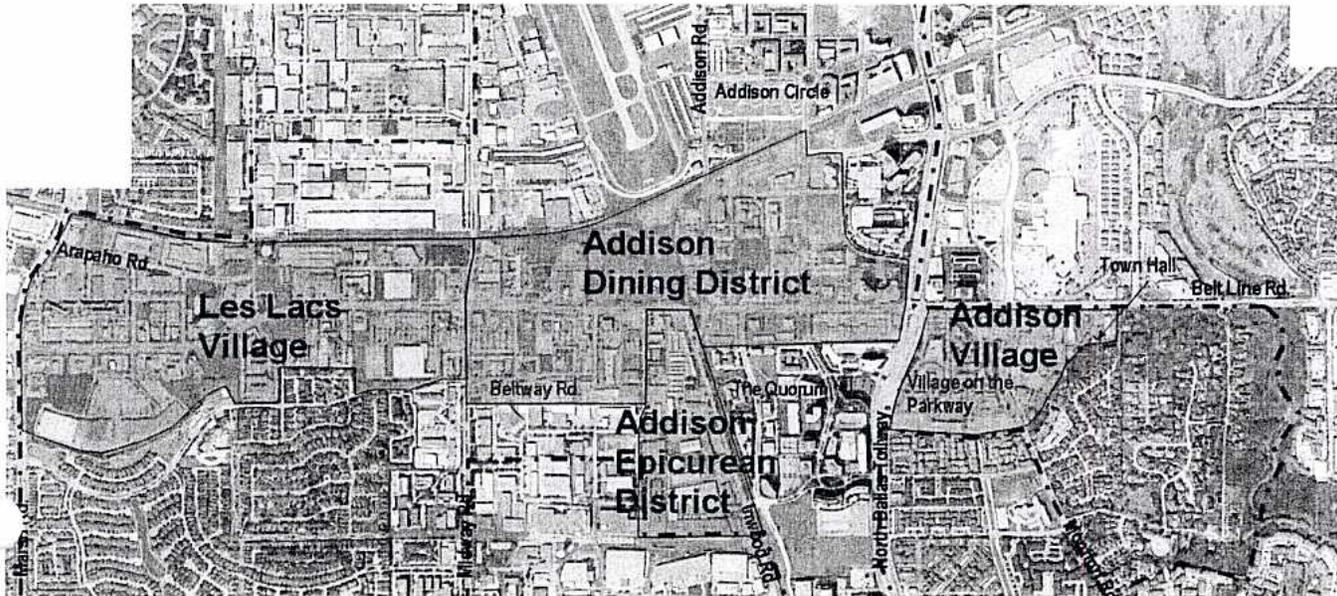
Formatted: Font: (Default) Arial

3. **Addison Epicurean District.** Addison Epicurean District is intended to be a center for sales, education and distribution of wine and other beverages.
4. **Addison Village.** Addison Village is intended to be a mixed use residential and civic area that focuses on the Village on the Parkway retail center and Town Hall.

Deleted: Beverage District

Deleted: Beverage District

### District Map



## C. FUNCTION/LAND USE

### 1. Land Use

- a. Retail, Personal Service, Residential and Office uses shall be allowed throughout the District. Where "Required Retail Construction" is designated on the Regulating Plan, the ground floor adjacent to the street shall be constructed to retail building standards for a depth of at least 50 feet, however a smaller depth may be allowed if the retail is serving as a "liner" use which is masking a parking garage by Minor Waiver.

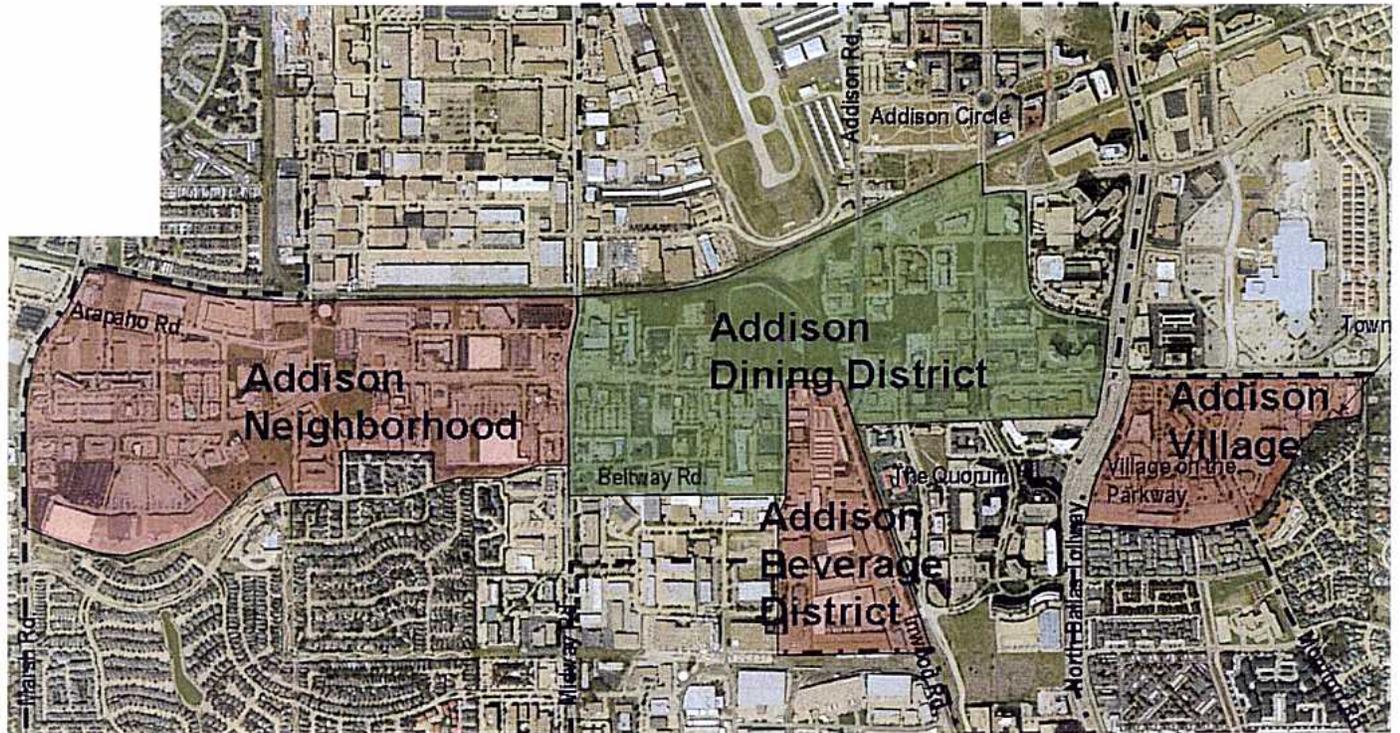
Deleted: 30

For a specific list of permitted uses, see *Appendix I Belt Line District Land Use* attached.

- b. No Residential uses shall be permitted within the approved FAA Noise Contours as established in the *Addison Airport 14 CFR Part 150 Noise Compatibility Study, May 2005*.

Formatted: Font: (Default) Arial

## District Map



### C. FUNCTION/LAND USE

#### 1. Land Use

- a. Retail, Personal Service, Residential and Office uses shall be allowed throughout the District. Where "Required Retail Construction" is designated on the Regulating Plan, the ground floor adjacent to the street shall be constructed to retail building standards for a depth of at least 30 feet.

For a specific list of permitted uses, see Appendix I Belt Line District Land Use attached.

- b. No Residential uses shall be permitted within the approved FAA Noise Contours as established in the Addison Airport 14 CFR Part 150 Noise Compatibility Study, May 2005.

- c. All access drives shall require a Minor Waiver.

**D. BLOCK FACE**

It is intended that building walls should be continuous along block faces to create a strong edge to the street and contribute to creating an attractive and active pedestrian environment. Contributing to that goal however, is to allow some limited variation and opportunities for outside dining, pocket parks and special building entry features.



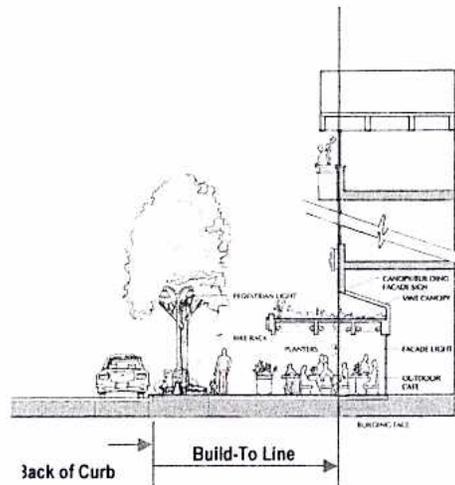
OUTDOOR DINING

- 1. **Block length.** The length of a block shall not be less than 200 feet, nor more than 600 feet.
- 2. Block faces shall contain **continuous building frontage** with the exception of a mid-block access to parking which is no greater than 34 feet in width and 16 feet in height, unless an additional width or height is required by the Town Manager or his designee. Any development which does not provide continuous frontage shall require approval of a Minor Waiver.

“Continuous building frontage” will be considered to be met if 80% or more of the primary building façade is located within 15 feet of the build-to line requirement.

However, administrative approval of a Minor Waiver will permit 70%, provided that the reduction results in an attractive outdoor dining area, building entry feature or other amenity which contributes to the streetscape. A greater reduction shall require approval of a Major Waiver.

- 3. Facades shall generally be built **parallel to the street frontage**, except at street intersections, where a façade containing a primary building entrance may be curved or angled toward an intersection.



- 4. **Build-to Lines (Setbacks)**
  - a. Build-to lines shall be measured from the planned street back-of-curb, as established on the approved Regulating Plan for the district and the standards in this ordinance (see *Table 1 Sub-District Standards*). The entire area between

Formatted: Font: (Default) Arial

#### D. BLOCK FACE

It is intended that building walls should be continuous along block faces to create a strong edge to the street and contribute to creating an attractive and active pedestrian environment. Contributing to that goal however, is to allow some limited variation and opportunities for outside dining, pocket parks and special building entry features.



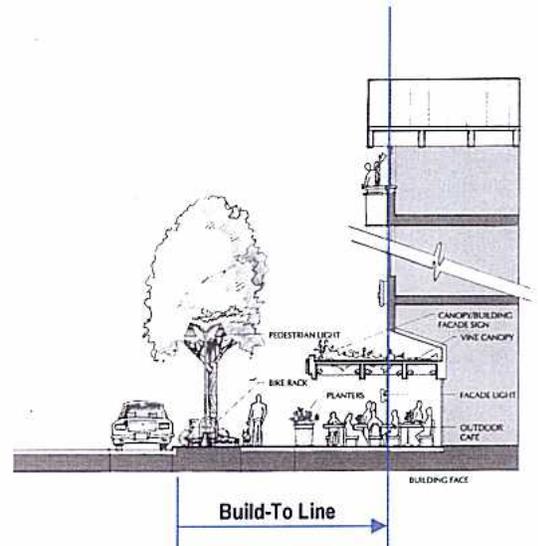
OUTDOOR DINING

1. Block length. The length of a block shall not be less than 200 feet, nor more than 600 feet.
2. Block faces shall contain **continuous building frontage** with the Waiver of a mid-block access to parking which is no greater than 34 feet in width and 16 feet in height, unless an additional width or height is required by the Town Manager or his designee. Any development which does not provide continuous frontage shall require approval of a Minor Waiver.

“Continuous building frontage” will be considered to be met if 80% or more of the primary building façade is located within 15 feet of the build-to line requirement. However, administrative approval of a Minor Waiver will permit 70%, provided that the reduction results in an attractive outdoor dining area, building entry feature or other amenity which contributes to the streetscape. A greater reduction shall require approval of a Major Waiver.

