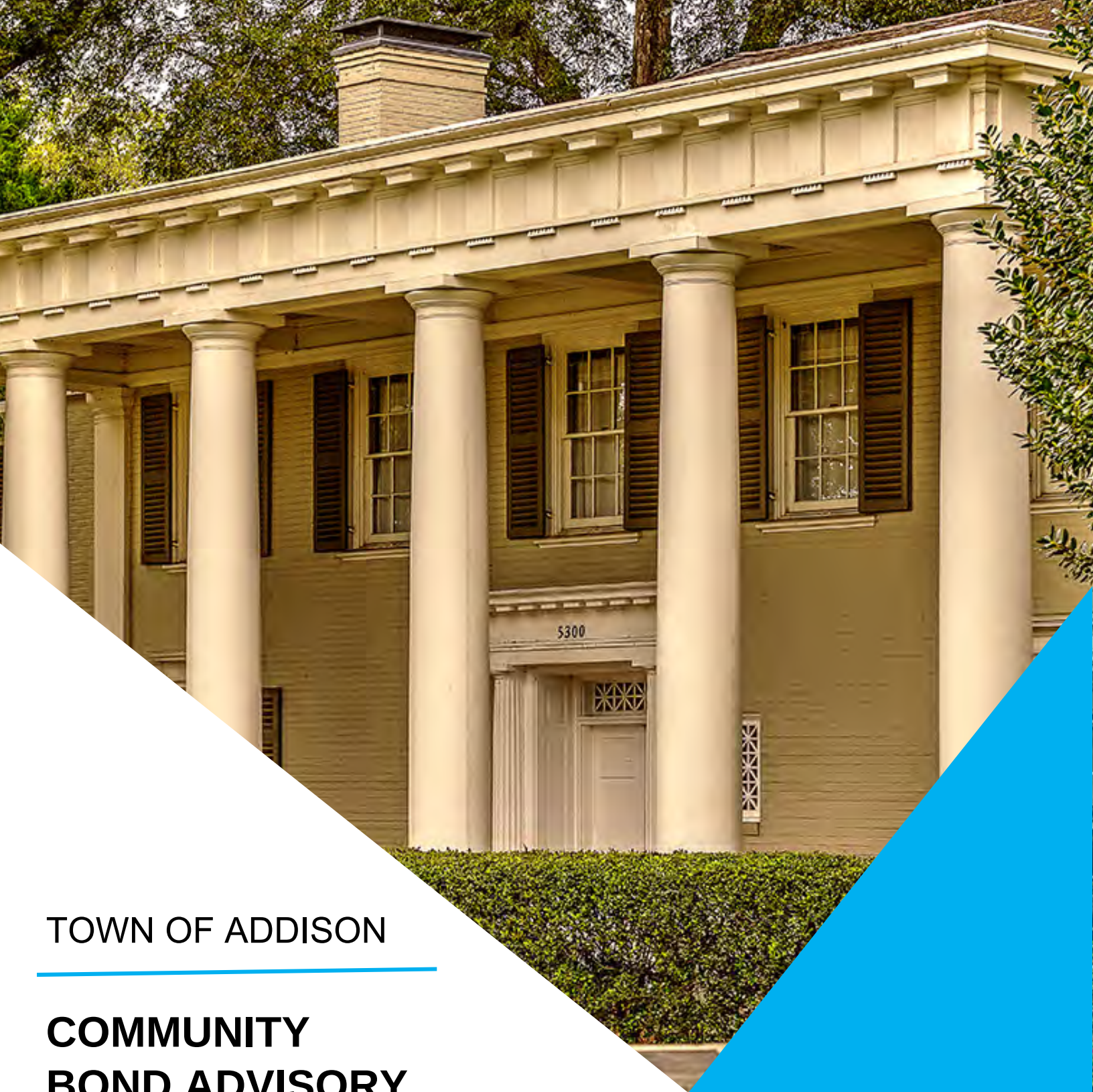


TOWN OF ADDISON

# COMMUNITY BOND ADVISORY COMMITTEE FINAL REPORT

June 11, 2019

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**LETTER OF TRANSMITTAL 4**

# Letter of Transmittal

Date: June 11, 2019

To: The Hon. Joe Chow, Mayor, Town of Addison, Texas
The Hon. Members of the Town Council, Town of Addison, Texas – Ms. Lori Ward, Messrs. Tom Braun, Ivan Hughes, Guillermo Quintanilla, Paul Walden and Marlin Willesen

From: Ralph Doherty, Chair, Addison 2019 Bond Advisory Committee

Copy: Mr. Wes Pierson, City Manager, Town of Addison
Ms. Lisa Pyles, Director of Public Works and Engineering Services, Town of Addison
Directors and Senior Staff, Town of Addison
Members, Addison 2019 Bond Advisory Committee

Subject: 2019 Community Bond Advisory Committee Report to Council

Dear Mayor and Council:

After months of gathering data, asking hard questions, and debating vigorously, the 2019 Town of Addison Bond Advisory Committee recommends a targeted, five-part bond issue valued at $85.62 million. We believe that these five issuances address Addison's current needs while also opening the door to future growth.