3. Facades shall generally be built **parallel to the street frontage**, except at street intersections, where a façade containing a primary building entrance may be curved or angled toward an intersection.
4. **Build-to Lines (Setbacks)**

- a. Build-to lines shall be measured from the planned street back-of-curb, as established on the approved Regulating Plan for the district and the standards in this ordinance (see *Table 1 Sub-District Standards*). The entire area between the back-of-curb and the primary building façade shall be dedicated as public right-of-way or have a public easement placed upon it.



- a. Exterior steps, stoops, balconies, awnings, chimneys, and bay windows may encroach into the setback by approval of Minor Waiver.

the back-of-curb and the primary building façade shall be dedicated as public right-of-way or have a public easement placed upon it.

- a. Exterior steps, stoops, balconies, awnings, chimneys, and bay windows may encroach into the setback by approval of Minor Waiver.
- b. Awnings may encroach above the public sidewalk without limit, provided it leaves a minimum clearance of 7.5 feet above the sidewalk.

Deleted: is  
Deleted: grade

**E. STREETS**

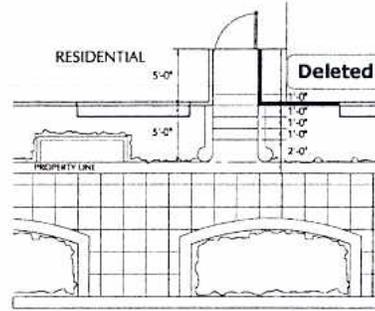
All streets and blocks in the Belt Line District shall conform to the provisions of this section.

- 1. **Street Standards.** Standards for streets within the district shall be as set forth in *Appendix I Street Types*.
- 2. **Street Pattern.** The pattern of all streets in the district shall be in conformity with the Master Thoroughfare Plan for the town. The location of streets on the Master Thoroughfare Plan is approximate. Precise location of streets shall be determined in conjunction with approval of the concept and development plans. Street patterns shall be based upon a small scale grid system of interconnecting streets.

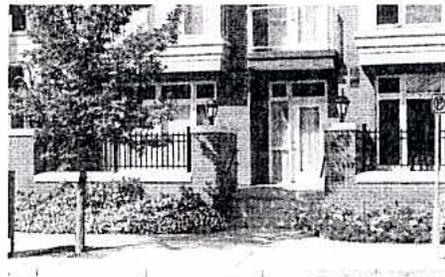
Deleted: V

**F. STREETScape AND LANDSCAPE**

- 1. **Streetscape standards** are established in *Appendix III Belt Line District Engineering and Landscape Standards* for both residential and non-residential ground-level frontages.
- 2. **Non-Residential ground floor frontages** shall not be required to provide additional landscaping beyond that required in the *Belt Line District Engineering and Landscape Standards*.
- 3. **Residential ground floor frontages** shall be required to landscape a minimum of five (5) feet between the edge of sidewalk and the primary building façade, excluding access to sidewalks, stairs, stoops, porches and patios. This area may be landscaped with ground cover, low shrubs, ornamental trees and street trees. In addition, street tree wells may also be landscaped. Landscaping for this area is limited to ground cover and low shrubs.



Deleted: V



Formatted: Font: (Default) Arial

- b. Awnings may encroach above the public sidewalk without limit, provided it is a minimum of 7.5 feet above grade.

#### E. STREETS

All streets and blocks in the Belt Line District shall conform to the provisions of this section.

1. **Street Standards.** Standards for streets within the district shall be as set forth in *Appendix IV Street Types*.
2. **Street Pattern.** The pattern of all streets in the district shall be in conformity with the Master Thoroughfare Plan for the town. The location of streets on the Master Thoroughfare Plan is approximate. Precise location of streets shall be determined in conjunction with approval of the concept and development plans. Street patterns shall be based upon a small scale grid system of interconnecting streets.

#### F. STREETScape AND LANDSCAPE

1. **Streetscape standards** are established in *Appendix V Belt Line District Engineering and Landscape Standards* for both residential and non-residential ground-level frontages.
2. **Non-Residential ground floor frontages** shall not be required to provide additional landscaping beyond that required in the *Belt Line District Engineering and Landscape Standards*.
3. **Residential ground floor frontages** shall be required to landscape a minimum of six (6) feet between the edge of sidewalk and the primary building façade, excluding access sidewalks, stairs, stoops, porches and patios. This area may be landscaped with ground cover, low shrubs, ornamental trees and street trees. In addition, street tree wells may also be landscaped. Landscaping for this area is limited to ground cover and low shrubs.

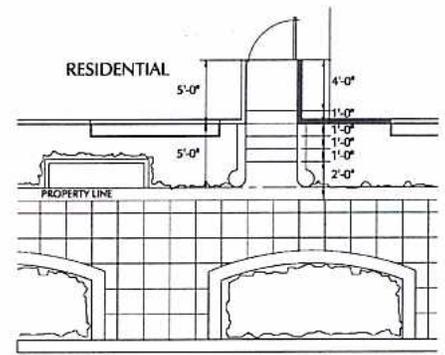


TABLE 1 SUB-DISTRICT STANDARDS

STANDARD	ADDISON LES LACS VILLAGE	ADDISON DINING DISTRICT	ADDISON EPICUREAN DISTRICT	ADDISON VILLAGE
<b>Building Height</b> <sup>1,3</sup>	Max 4 stories <sup>1</sup> Min. 2 stories	Max 6 stories Min. 2 stories	Max 6 stories Min. 2 stories	Max 6 stories <sup>1</sup> Min. 2 Stories
<b>Build-to Line</b> <sup>2</sup>				
Belt :Line & Arapaho <sup>4</sup>	90 feet	90 feet	90 feet	90 feet
Other Roads	20 feet	25 feet	25 feet	25 feet
<b>Pedestrian Walkway Width (clear)</b> <sub>v</sub>				
Non-Residential	10	10	10	10 feet
Residential <sup>5</sup> <sub>v</sub>	8	8	8	8 feet

**Notes:** <sup>1</sup> Maximum of 2 stories when the building is within 200 feet of single family zoned property.

<sup>2</sup> Build-to lines are measured from the "back of curb" of the planned street as set out in the approved *Regulating Plan* for the district. The setback range is established for the *Block Face*. (See *Sub-section III.D Block Face* above.)

<sup>3</sup> Increased height for landmark buildings may be approved as part of Site Plan approval by the Town Manager or his designee. Additional height for other buildings shall be considered a Major Waiver.

<sup>4</sup> Belt Line and Arapaho build-to lines include 60 feet for a driving aisle and 2 bays of parking plus 5 feet of additional landscaping between the parking and the roadway. However, projects within 200 feet of Marsh, Surveyor, Midway, Inwood, Quorum Drive, the Tollway service road and Montfort shall not include the parking area, and the build-to line shall be 65 feet less.

<sup>5</sup> At least 5 feet of landscaping shall be provided adjacent to the building, where walkways are not needed for building and unit access in residential buildings with residential at grade.

Deleted: <sup>4</sup>

Formatted: Superscript

Deleted: 6

Deleted: any

Formatted Table

Deleted: <sup>5</sup>

Deleted: <sup>2</sup>

Deleted: <sup>4</sup>

Formatted: Font: (Default) Arial

#### IV. BUILDINGS

##### A. INTENT

It is the intent of this Zoning District to create an attractive and active urban style district and the size, disposition, function and design of buildings play an important role in achieving that goal.

1. Buildings should directly contribute to the attractiveness, safety and function of the street and public areas.
2. Buildings that accommodate retail at grade should feature the retail activity over the building's Architecture.
3. Buildings should be constructed in a manner, and with materials, that are highly durable and will continue to endure and be attractive over a long time, especially adjacent to public and pedestrian areas.
4. It is intended by this Zoning District to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.

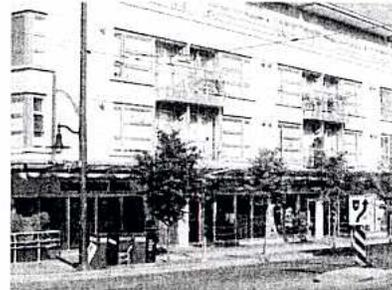


RETAIL SHOULD BE EMPHASIZED OVER THE BUILDING ARCHITECTURE WHERE IT IS PRESENT

##### B. BUILDING STANDARDS

###### 1. Building Form

- a. The **maximum leasable retail area** allowed shall be 50,000 sf. Buildings which exceed these standards shall require approval of a Major Waiver.
- b. All buildings shall be designed and constructed in **tri-partite architecture** so that they have a distinct base, middle and top; and all windows shall have a vertical proportion.



TRI-PARTITE ARCHITECTURE: BUILDINGS WITH A "BASE", "MIDDLE" AND "TOP"

**IV. BUILDINGS**

**A. INTENT**

It is the intent of this Zoning District to create an attractive and active urban style district and the size, disposition, function and design of buildings play an important role in achieving that goal.

- 1. Buildings should directly contribute to the attractiveness, safety and function of the street and public areas.
- 2. Buildings that accommodate retail at grade should feature the retail activity over the building's Architecture.
- 3. Buildings should be constructed in a manner, and with materials, that are highly durable and will continue to endure and be attractive over a long time, especially adjacent to public and pedestrian areas.
- 4. It is intended by this Zoning District to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.



RETAIL SHOULD BE EMPHASIZED OVER THE BUILDING ARCHITECTURE WHERE IT IS PRESENT

**B. BUILDING STANDARDS**

**1. Building Form**

- a. The **maximum leasable retail area** allowed shall be 50,000 sf. Buildings which exceed these standards shall require approval of a Major Waiver.
- b. All buildings shall be designed and constructed in **tri-partite architecture** so that they have a distinct base, middle and top; and all windows shall have a vertical proportion.
- c. Buildings which are located on axis with a terminating street or at the



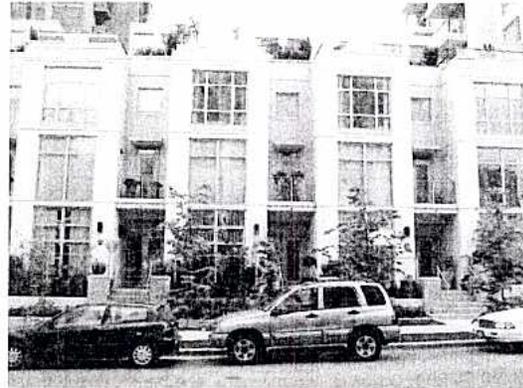
TRI-PARTITE ARCHITECTURE: BUILDINGS WITH A "BASE", "MIDDLE" AND "TOP"

intersection of streets shall be considered a **Landmark Building**. Such buildings shall be designed with landmark features which take advantage of that location, such as an accentuated entry and a unique building

- c. Buildings which are located on axis with a terminating street or at the intersection of streets shall be considered a **Landmark Building**. Such buildings shall be designed with landmark features which take advantage of that location, such as an accentuated entry and a unique building articulation which is off-set from the front wall planes and goes above the main building eave or parapet line.

## 2. Architectural Features

- a. Except where adjacent to Belt Line or Arapaho, buildings which are **greater than three (3) stories** in height must be set back at the 4<sup>th</sup> floor and above at least 8 feet behind the building face of the first 3 floors along street frontages.
- b. **Windows**, except for retail at grade, shall be vertical in proportion and have at least a 4 inch reveal.
- c. No **glass curtain wall** shall be permitted except by approval of Minor Waiver.
- d. Each building and separate lease space at grade along the street edge shall have a functioning **Primary Entry** from the sidewalk. Entries must be inset from the front building plane by at least 5 feet. Secondary Entries may be set back as little as 3 feet. Functioning entries must be located no greater than 70 feet apart. Corner entries may count as a Primary Entry for both intersecting street frontages.
- e. **Architectural elements** of the primary building façade may encroach beyond the build-to line by up to five (5) feet. These elements may include stoops, porches, bay windows, eaves, planters and light wells for a below-grade floor. Balconies, canopies and awnings are not limited in their encroachment, provided that they do not substantially interfere with pedestrian movement and street tree growth.



## 3 External Façade Materials

The following shall apply to all exterior walls of buildings and parking structures which are clearly visible from a public street, walkway or open space:

- a. **Ground floor exterior walls**, excluding windows, doors, and other openings, shall be constructed of one hundred percent (100%) brick, stone or cultured stone on the exterior facade.

articulation which is off-set from the front wall planes and goes above the main building eave or parapet line.

## 2. Architectural Features

a. Except where adjacent to Belt Line or Arapaho, buildings which are **greater than three (3) stories** in height must be set back at the 4<sup>th</sup> floor and above at least 8 feet behind the building face of the first 3 floors along street frontages.



b. **Windows**, except for retail at grade, shall be vertical in proportion and have at least a 4 inch reveal.

c. No **glass curtain wall** shall be permitted except by approval of Minor Waiver.

d. Each building and separate lease space at grade along the street edge shall have a functioning **Primary Entry** from the sidewalk. Entries must be inset from the front building plane by at least 5 feet. Secondary Entries may be set back as little as 3 feet. Functioning entries must be located no greater than 70 feet apart. Corner entries may count as a Primary Entry for both intersecting street frontages.

e. **Architectural elements** of the primary building façade may encroach beyond the build-to line by up to five (5) feet. These elements may include stoops, porches, bay windows, eaves, planters and light wells for a below-grade floor. Balconies, canopies and awnings are not limited in their encroachment, provided that they do not substantially interfere with pedestrian movement and street tree growth.

## 3 External Façade Materials

The following shall apply to all exterior walls of buildings and parking structures which are clearly visible from a public street, walkway or open space:

a. **Ground floor exterior walls**, excluding windows, doors, and other openings, shall be constructed of one hundred percent (100%) brick, stone or cultured stone on the exterior facade.

b. **Overall**, a minimum of eighty-five percent (85%) of exterior walls, excluding windows, doors, and other openings, shall be constructed of brick, stone or cultured stone.

c. The remainder may be constructed of noncombustible materials including exterior stucco and Class PB Exterior Insulating and Finishing Systems (EIFS). Stucco and EIFS shall be used only for walls, architectural features, and embellishments not subject to pedestrian contact. On wholly residential

- b. **Overall**, a minimum of eighty-five percent (85%) of exterior walls, excluding windows, doors, and other openings, shall be constructed of brick, stone or cultured stone.
- c. The remainder may be constructed of noncombustible materials including exterior stucco and Class PB Exterior Insulating and Finishing Systems (EIFS). Stucco and EIFS shall be used only for walls, architectural features, and embellishments not subject to pedestrian contact. On wholly residential structures, cementitious fiberboard may be used for up to 10% of the façade provided it is above the ground floor.
- d. Unpainted metal, or metal subject to ordinary rusting shall not be used as a building material. Factory finished metal elements as well as metals that develop an attractive oxidized finish, such as copper, galvanized metal or weathering steel, may be used as architectural accents by Minor Waiver approval.
- e. Windows and glazing shall be limited to a minimum of 30% and maximum of seventy percent (70%) of each building elevation. (See 6.b below for special requirements for retail at grade.)
- f. A variation of up to 15% of the standard above, and the material type may be approved by administrative approval of a Minor Waiver, provided that the change will result in an improved architectural design without degrading the quality of public areas or increase the level of maintenance.

#### 4. Color

- a. The dominant color of all buildings (including above grade parking structures shall be muted shades of warm gray, red, beige and/or brown. Black and stark white shall not be used except as an accent color.

There are no restrictions on accent colors which comprise less than 1.0% of the building face, except that florescent colors are prohibited.

- b. Roof colors shall be a shade of cool gray, warm gray, brown or red.

#### 5. Residential at Grade

- a. All buildings which are constructed for residential units at grade shall include a primary front door entrance into the unit which may be accessed from the sidewalk.
- b. The entry shall be located a minimum of two (2) feet above the sidewalk elevation and include a minimum 24 sf. stoop.

- c. Units must also include windows which provide residents a view of the street and sidewalk area,

6. **Non-Residential at Grade**

- a. The ground floor entry must be located at the approximate elevation of the adjacent sidewalk.
- b. **Retail uses adjacent to the sidewalk at grade shall:**
  - i. Be constructed to meet fire Zoning District separation from any other uses constructed above, and shall have a minimum clear height of 16 feet between finished floor and the bottom of the structure above. Mezzanines within the retail space shall be allowed per Building Code;
  - ii. Have a canopy which extends at least 6 feet over the sidewalk for at least 75% of the frontage on any portion of a building located on the north, east or west side of a street and public sidewalk; and
  - iii. Have clear glass windows for at least 60%, but no greater than 80%, of the ground floor façade.

Deleted: b

Deleted: Zoning District

## V. PARKING

### A. AUTOMOBILE PARKING

#### 1. Intent

The following is the intent of the Town's parking policies and this Zoning District:

- a. Support the creation of Shared Parking in order to enable visitors to park once at a convenient location and to access a variety of commercial enterprises in a pedestrian-friendly environment.
- b. Manage parking so that it is convenient and efficient, and supports an active and vibrant retail environment.
- c. Ensure visibility and ease of access to parking.
- d. Maximize on-street parking, except for major thoroughfares such as Belt Line, Arapaho, Midway, Marsh, Inwood, Quorum and Montfort.
- e. Provide flexibility for changes in land uses which have different parking requirements within the District.
- f. Provide flexibility for the redevelopment of small sites.
- g. Design parking structures so that they do not dominate the public environment by lining the edge of structures with residential or commercial uses.
- h. Avoid diffused, inefficient single-purpose reserved parking.
- i. Avoid adverse parking impacts on residential neighborhoods.

#### 2. Parking Requirements

Off-street and on-street facilities shall be provided for multifamily use, hotel use, retail use, office use, civic use, and mixed use, in accordance with this subsection.

- a. Off-street parking spaces for the applicable use classification shall meet the following minimum number of spaces:

USE	PARKING RATIO
Residential	One space/bedroom to a maximum of two spaces/unit.
Hotel	One space/ hotel room plus one parking space per every 300 square feet of conference/banquet facilities.
Retail	One space/250 square feet.
Office	One space/300 square feet.
Home office	One space/250 square feet.
Civic	To be determined by parking demand analysis study for proposed use and approved by the town's director of development services.
Mixed use	Number of spaces resulting from application of ratios provided above for respective uses in the development.
Conditional uses	As specified in subsection 14, special design standards for conditional uses.

- b. **On-Site Parking.** Parking requirements shall be met on-site.
- c. **Parking Location.** Except where permitted along Belt Line and Arapaho Roads, all off-street parking shall be located behind buildings which face on a street or public open space, and be accessed by alley or short driveway between buildings.
- d. **At-Grade Parking.** All at grade parking lots fronting roadways shall be set back not less than ten feet from the right-of-way line of such roadways, and screened from view as outlined in *Subsection VII. Landscaping.*  
  
 Landscaping of the internal surface parking area shall not be required unless it is planned to serve as long term parking. In which case, such long term surface parking areas shall meet the requirements of *Subsection VII. Landscaping.* For the purpose of this sub-section, long term parking shall be determined by the Director of Development Services, and may include parking which has a likelihood of being in place for a period of 10 years or more.
- e. **Parking Garages.** Parking garages that have frontage on public streets shall comply with all setback and build-to standards as established in *Table 1 Sub-District Standards* and *Subsection IV.B.3 External Façade Materials.*  
However,

- i. Parking garages which are adjacent to a street shall be set back a minimum of 30 feet and lined with buildings containing any permitted use but parking.

All parking garages shall be constructed with flat parking decks for ease in re-use of all or portions of the structure when parking demand wanes, unless otherwise approved by Major Waiver.

- ii. Maximum exposed frontage of parking structures along any one block face shall be 200 feet.
  - iii. Ramps shall not be expressed on the facades of parking structures fronting, or visible from, public streets.
  - iv. Steel parking garages and steel guard cables on garage facades are prohibited.
  - v. Off-street below grade parking is permitted to the lot lines, but must be designed to allow planting of landscape as defined in *Subsection VII. Landscaping.*
- f. **Shared parking**
- i. Uses may join in establishing shared parking areas if it can be demonstrated that the parking for two or more specific uses occurs at alternating time periods. Required parking shall be determined based on parking demand for the peak parking period, as determined by a parking analysis study approved by the Town's Director of Development Services.
  - ii. Shared parking shall be clearly designated with signs and markings.

## B. BICYCLE PARKING

### 1. Goals

Bicycle parking is required in order to encourage the use of bicycles by providing safe and convenient places to park bicycles.

### 2. Required Bicycle Parking

Bicycle parking shall be provided based on at least one (1) space for each 10 automobile parking spaces required as part of the Base Parking requirement in A.1.2.a above.

Deleted: B.2.b.i

### 3. Bicycle Parking Standards

#### a. Location

- i. Required bicycle parking must be located within 50 feet of an entrance to the building. With permission of the

Town Manager or his designee, bicycle parking may be located in the public right-of-way.

- ii. Bicycle parking may be provided within a building, but the location must be easily accessible to bicycles.

**b. Covered Spaces**

If covered spaces for motor vehicles are provided on-site, then 50% of the bicycle parking shall also be covered, unless otherwise approved by the Town Manager or his designee.

**c. Signs**

If the bicycle parking is not visible from the street, then a sign must be posted indicating the location of the bicycle parking facilities.

**d. Rack types and required areas**

Bicycle racks and the area required for parking and maneuvering must meet *Appendix III Belt Line District Engineering and Landscape Standards* or be approved by the Town Manager or his designee (see below). Bicycle lockers may also be allowed as part of meeting the Bicycle parking requirement, but must be approved as to type and location.

Deleted: the

Formatted: Font: Italic

**4. Standards for Bicycle Rack Types and Dimensions**

**a. Rack Type**

- i. Bicycle rack types and standards are established in the *Belt Line District Engineering and Landscape Standards*.

**b. Parking Space Dimensions**

- i. Bicycle parking spaces must be at least 6 feet long and 2 feet wide, and in covered situations, the overhead clearance must be at least 7 feet.
- ii. An aisle for bicycle maneuvering must be provided and maintained beside or between each row of bicycle parking. This aisle must be at least 5 feet wide.
- iii. Each required bicycle parking space must be accessible without moving another bicycle.
- iv. Areas set aside for bicycle parking must be clearly marked and reserved for bicycle parking only.

## VI. STREETScape, LIGHTING AND MECHANICAL

### A. INTENT

1. It is the intent of this Zoning District and the approved *Appendix III Belt Line District Engineering and Landscape Standards* for districts covered by this Zoning District, to provide a level and consistency of lighting that supports pedestrian activity and promotes safety.
2. The entire District shall utilize the basic fixtures and furnishings in the public areas as are approved in the *Belt Line District Engineering and Landscape Standards* for the District.
3. Mechanical equipment shall not be clearly visible from the street or other public area.

### B. STANDARDS

1. For **Streetscape and Lighting** specifications, see the Town-approved *Appendix III Belt Line District Engineering and Landscape Standards* for the appropriate Belt Line Sub-District.
2. Lighting elements shall be incandescent, metal Halide, or halogen only. No HID or fluorescent lights (except fluorescent bulbs that screw into standard socket fixtures) may be used on the exterior of buildings.
3. All lighting shall be focused downward or narrowly focused on its intended target such as signing, parking and pedestrian walkways. No lighting source from a commercial activity shall be visible by a residential unit.
4. **Mechanical and electrical equipment, transformers, meters, and garbage containers** shall be located and screened so that they are not visible from the street or other public area.
5. On-street Bicycle parking shall be located within the band created by street trees **and pedestrian street lights**, however, it must be placed in a manner that avoids conflicts with pedestrian and vehicular paths.

## VII. LANDSCAPE REQUIREMENTS

Landscaping within the Belt Line District shall comply with the provisions in this Subsection, *Appendix V Belt Line District Engineering and Landscaping Standards* and with the standards contained in *Article XXI, Landscaping Regulations* of the Town's *Zoning Ordinance*. Where conflicts exist between this article and *Article XXI*, the requirements in this District shall be applied.

### A. STREET TREES

Street trees shall be large shade tree species having a minimum caliper of four inches, selected in accordance with the town's landscape regulations.

### B. PLANT MATERIAL

Front yards shall be landscaped except at building entries, seating areas, and adjacent to commercial uses, where the front yard may be paved. Plant materials shall consist of shade trees, ornamental trees, shrubs, evergreen ground covers, vines, and seasonal color.

### C. PAVING MATERIAL

1. Paving material in front yards and on sidewalks shall be warm toned, natural materials such as brick, stone and concrete.
2. Asphalt and gravel as paving materials are prohibited.

### D. PARKING LOT LANDSCAPE

1. Surface parking lots shall be screened from all adjacent public streets and neighboring sites. The screen must extend along all edges of the parking lot and must be three feet in height, 80 percent opaque, and may be accomplished through the use of masonry walls, ornamental metal, evergreen plant materials, or a combination thereof. Planting beds for screen planting shall be a minimum of three feet in width.
2. Interior parking lot landscape shall be consistent with *Article XXI Landscape Regulations*.
3. Parking spaces shall not exceed ten spaces in a row without being interrupted by a landscaped island (nine-foot minimum). Islands shall be planted with a minimum of one shade tree for every ten cars.

### E. SCREENING

1. Mechanical equipment shall be screened from view from all public roadways and located to minimize noise intrusion to adjacent properties. The required screening must be composed of the same exterior materials as the buildings on the lot, or through the use of masonry walls, ornamental fence (80

percent opaque), evergreen landscape material, or combination thereof.

2. Loading, service and trash storage areas shall be screened from all public roadways. Refuse containers must be placed on a designed, reinforced concrete pad and approach. The required screening must be composed of the same exterior materials as the buildings on the lot, or through the use of masonry walls, ornamental fence (80 percent opaque), evergreen landscape material, or combination thereof.
3. All roof-mounted mechanical elements must be screened from view from the public right-of-way and neighboring properties. Screening must be architecturally compatible with the building design.

## VIII. ADMINISTRATION

### A. INTENT

1. It is the intent that a developer or builder who wishes to develop under this Zoning District will be processed in an expedited manner, and may in fact qualify for incentives under other separate Town programs. However, if there are substantial Major Waivers requested, additional approvals shall be required which may delay development progress.

### B. WAIVERS

1. For the purposes of this District, there shall be two types of Waivers — Minor and Major.
2. **Minor Waivers** are considered relatively minor changes to the strict adherence to the standards in this Zoning District, and may be approved administratively by the Town Manager or his designee as part of a Development Plan. However, all Minor Waivers must meet the full intent of this Zoning District as stated herein.
3. **Major Waivers** are considered relatively major changes to both the standards and stated intent of this Zoning District. Major Waivers may only be approved by the Planning and Zoning Commission and Town Council by Specific Use Permit.
4. The Town may impose conditions on granting any Waiver in order to minimize any potential negative impact on the district, neighboring properties or public streets or open space. This may include screening, a time limit or other requirement.
5. Denial of a Minor Waiver may be appealed to the Planning and Zoning Commission and Town Council within 30 days of notification of such denial.

### C. DEVELOPMENT PLAN APPROVAL

1. Prior to obtaining a Building Permit, a Development Plan must be approved by the Town Manager or his designee, to certify that it meets the purpose, intent and standards contained in this Zoning District.
2. Development Plans must include the following information:
  - a. Site Plan
  - b. Building Elevations and Sections
  - c. Building Function/Proposed Use
  - d. Parking Standards being met
  - e. Any Waivers being requested.

3. Denial of a Development Plan may be appealed to the Planning and Zoning Commission and Town Council within 30 days of notification of such denial.

**APPENDIX II STREET TYPES**

**APPENDIX III. BELT LINE DISTRICT ENGINEERING AND  
LANDSCAPE STANDARDS**

## BELT LINE DISTRICT USE CHART

### HOUSEHOLD UNITS

Types of Use Label1	Les Lacs Village	Dining District	Epicurean District	Addison Village
Apartment or Complex	●	● <sup>1</sup>		●
Four-plex	●	● <sup>1</sup>		●
Live-Work Unit	●	● <sup>1</sup>		●
Loft Unit	●	● <sup>1</sup>		●
Single-Family Unit, Attached	●	● <sup>1</sup>		●
Townhouse	●	● <sup>1</sup>		●

<sup>1</sup> Allowed only outside of FAA Noise Contours

### GROUP QUARTERS

Rectory or Parsonage (Accessory to Church on Same Lot)	A			A
Other Religious Quarters	S			S

### HOTELS AND TRANSIENT LODGINGS

Bed and Breakfast Inn	S	S		S
Hotel, Full Service	S	S	S	S
Hotel, Extended Stay or Suites	S	S	S	S
Hotel, Limited Service	S	S	S	S

### ACCESSORY USES

Accessory Use Located on a Separate Lot or Parcel from the Main Use	S	S	S	S
Caretaker or Night Watchman's Quarters, Dwelling			A	
Garage, Community (Residential)	●	●		●
Garage, Private (Residential)	●	●		●
Home Occupation	●	●		●
Kiosk, Food Sales and Service			S	
Kiosk, No Food Sales or Service				
Kiosk, Informational				
Outside Display			S	
Satellite Television Reception Dish	A	A	A	A
Storage Building, Swimming Pool, Hot Tub or Sauna (Private)	A	A	A	A
Tennis Court, Lighted (Private)	A	A		A
Tennis Court, Unlighted (Private)	A	A		A
Other Accessory Uses	S	S	S	S

● - Permitted Use; [ ] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;  
T - Allowed as a Temporary Use; Sp - Site Plan Approval Required

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
--------------	------------------	-----------------	--------------------	-----------------

## INSTITUTIONAL

### GOVERNMENTAL SERVICES

Administrative Offices	●	●	●	●
Civil Defense, Fire or Police Station	S	S	S	S
Post Office	S	S	S	S

### EDUCATIONAL SERVICES

Business or Secretarial School	●	●	●	●
College, University or Professional School	●	●	●	●
Cosmetology School	●	●	●	●
Daycare Center or Nursery School	S	S	S	S
Fine Art School	●	●	●	●
Karate and Martial Arts School	●	●	●	●
Kindergarten	S	S	S	S
Private or Denominational School	S	S	S	S
Public School	S	S	S	S
Other Schools	S	S	S	S

### INSTITUTIONAL SERVICES

Business professional, labor, political and similar organization	●	●	S	●
Church, Synagogue or Temple (Religious Organization or Facility)	●	●	●	●
Fraternal Organization (Lodge) with a Private Club	S	S		S
Fraternal Organization (Lodge) without a Private Club, Civic or Social Organization or Services	●	●	S	●
Religious & Philanthropic Institutions	S	S	S	S
Religious Organizations or Facility (Ancillary Building)	S	S	S	S
Social Advocacy Organizations	S	S	S	S
Other Membership Organizations or Services	S	S	S	S

### CULTURAL CENTERS

Aquarium	S	S	S	S
Historic Marker or Monument Site	●	●	●	●
Library (Public)	S	S	S	S
Museum	S	S	S	S
Nature Parks and Other Similar Institutions	S	S	S	S
Other Cultural Activities	S	S	S	S

- - Permitted Use; [ ] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;  
T - Allowed as a Temporary Use; Sp - Site Plan Approval Required

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
--------------	------------------	-----------------	--------------------	-----------------

**PUBLIC ASSEMBLY**

Amphitheater	S	S	S	S
Arena or Field House	S	S	S	S
Auditorium or Exhibition Hall	S	S	S	S
Civic or Convention Trade Show Facility	S	S	S	S
Spectator Sports (Public or Private with more than 1,500 seats)	S	S	S	S
Spectator Sports (Public or Private with 1,500 or less seats)	S	S	S	S
Other Public Assembly	●	●	●	●
Other Sports Assembly	S	S	S	S

**TRANSPORTATION & UTILITIES**

**RAILROAD AND RAIL RAPID TRANSIT**

Rail Transportation Distribution System	S	S	S	S
Railroad Distribution System	S	S	S	S
Railroad Passenger Terminal	S	S	S	S
Support Activities for Rail Transportation	S	S	S	S
Urban Transit System	S	S	S	S
Other Rail Rapid Transit Transportation	S	S	S	S
Other Railroad Transportation	S	S	S	S

**MOTOR VEHICLE TRANSPORTATION**

Bus Parking or Storage (Accessory to an Institutional Use)		A	A	
Bus Passenger Terminal		A	A	
Bus Timed Transfer Center		A	A	
Limousine Service		A	A	

**AUTOMOBILE PARKING**

Commercial Parking Garage or Structure	●	●	●	●
Commercial Surface Parking Lot	S	S	S	S
Private Parking Garage or Structure (Accessory to Main Use on same Lot)	●	●	●	●
Private Surface Parking Lot (Accessory to Main Use on same Lot)	●	●	●	●
Private Parking Garage or Structure (For overflow or nonrequired parking as a principal use or located on a separate lot from the main use.)	●	●	●	●
Private Surface Parking Lot (For overflow or non-required parking as a principal use or located on a separate lot from the main use.)	●	●	●	●

● - Permitted Use; [ ] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use; T - Allowed as a Temporary Use; Sp - Site Plan Approval Required

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
--------------	---------------------	--------------------	-----------------------	--------------------

### COMMUNICATION SERVICES

Antenna Support Structure (excluding support structure for amateur radio broadcasting)		S	S	
Cable Networks	●	●	●	●
Communications Tower (Excluding antennas or support structures for amateur radio communications. Reference Section 0600 above) (Structure within height envelope of applicable district)		●	●	
Radio and Television Broadcasting		●	●	
Telecommunications Resellers		●	●	
Telephone (Telecommunications) Distribution System	●	●	●	●
Temporary Support Structure	T	T	T	T
Other Telephone Communication	S	S	S	S

### UTILITY SERVICES

Electricity Power Distribution System	●	●	●	●
Natural Gas Distribution System	●	●	●	●

### RECREATIONAL USES & AMUSEMENTS

#### RECREATIONAL & AMUSEMENT ACTIVITIES

Health Club or Athletic Club (Fitness and Recreation Sports)	●	●	●	●
Motion Picture Theater (Excluding Adult Motion Picture Theater)	S	S	S	S
Performing Arts Companies	S	S	S	S
Public Park	●	●	●	●
Public Recreation or Community Center, Athletic, or Recreation Facility	S	S	S	S
Outdoor Commercial Recreational Activity	S	S	S	S

### SERVICES

#### FINANCE, INSURANCE & REAL ESTATE

Agencies, Brokerages, and Other Insurance Related Activities	●	●	●	●
Credit Intermediation and Related Activities (Bank)	●	●	●	●
Insurance Carriers	●	●	●	●
Monetary Authorities Central Bank	●	●	●	●
Real Estate Agents, Brokers & Management Services	●	●	●	●
Securities Commodity Contracts, and Other Financial Investments and Related Activities	●	●	●	●
Other Finance, Insurance & Real Estate Services	●	●	●	●

- - Permitted Use; [ ] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;  
T - Allowed as a Temporary Use; Sp - Site Plan Approval Required

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
--------------	------------------	-----------------	--------------------	-----------------

**PERSONAL SERVICES**

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
Cleaning, Dry Cleaning & Dyeing Service (Conducted within building up to 3,000 square feet)				
Cleaning, Dry Cleaning & Dyeing, Pickup Service Only	●	●	●	●
Dry Cleaning and Laundry Services (Self-Service)	●	●	●	●
Graphic Design Services	●	●	●	●
Hair, Nail and Skin Care Services	●	●	●	●
Kennel				
Locksmiths	●	●	●	●
Other Personal Care Services	●	●	●	●
Photographic Services	●	●	●	●
Pressing, Alteration & Garment Repair	●	●	●	●
Tax Preparation Service	●	●	●	●
Other Personal Services	●	●	●	●

**BUSINESS SERVICES**

Automobile Equipment Rental and Leasing (Site area less than one [1] acre)		●	●	
Consumer Goods Rental				
Courier and Messengers	●	●	●	●
Day Labor Employment Placement Agency				
Employment Service	●	●	●	●
Information Services	●	●	●	●
Investigation and Security Services	●	●	●	●
Management Consulting Service	●	●	●	●
News Syndicate	●	●	●	●
Photo Finishing	●	●	●	●
Printing	●	●	●	●
Quick Print Service	●	●	●	●
Travel Arrangement and Reservation Services	●	●	●	●
Other Business Services	●	●	●	●

**REPAIR SERVICES**

Repair, electrical and Computer	●	●	●	●
Watch, Clock & Jewelry Repair Service	●	●	●	●

● - Permitted Use; [ ] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;  
T - Allowed as a Temporary Use; Sp - Site Plan Approval Required

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
--------------	------------------	-----------------	--------------------	-----------------

### PROFESSIONAL SERVICES

Accounting, Tax Preparation and Payroll Services or Bookkeeping Service	●	●	●	●
Adult Daycare Center	S	S	S	S
Advertising and Related Services	●	●	●	●
Computer System Design and Related Service	●	●	●	●
Dentist Office	●	●	●	●
Engineering, Architectural or Related Services	●	●	●	●
Funeral Home, Mortuary				
Legal Services	●	●	●	●
Other Health Practitioners Office	●	●	●	●
Other Professional, Scientific and Technical Services	●	●	●	●
Out-Patient Care Center	●	●	●	●
Physicians' Office	●	●	●	●
Specialized Design Services	●	●	●	●

### RETAIL

Any Retail Establishment or Structure Less than 50,000 GLA	●	●	●	●
Any Retail Establishment or Structure in Excess of 50,000 GLA	S	S	S	S

### BUILDING MATERIALS, HARDWARE & FARM EQUIPMENT

Paint and Wallpaper Stores	●	●	●	●
Plumbing Shop+A235	●	●	●	●

### FOOD

Beer & Wine, Off-Premise Consumption			S	
Food or Grocery Store, Retail	●	●	●	●
Specialty Food Stores	●	●	●	●

### AUTOMOTIVE, MARINE CRAFT & AIRCRAFT

Automobile Repair	S	S	S	S
Automobile Sales or Leasing	S	S	S	S
Gasoline Service Station	S	S	S	S
Gasoline Station with Convenience Store	S	S	S	S

● - Permitted Use; [ ] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;  
T - Allowed as a Temporary Use; Sp - Site Plan Approval Required

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
--------------	------------------	-----------------	--------------------	-----------------

**APPAREL AND ACCESSORIES**

Clothing Stores	●	●	●	●
Custom Tailoring	●	●	●	●
Shoe Stores	●	●	●	●
Other Apparel & Accessories	●	●	●	●

**FURNITURE, HOME FURNISHINGS & EQUIPMENT**

All Other Home Furnishings	●	●	●	●
Electronics and Appliances Stores	●	●	●	●
Furniture & Home Furnishings Stores	●	●	●	●
Other Retail Furniture & Home Furnishings	●	●	●	●

**EATING AND DRINKING ESTABLISHMENTS**

Caterers/Catering Hall	S	S	S	S
Dinner Theater	S	S	S	S
Restaurant	S	S	S	S
Sale of Alcohol for On-Premise Consumption	S	S	S	S

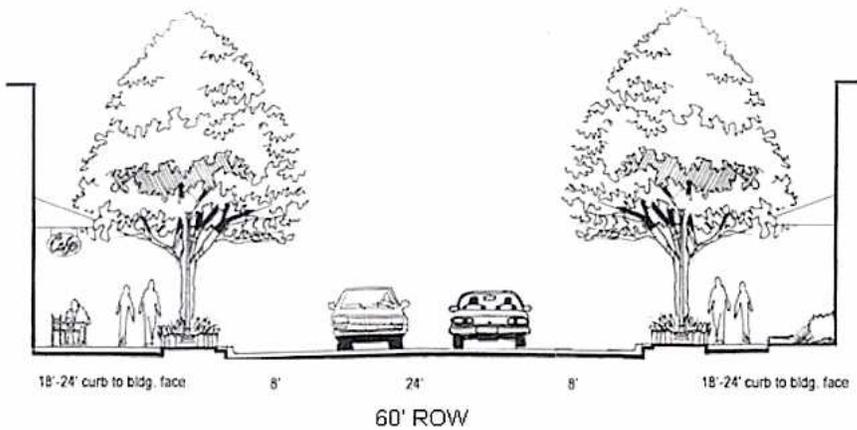
**OTHER RETAIL TRADE**

Antique Store (Used Merchandise Store) & Secondhand Goods Sales	●	●	●	●
Art Dealers	●	●	●	●
Book Store and News Dealers (Excluding Adult Bookstore)	●	●	●	●
Cosmetics Beauty Supplies and Perfume Stores	●	●	●	●

**OTHER RETAIL TRADE**

OTHER RETAIL TRADE	●	●	●	●
--------------------	---	---	---	---

- - Permitted Use; [ ] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;  
T - Allowed as a Temporary Use; Sp - Site Plan Approval Required



Local Street

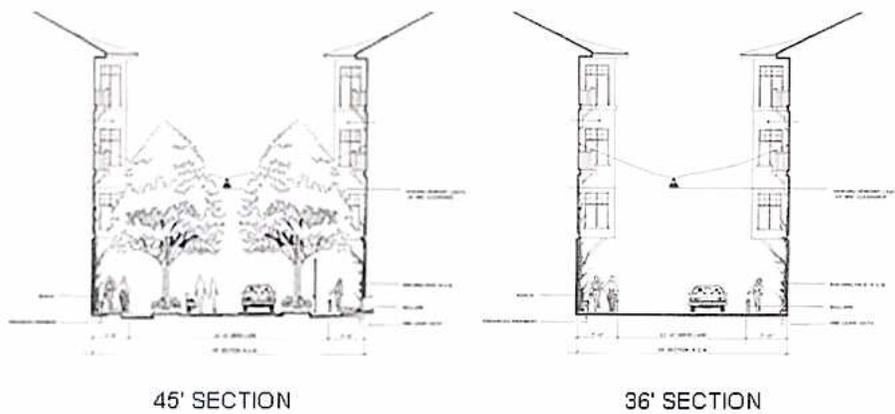
## Framework

Street Trees on 25' – 30' o.c.,  
100-to-200 gallon container-grown.

Street Lights on 85' o.c., metal  
halide, 11' to 14' mounting height.

Parallel Parking and Curb  
Neckdowns





45' SECTION

36' SECTION

Mews

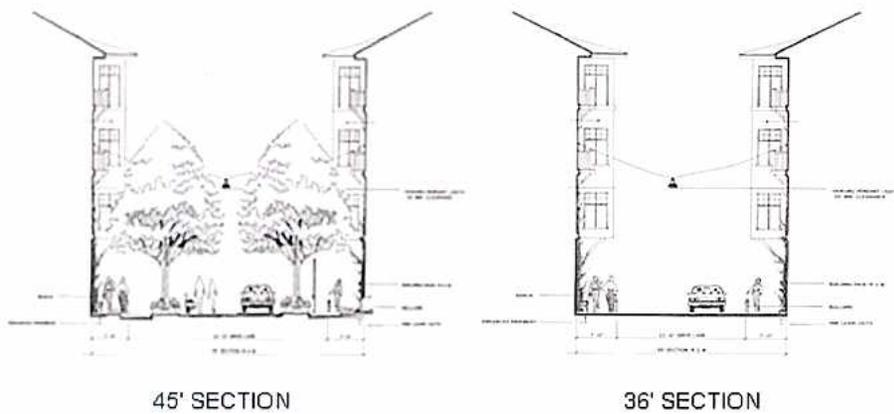
## Framework

On the 45' section, Street Trees on 25' – 30' o.c., 100-to-200 gallon container-grown.

Street Lights on 85' o.c., metal halide, hung from building or pole.

Curbless section with sheet-flow drainage.



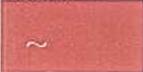


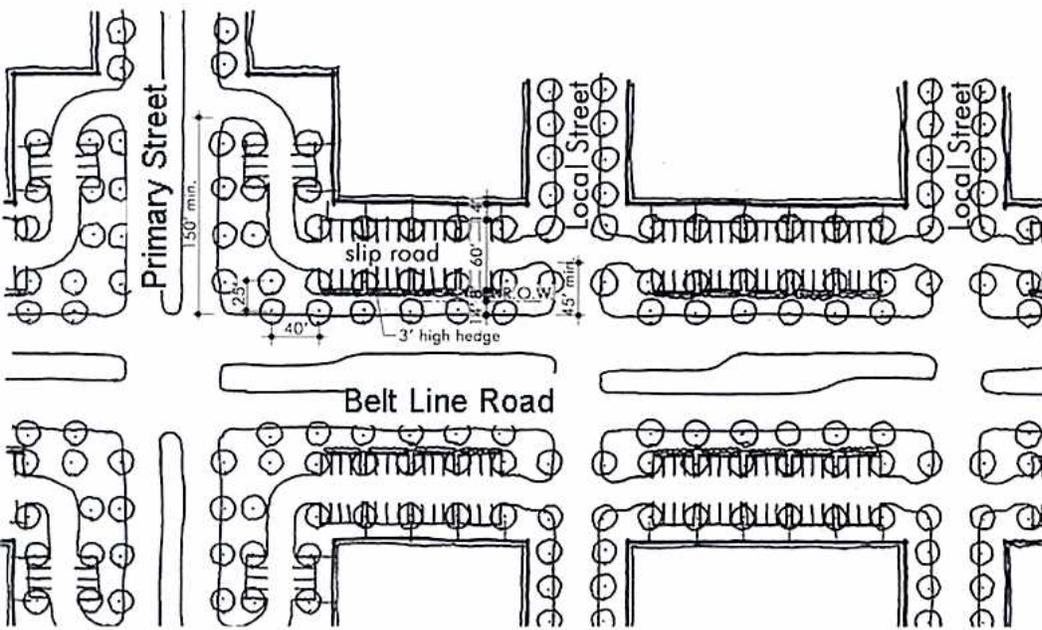
# Framework

The 36' section should only be used as "entrances" into a larger space or courtyard and are anticipated to only be the width of the building.

Street Lights on 85' o.c., metal halide, hung from building or pole.  
 Curbless section with sheet-flow drainage.

Mews





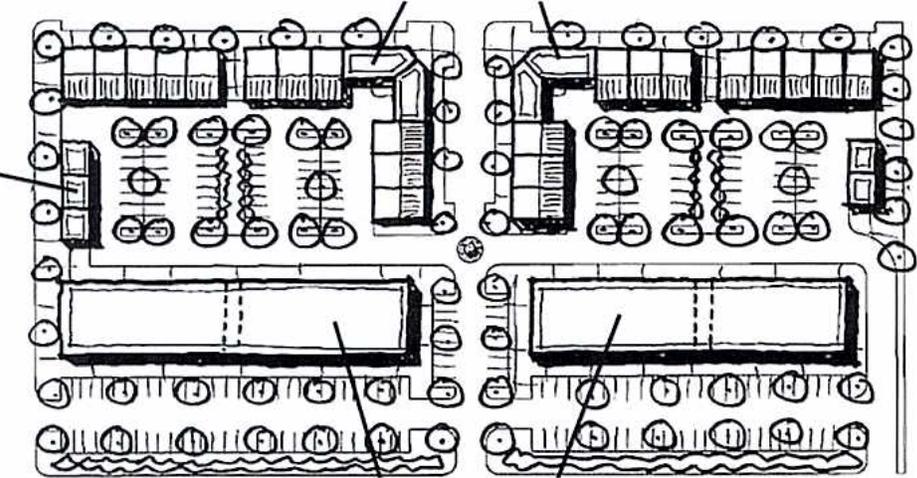
# Framework

In order to give order and consistency to Belt Line, a slip road is proposed linking frontage development together and forming an urban boulevard effect.

Slip Road



Village Townhomes to screen parking lots along street grid



**Belt Line Road**

Ground Floor Commercial with potential loft office/residential above

Slip Road

# Framework

k  
Allows townhome and office uses behind retail frontage along a gridded street network.



## OFFICIAL ACTIONS OF THE ADDISON CITY COUNCIL

January 10, 2006  
 7:30 p.m. - Council Chambers  
 5300 Belt Line Road

Present: Mayor Chow, Councilmembers Braun, Hirsch, Kraft, Mallory, Mellow,  
 Niemann  
 Absent: None

Item #R1 - Consideration of Old Business.

The following employees were introduced to the Council: Tom Hess (General Services), Tim Hastings (Development Services), Shawn Ainsworth (Fire).

Item #R2 - Consent Agenda.

#2a – Approval of the Minutes for the December 13, 2005 Council Meeting.  
 (Approved as written)

Councilmember Niemann moved to duly approve the above listed item.  
 Councilmember Braun seconded. Motion carried.

Voting Aye - Chow, Braun, Hirsch, Kraft, Mallory, Mellow and Niemann  
 Voting Nay - None  
 Absent - None

Item #R3 – Consideration and approval of an Ordinance granting meritorious exception to Sec. 61-186, Monument Signs, for Reynolds Signs, representing Addison Tower located at 16415 Addison Road.

Councilmember Mallory moved to duly pass Ordinance No. 006-001 granting meritorious exception to Sec. 61-186, Monument Signs, for Reynolds Signs, representing Addison Tower located at 16415 Addison Road. Councilmember Mellow seconded. Motion carried.

Voting Aye - Chow, Braun, Hirsch, Kraft, Mallory, Mellow and Niemann  
 Voting Nay - None  
 Absent - None

Item #R4 – Consideration and approval of an Ordinance granting meritorious exception to Sec. 62-163, Area, for Starlite Sign, representing Sprint located at 4943 Belt Line Road.

Councilmember Niemann moved to duly pass Ordinance No. 006-002 granting meritorious exception to Sec. 62-163, Area, for Starlite Sign, representing Sprint

located at 4943 Belt Line Road. Councilmember Hirsch seconded. Motion carried.

Voting Aye - Chow, Braun, Hirsch, Kraft, Mallory, Mellow and Niemann  
Voting Nay - None  
Absent - None

There being no further business before the Council, the meeting was adjourned.

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Secretary

**Council Agenda Item: #2b****SUMMARY:**

This item is Council acceptance and payment to Stripe-A-Zone for the installation of pavement markings at various locations.

**FINANCIAL IMPACT:**

Budget Amount:	\$50,000
Bid Amount:	\$37,968.15
Final Cost:	\$43,284.58

This project was funded for 2005 in the Street Department Operations Budget.

**BACKGROUND:**

On August 9, Council awarded a contract to Stripe-A-Zone for the installation of pavement markings at 22 locations. These markings included stop bars, directional arrows, crosswalk bars and numerous buttons. During the course of the project, the Street Division identified other locations in need of new markings and increased the contract by \$5,316.43, for a total cost of \$43,284.58.

The following is a reconciliation of costs.

Original contract Amount	\$37,968.15
Change Order	5,316.43
Total	\$43,284.58
Less previous payments	\$38,956.13
Final payment	\$4,328.46

**RECOMMENDATION:**

Staff recommends Council acceptance and final payment in the amount of \$4,328.46 to Stripe-A-Zone for the installation of pavement markings.

## **Council Agenda Item: #R3**

**There are no attachments for this item.**

**Council Agenda Item: #R4****SUMMARY:**

Staff and representatives from RTKL will present the Addison Arbor Foundation (AAF) Comprehensive Street Tree Master Plan for the Council's review and approval.

**FINANCIAL IMPACT:**

Master Plan Design Fee: **\$58,000**

The master plan was funded from the FY 2004-05 Arbor Fund budget. The funding source was from reimbursements made to the town by the town's contracted waste hauler, Waste Management, for curbside and municipal building recycling.

**BACKGROUND:**

The Addison Arbor Foundation (AAF) Citizen's Advisory Committee developed a 20-year Strategic Plan outlining the AAF's mission statement, goals and objectives, which are as follows:

**Goal:**

- To increase the number of trees in the town to create a tree canopy that will become the town's trademark in the DFW Metroplex.

**Objective:**

- Plant 50 trees each year for the next 20 years along streets and parks designated on a master plan, which will include principal arterial, commercial collector, residential collector streets, as well as, public open spaces.

**Strategy:**

- Create a master plan that establishes major target zones and serves as a template to systematically increase the number of trees planted in those target zones each year.
- Develop a public awareness and marketing program to promote the Foundation's goals and objectives.

The key component of the 20-year Strategic Plan was to develop a master plan to steer all future AAF programs and fundraising. The goal of the plan is to:

- Meet the goals and objectives of the Addison Arbor Foundation's 20-year Strategic Plan.
- Create healthier and safer streets for pedestrians, bicyclists, transit and motorists.
- Make Addison a more beautiful place to live and visit.
- Bring a sense of natural beauty to the town's streets.
- Increase residential and commercial property values.

- Increase civic pride.

RTKL conducted a street tree inventory and analysis, developed streetscape urban design concepts based on a determined street hierarchy and formulated a street tree planting plan and management program. The concepts, plans and guidelines were prepared and developed with the following objectives:

- Create a usable tool for the design of future street tree planting projects.
- Provide a clear direction and priorities for the maintenance of the street trees within Addison.
- Identify and document the existing tree resources, so the Town can measure and track their implementation efforts.
- Estimate planting and maintenance costs to assist in the budget process.
- Use the master plan as a future marketing and fundraising tool to solicit possible grants, donations and other funding.
- Recognize Addison Arbor Foundation donors by means of permanent dedication monuments placed at visible public locations, such as pedestrian plazas, pedestrian trails and park sites.

The comprehensive street tree master plan will address the entire town with the specific exclusion of the Belt Line Road corridor; however, the Belt Line Corridor Streetscape Master Plan will become an integral component of the comprehensive street tree master plan.

**RECOMMENDATION:**

Staff recommends approval.

**Council Agenda Item: #R5**

**SUMMARY:**

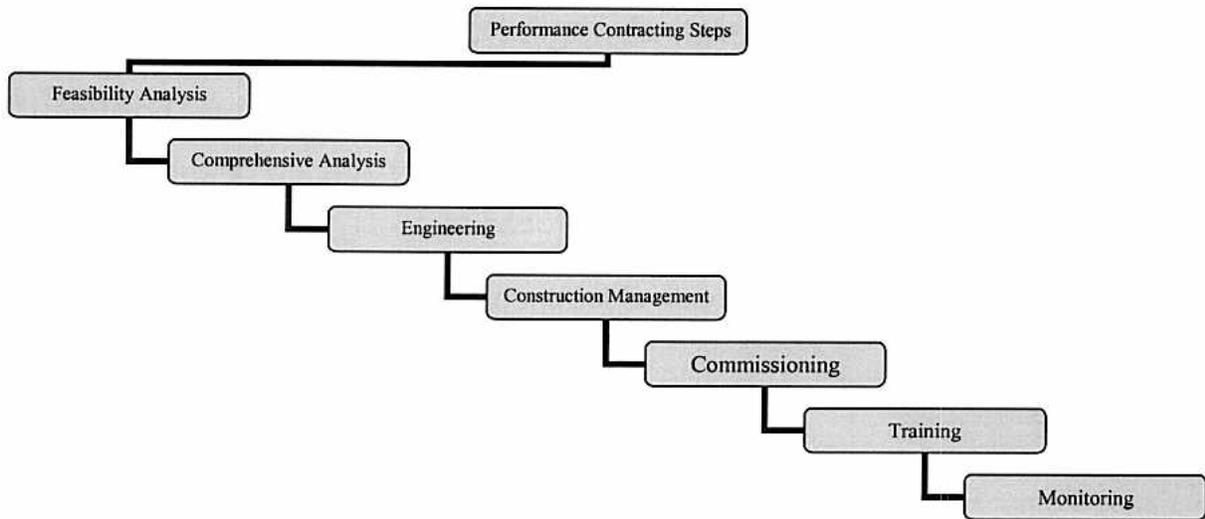
This item is to request the Council's approval of an agreement with Chevron ES (CES) to evaluate the Town's water facilities for the purpose of determining the viability of implementing a guaranteed water saving program to generate funds for facility renewal. A copy of the contract is attached.

**FINANCIAL IMPACT:**

Budgeted Amount:	\$0
Cost of implementation:	\$0

**BACKGROUND:**

Chevron ES, a wholly owned subsidiary within Chevron Corporation, agrees to perform a water use feasibility study (step 1 of Performance Contracting) (**at no cost to the Town**) to determine opportunities to reduce total operating expenses within the Town's water facility. Such study shall include: utility bill review, on-site facility inspection of buildings and equipment, maintenance procedures and costs, capital improvement needs, capital improvement plans, correlate and analyze information gathered from the above steps, develop a water management program and prepare a water use report and proposal which outlines the savings opportunities, process automation, cost, and capitalization alternatives, engineering and equipment recommendations. Performance Contracting is a 7-step process.



**RECOMMENDATION:**

Staff recommends that the Council authorize the City Manager to enter into an agreement with Chevron ES, for evaluating the Town's water facilities for the purpose of determining a guaranteed water saving program through savings created within the operating budget and automation to generate funds for facility.



Chevron Energy Solutions Company,  
a division of Chevron U.S.A. Inc.  
Chevron ES Project #: DWCES-30384  
Chevron ES Contract # CU 0705

**FEASIBILITY WATER ANALYSIS AGREEMENT**

This Feasibility Water Analysis Agreement ("Agreement") is made and entered into as of this \_\_\_\_\_ day of \_\_\_\_\_, 2006 between Chevron Energy Solutions Company, a Division of Chevron USA, Inc. ("Chevron ES"), an Energy Services Company ("ESCO"), having its principal offices at 345 California Street, 32nd Floor, San Francisco, CA 94104 and the Town of Addison, Texas, located at 5300 Belt Line Road, Dallas, Texas 75254 hereinafter referred to as "Customer". Customer hereby authorizes Chevron ES to evaluate the Customer's facilities for the purpose of determining the viability of implementing a guaranteed water saving program to generate funds for facility (water facilities) renewal.

1. **Scope of Work.** Chevron ES agrees to perform a water use feasibility study (at no cost to the Customer) to determine opportunities to reduce total operating expenses within the Customer's facility. Such study shall include, but not be limited to the following: utility bill review, on-site facility inspection of buildings and equipment, maintenance procedures and costs, capital improvement needs, capital improvement plans, investigate the feasibility of a utility rate reduction, correlate and analyze information gathered from the above steps, develop a water management program and prepare a water use report and performance contracting proposal which outline the savings opportunities, cost, and capitalization alternatives, engineering and equipment recommendations.
2. **Schedule.** The water use evaluation will begin with a site visit of the facility. The water use study will be presented to the Town of Addison on or about March 3, 2006 or approximately 5 weeks after the site visit and the receipt of the following information from the Customer (the provision of which is subject to applicable law or Customer policy, including, without limitation, any law or policy related to confidentiality):
  - a. One year worth of actual utility bills for all included utilities, beginning with the most recent month.
  - b. List of buildings and associated square footage.
  - c. 8 1/2" x 11" floor plans of all included buildings.
3. **Change in Scope; Additional Provisions.** Any change in the terms of this agreement must be in writing and signed by both parties. Additional terms and provisions of this Agreement are set forth in Exhibit A attached hereto and incorporated herein, and all such terms and provisions are incorporated into and made a part of this Agreement.
4. **Customer Participation.** Customer agrees to do all things reasonably necessary, on dates and at times mutually agreeable to Customer and Chevron ES, to assist Chevron ES in conducting the water use evaluation, including, but not limited to, providing copies of water utility bills; access to the buildings; access to operation and maintenance personnel; and copies of previously conducted water use reports. In addition, the Customer agrees to allow Chevron ES to present the results of the water use feasibility study and Chevron ES' performance contracting proposal to the Customer's executive(s) with the authority to enter into such a contract.

**CHEVRON ES:**  
Chevron Energy Solutions Company, a Division of  
Chevron U.S.A., Inc.

**CUSTOMER:**  
Town of Addison, Texas

By: \_\_\_\_\_

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title:

Title:



**EXHIBIT A  
TO FEASIBILITY WATER ANALYSIS AGREEMENT**

All provisions of this Exhibit A to Feasibility Water Analysis Agreement are incorporated into and made a part of the Feasibility Water Analysis Agreement between Chevron Energy Solutions Company, a Division of Chevron USA, Inc. ("Chevron ES") and the Town of Addison, Texas ("Customer").

1. **Termination; Ownership of Work; Additional Work.** Customer may terminate this Agreement and the services set forth herein at any time by giving to Chevron ES at least five (5) days written notice of such termination. All data, studies, reports and other materials and items (whether kept electronically, in writing, or otherwise) which are prepared by or at the direction of Chevron ES are the property of the Customer, and shall be provided to Customer upon Customer's request. In the event of termination or upon the expiration of this Agreement or the completion of the work to be performed by Chevron ES, all finished or unfinished data, studies, reports and other materials and items (whether kept electronically, in writing, or otherwise) which have been prepared by or at the direction of Chevron ES shall be promptly delivered to Customer. Any further or additional work or services by Chevron ES for or on behalf of the Customer regarding or related to the matters set forth herein shall be provided only if a written agreement for such further or additional work is entered into by Chevron ES and Customer.

2. **Work Performance.** All work and services performed and provided by Chevron ES will be performed and provided in a manner satisfactory and acceptable to the Town. Chevron ES represents that it has the skills, qualifications, expertise, and experience necessary to perform the work and services described herein. The work and services to be performed and provided by Chevron ES shall be provided in a manner consistent with all applicable standards, regulations, and laws.

3. **Independent Contractor.** This Agreement and the relationships of the parties hereto shall not be construed to and does not create a partnership, joint venture, joint enterprise, employer-employee relationship, or agency relationship between the parties, and Chevron ES is and shall operate as an independent contractor and not as an agent of the Customer under or in connection with this Agreement.

4. **Confidentiality.** Chevron ES will keep confidential and will not disclose to any third party any and all records, reports, information, documents, or other materials given to or prepared by Chevron ES, its officers, employees, consultants, agents, contractors, and subcontractors, in connection with the services and work set forth herein.

5. **Assignment.** Chevron ES shall not and has no authority to assign, transfer, delegate, subcontract or otherwise convey any interest herein or the work or services to be performed hereunder without the prior written consent of the Customer, and any such assignment, transfer, delegation, subcontract or other conveyance without the Customer's prior written consent will be null and void.

6. **Venue; Governing Law.** In the event of any action under this Agreement, venue for the same shall be instituted and maintained in Dallas County, Texas. The laws of the State of Texas shall govern and apply to the interpretation, validity and enforcement of this Agreement; and, with respect to any conflict of law provisions, the parties agree that such conflict of law provisions shall not affect the application of the law of Texas (without reference to its conflict of law provisions) to the governing, interpretation, validity and enforcement of this Agreement.

7. **Indemnity.** (a) CHEVRON ES AGREES TO AND SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE TOWN OF ADDISON, TEXAS, ITS OFFICERS EMPLOYEES, AND AGENTS (IN BOTH THEIR PUBLIC AND PRIVATE CAPACITIES) (EACH AN "INDEMNITEE") FROM AND AGAINST ANY AND ALL SUITS, CLAIMS, ACTIONS, CAUSES OF ACTION,



JUDGMENTS, LIABILITIES, PENALTIES, FINES, EXPENSES, FEES, COSTS (INCLUDING REASONABLE ATTORNEY'S FEES AND OTHER COSTS OF DEFENSE), AND DAMAGES (TOGETHER "DAMAGES") ARISING OUT OF IN CONNECTION WITH (I) CHEVRON ES' PERFORMANCE OF THIS AGREEMENT, (II) THE USE OF THE CUSTOMER'S PREMISES BY CHEVRON ES OR BY ANY OWNER, OFFICER, PARTNER, SHAREHOLDER, EMPLOYEE, AGENT, REPRESENTATIVE, CONTRACTOR, SUBCONTRACTOR, LICENSEE, GUEST, OR INVITEE OF CHEVRON ES, OR ANY OTHER PERSON OR ENTITY FOR WHOM CHEVRON ES OR ANY OF THEM MAY BE LIABLE (TOGETHER, "CHEVRON ES PARTIES"), (III) THE CONDUCT OF CHEVRON ES' BUSINESS OR ANYTHING ELSE DONE OR PERMITTED BY CHEVRON ES (OR ANY OF CHEVRON ES PARTIES) TO BE DONE IN OR ABOUT THE PREMISES OF CUSTOMER RELATING TO THE WORK HEREUNDER, (IV) ANY BREACH OR DEFAULT IN THE PERFORMANCE OF CHEVRON ES' OBLIGATIONS UNDER THIS AGREEMENT, AND (V) WITHOUT LIMITING ANY OF THE FOREGOING, ANY ACT OR OMISSION OF CHEVRON ES OR ANY OF THE CHEVRON ES PARTIES UNDER, RELATED TO, OR IN CONNECTION WITH, THIS AGREEMENT, INCLUDING DAMAGES CAUSED BY AN INDEMNITEE'S OWN NEGLIGENCE.

(b) With respect to Chevron ES's indemnity obligation set forth in subsection (a), Chevron ES shall have no duty to indemnify an Indemnitee for any Damages caused by the sole negligence of the Indemnitee.

(c) If an Indemnitee suffers Damages arising out of or in connection with the performance of this Agreement that are caused by the concurrent negligence of both Chevron ES and an Indemnitee, Chevron ES' indemnity obligation set forth in subsection (a) will be limited to a fraction of the total Damages equivalent to Chevron ES' own percentage of responsibility.

(c) With respect to duty to defend set forth herein in subsection (a), Chevron ES shall have the duty, at its sole cost and expense, through counsel of its choice, to litigate, defend, settle or otherwise attempt to resolve any claim, lawsuit, cause of action, or judgment arising out of or in connection with this Agreement.

(e) In the event that Chevron ES fails or refuses to provide a defense to any claim, lawsuit, judgment, or cause of action arising out of or in connection with this Agreement, the Customer shall have the right to undertake the defense, compromise, or settlement of any such claim, lawsuit, judgment, or cause of action, through counsel of its own choice, on behalf of and for the account of, and at the risk of the Chevron ES, and Chevron ES shall be obligated to pay the reasonable and necessary costs, expenses and attorneys' fees incurred by the Customer in connection with handling the prosecution or defense and any appeal(s) related to such claim, lawsuit, judgment, or cause of action.

(f) This indemnity, hold harmless, and defense obligation shall survive the expiration, termination, and completion of the work hereunder by Chevron ES.

8. **Severability.** If any provision of the matters set forth here is held to be illegal, invalid or unenforceable under present or future laws, such provision shall be fully severable, and this agreement shall be construed and enforced as if such illegal, invalid or unenforceable provision is not a part hereof, and the remaining provisions hereof shall remain in full force and effect.

9. **Waiver; Cumulative Rights; Survival.** A waiver of one or more breaches of any clause of this Agreement shall not act to waive any other breach, whether of the same or different clauses, nor a waiver by such party of its rights at any time thereafter to require exact and strict compliance with all the terms hereof. The rights and remedies provided by this Agreement are cumulative and the use of any one right or remedy by either party shall not preclude or waive its right to use any or all other remedies. Said rights and remedies are given in addition to any other rights the parties may have by law statute, ordinance, or otherwise. Any rights and remedies either party may have



**Chevron Energy Solutions Company,**  
**a division of Chevron U.S.A. Inc.**  
Chevron ES Project #: DWCES-30384  
Chevron ES Contract # CU 0705

with respect to the other arising out of this Agreement shall survive the cancellation, expiration or termination of this Agreement.

10. **No Third Party Benefits.** The services and work set forth herein and our agreement are solely for the benefit of Customer and Chevron ES, and are not intended to create or grant any rights, contractual or otherwise, to any other person or entity.

11. **Entire Agreement.** The matters set forth herein constitute the entire agreement between Chevron ES and the Customer with respect to Chevron ES' work and services described herein, supersedes all prior agreements, and may be amended only in writing.



# DFW International

## Community Alliance

**DFW International Community Alliance** is the portal to international North Texas, a region in which 40% of the residents are New Americans of first or second generation. We are a network of over 1,600 North Texas internationally-focused civic, community and educational organizations that embodies the cultural and economic vibrancy of the global community. Our **Mission** is to promote and link North Texas ethnic and New American groups, empowering them as respected members of the community and providing forums through which to share their cultural heritages.

Mr. Ron Whitehead  
Town of Addison  
Belt Line  
Addison, TX

Dear Ron:

We are writing to invite the Town of Addison to host the **OPENING RECEPTION** for International DFW Week 2006, on **THURSDAY, April 6**. The gathering will kick off 10 days of events that run through Easter Sunday, **April 16, 2006, 20+++events across North Texas** that celebrate the pioneering spirit of the New Americans who make up over 40% of DFW's population.

You can see on the attached sheets that events are taking place across our metroplex in the cities of Fort Worth, Irving, Denton, McKinney, Richardson..... etc. All of these partners and the mayors of the participating cities will be invited to the opening reception, at which we expect 350 to 400 civic, business, and international leaders.

At the reception we will recognize mayors of all participating cities, and present our **INTERNATIONAL HALL OF FAME** awards in the areas of education, health, arts, business, civic affairs.

This is a great opportunity for the Town of Addison to be recognized by other cities for its leadership and innovation, while also recognizing the growing buying power and contribution of the New Americans who make up 40% of our region's population.

Your \$7,500 partnership will enable us to:

- lease the space in the Addison Conference Center
- purchase food from Addison's ethnic restaurants

I am confident as this year marks the 9th anniversary of the festival highlighting the diversity of the North Texas region that your partnership will ensure our continued success and growth. **The festival is expected to connect over 50,000 attendees, with events ranging from health to international youth soccer, the arts, business, and education.**

Sincerely,

**John Bryant**

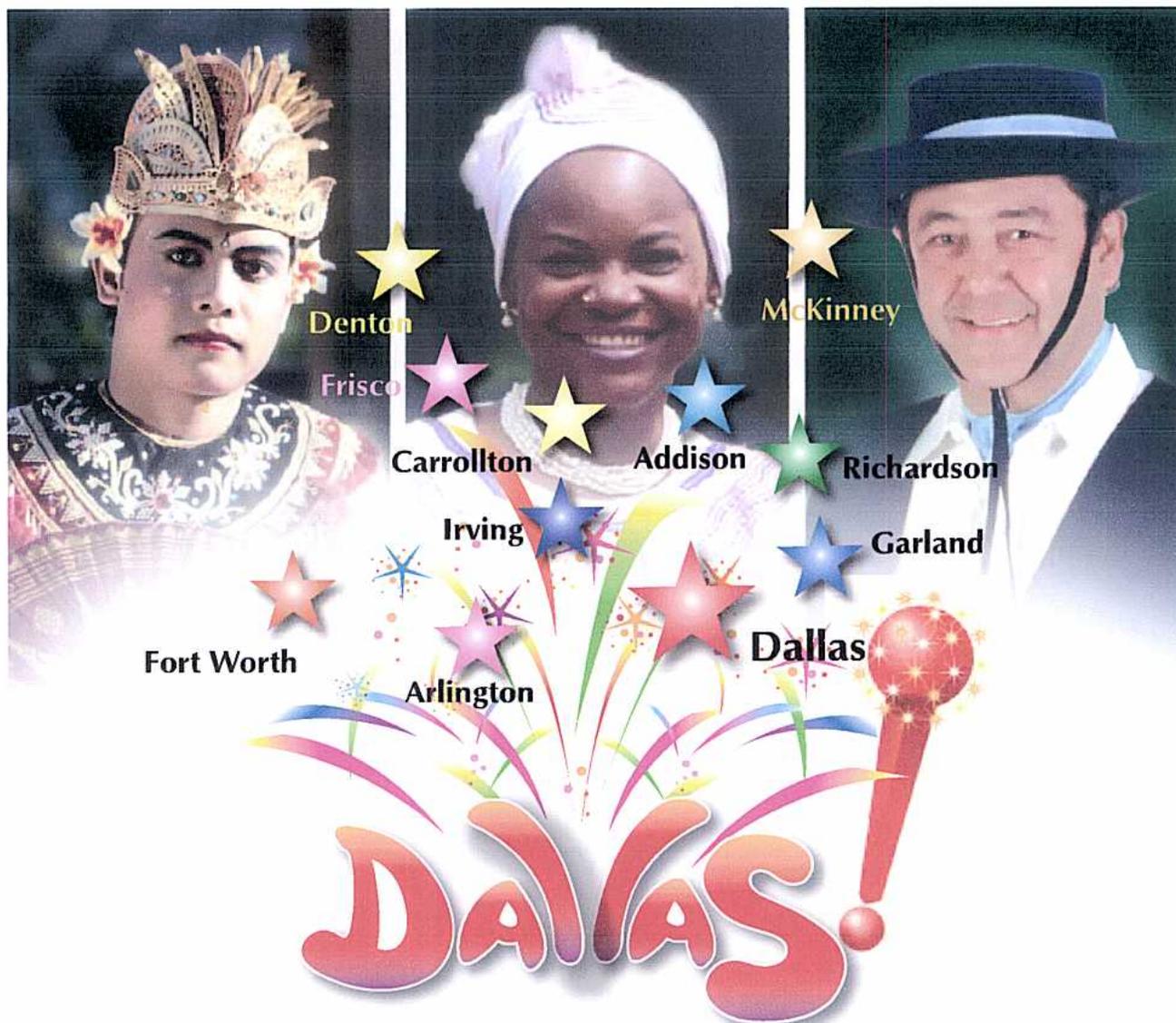
Chairman, DFW International Community Alliance  
Texas House of Representatives 1974 - 1982  
US Congress 1983 - 1996





# DFW International

## Community Alliance



# International DFW Week 2006

April 7<sup>th</sup> thru April 16

20++ events across North Texas highlighting global cultures and the arts, health, education, business and civic programs

“Dallas may pride itself on old money and glitz, but over the last two decades it has become a kind of Ellis Island —one of the nation’s key immigration gateway.”

*The Dallas Morning News*

6310 LBJ, Suite 203, Dallas, TX 75240  
972-661-2764 [president@dfwinternational.org](mailto:president@dfwinternational.org)

[www.dfwinternational.org](http://www.dfwinternational.org)



# DFW International

## Community Alliance



### International Festival

### Celebrate International DFW Week!

The Pioneer Spirit is Thriving in the 21st Century!

April 7 thru April 16, 2006

#### Highlights:

- April 7: *Reception for International Community Leaders*
- April 9: *Dallas International Festival*
- April 14: *International Guitar Festival*
- April 16: *Global Sacred Music Concert*



### THE INTERNATIONAL IMAGE AND ESSENCE OF DFW

40% of North Texas residents are New Americans, making DFW a true International-American destination. International DFW Week captures the image and the essence of our region: defining our identity as an international center, spreading civic pride and good will among residents of all cultural heritages, linking major institutions and global communities, and inviting corporate partners to outreach through one series of exciting events.

### FESTIVAL PROGRAM

- ~~Thursday, April 6~~ **Thursday, April 6** ADDISON  
*Reception for International Community Leaders: Realizing the American Dream*
- **Friday, April 7: ARLINGTON**  
*International Day at UT Arlington*
- **Friday, April 7: DALLAS**  
*Dallas Symphony Orchestra plays Manuel de Falla*
- **Saturday, April 8: DALLAS**  
*International Day at the Dallas Public Library*
- **Saturday, April 8: DENTON**  
*Basant Kite Festival at UNT*
- **Saturday, April 8: DALLAS**  
*Family Festival of Global Faiths at Thanks-Giving Square*
- **Saturday, April 8: FORT WORTH**  
*Panda Cup International Women's Soccer Tournament*
- **Saturday, April 8: FORT WORTH**  
*Panda Cup Soccer, Chinese National Women's Team at TCU*
- **Sunday, April 9: FRISCO**  
*Dallas Cup International Youth Soccer Tournament*
- **Sunday, April 9: DALLAS**  
***Dallas International Festival in Majestic Theatre***
- **Monday, April 10: CARROLLTON**  
*CARE Int'l Lecture: Water for Life*
- **Tuesday, April 11: RICHARDSON**  
*International Day at the Richardson Library*
- **Tuesday, April 11: DALLAS**  
*Greater Dallas Chamber International Luncheon*
- **Wednesday, April 12: RICHARDSON**  
*International Day at Richland College*
- **Wednesday, April 12: FORT WORTH**  
*Fort Worth International Center event*
- **Wednesday, April 12: FRISCO**  
*Dallas Cup International Youth Soccer: Latin American teams*
- **Friday, April 14: MCKINNEY**  
*International Guitar Festival with Art Greenhaw*
- **Saturday, April 15: IRVING**  
*International Health Fair and Global Film in FunAsia*
- **Saturday, April 15: GARLAND**  
*International Shopping Day at the Firewheel Mall*
- **Saturday, April 15: DALLAS**  
*Crow Collection of Asian Art Passport to Asia for Kids*
- **Sunday, April 16: DALLAS**  
*DFW International Mariachi Festival*
- **Sunday, April 16: DALLAS (EASTER)**  
*Global Sacred Music Concert at the Unity Church of Dallas*

DATE SUBMITTED: 01-19-06  
FOR COUNCIL MEETING: 01-24-06

**Council Agenda Item:** #R7

**DEPARTMENT:** Public Works/Planning and Zoning/Parks and Recreation

**SUMMARY:**

The staff is requesting authorization from the Council to file two applications to the North Central Texas Council of Governments for sustainable development grants. NCTCOG. Proposed projects must be consistent with the Regional Transportation Council Sustainable Development Areas of Interest. Projects may be funded by NCTCOG with federal or local funds. NCTCOG is conducting a call for projects and staff would like to submit the two projects discussed below since this only occurs every five years.

One application is for land banking. The staff would like to purchase three to five tracts of property on Addison Road. Those tracts are currently utilized as car dealerships. The Town would like to purchase the tracts, demolish the buildings, clean up any environmental hazards on the sites, and then sell them to developers who would develop them out as an extension of Addison Circle. One tract would be used to cut a street through from the Fairfield Residential tract to Addison Road.

The second grant request is for a project. The Town is requesting funds to be used to build streets in a potential new neighborhood at Belt Line Road and Commercial Avenue. The streets would support a new high-density condominium community that would link the undeveloped property behind the Addison Town Square shopping center (Target center) to Beltway Drive and the Athletic Club. The new development would also include an extension of the Midway Meadows jogging trail north to Belt Line, and possibly as far north as Arapaho Road. This extension would connect the Midway Meadows trail to the new trail that has been built on Arapaho Road. The trail connection would allow residents of the Les Lacs/Midway Meadows area to walk or bicycle from their neighborhood all the way to Addison Circle. In addition, the new streets that would be built in the development would follow the same pattern as the streets in Addison Circle. The staff believes that with the help of the NCTCOG grant, we could deliver a wonderful, urban neighborhood to this area that would be a key catalyst project that would provide a great first step to re-inventing Belt Line Road.

**FINANCIAL IMPACT:** The grants are 80/20 grants, so the Town will have to provide 20% of the funds for either grant. The staff is requesting over eight million dollars in grant funds, but it does not know what the NCTCOG will approve, so it

## **Council Agenda Item Overview**

**Page 2**

**does not yet know what the Town's financial obligation might be. It is possible that the NCTCOG will pare down our requests and award only parts of them. For example, we are requesting funds in the western part of the city for streets and the jogging trail extension. The NCTCOG might decide to fund the trail, but not the streets. Therefore, we do not know at this point what our 20% will be if we are awarded grant money.**

### **RECOMMENDATION:**

**Staff recommends the Council authorize the staff to apply to the North Central Texas Council of Governments for two sustainable development grants.**

**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS AUTHORIZING THE TOWN STAFF TO APPLY TO THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS FOR TWO SUSTAINABLE DEVELOPMENT GRANTS

WHEREAS, the North Central Texas Council of Governments serves as the dispersing authority for federal grant monies, and

WHEREAS, the NCTCOG is currently administering a Call for Projects, through which communities can submit requests for program studies, project funding, or land banking, and

WHEREAS, the Town of Addison staff has prepared an application for infrastructure improvements in a new sustainable development community on the west end of Addison, approximately at the intersection of Commercial Drive and Belt Line Road, and

WHEREAS, the Town of Addison staff has also prepared an application for land-banking funds to be used for the acquisition of three properties on Addison Road that could be redeveloped and added into the Addison Circle development, and

WHEREAS, the NCTCOG funds would provide 80% of the funding for these requests, and the Town would be required to provide 20% of the funds needed for the requests; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON TEXAS:

THAT, the City Council does hereby authorize the Town staff to apply to the North Central Texas Council of Governments for two Sustainable Development grants.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this 24h day of January 2006.

\_\_\_\_\_  
Mayor

ATTEST:

---

City Secretary