The 28-member committee (see attached roster), appointed by the Mayor and City Council, had one of the highest participation rates of past committees, demonstrating our commitment. The committee members' questions regarding project costs and scope, as well as tax rates and timing of obligations, showed our fiscal responsibility. After much deliberation, we reduced the original $223 million proposal, to $85.62 and chose to divide the projects into five categories to provide voters' understanding.

While we did not agree on everything, the committee did agree that the Town's staff, led by Ms. Lisa Pyles, Director of Public Works and Engineering Services, did a great job being open and transparent about the realities facing Addison and its infrastructure. We appreciated the honest, detailed reports, as well as the staff's candid and timely responses to our questions.

We asked tough questions about the state of our assets, the timing on various requests, and the forecasting and management of those assets to properly plan for replacement. City Manager Wes Pierson and Lisa Pyles both made it clear that the new Town Asset Management Report gave Addison a framework to identify all of these in a timely fashion, as well as to create a plan to monitor these

assets more closely in the future. In addition, the arrival of the new Cotton Belt station added a new time pressure for addressing many of these issues.

The Committee was mindful of the need for transparency in its deliberations and stewardship of its responsibilities, and the financial implications of much needed road repairs, facility improvements, and service enhancements. The members and Town staff were challenged to consider the impact of their decisions on all of Addison's constituents – those who live, work, and/or play here.

Changes to tax structure of any kind are certain to draw public scrutiny. Should Addison voters approve all five bond propositions ($85.62 million), assuming the recommended projects are constructed when planned, we could face an average property tax increase of $0.11 per $100 valuation. The Committee recognized the need to balance the potential impact on the tax rate against responsible asset management.

It is important to note that approving municipal tax rate changes do not always result in an increase in taxes. For example, in 2012 Addison voters approved a tax increase, yet through astute financial management by staff and market reality, the Town has been able to fund projects, retire obligations, and, when necessary, increase debt while NOT raising the Town's debt tax rate. In fact, Addison's tax rate has actually decreased in recent years.

Given the town's fiscally responsible record, the recent upgrade of our bond rating, and the transparency of the staff throughout this process, the Committee supports the attached recommendations as reasonable, affordable, and necessary improvements that will keep Addison moving forward and relevant into the future.

Therefore, in response to its charter and after thorough study, the Committee recommends that the Council approve the projects so designated in this report and move forward with a municipal bond election asking our citizens to invest further in the community.

As requested, the Bond Advisory Committee stands ready to assist in this effort as the Town Council feels appropriate.

Respectfully submitted.

**EXECUTIVE SUMMARY 7**

**Addison, Texas' 2019 Bond Advisory Committee**
**Executive Summary**

## OVERVIEW

Tasked with evaluating the state of the Town of Addison's infrastructure and future planning needs, the 2019 Addison Bond Advisory Committee was formed to work with town staff and advise the Mayor and City Council as to the Committee's view regarding (a) whether a bond issue was needed, and (b) if so, for which projects and for what amounts.

The 28-member committee met nine times over a five-month period with an average attendance of 86%, one of the highest rates of involvement as noted by Town staff. During this time, the committee explored approximately $223 million in projects identified by the Town staff. After much discussion, research, and work with staff, the committee recommends five bond propositions for a total of $85.62 million.

## APPROACH

During the fall of 2018, the Addison City Council first discussed the need to identify, define, and prioritize important projects necessary to maintain the Town's infrastructure and prominent competitive position among its Metroplex peers. Ongoing discussions, partly driven by the institution of a structured Asset Management process initiative, resulted in the decision to empanel a citizen's advisory committee to explore these needs and to recommend actions to the Mayor and City Council.

Council and city management chose this community outreach format to combine citizen and senior staff expertise based on national data and best practices that show successful bond issues involve a bridge between the town and the residents it serves. Initial appointments to this very important committee, four per councilmember, began in November 2018 and concluded in early January 2019. The organizational/kickoff meeting of the newly constituted committee was held on January 30, 2019.

## STAFF AND COMMITTEE COOPERATION

The City Manager made members of the Town's senior management team available to the group and charged them with answering Committee questions and contributing their expertise and advice to committee members. This expertise was very helpful to the Committee.

The City Manager designated Ms. Lisa Pyles, Addison's Director of Public Works and Engineering Services, to serve the Committee (and staff) as a liaison to the Town and coordinator of needed resources. Ms. Pyles began by conducting the organizational meeting of the Committee and briefing the Committee members on the background of Bond Elections, including parameters typically considered for bond eligible projects.

## COUNCIL EXPECTATIONS

An important part of Ms. Pyles' briefing involved reviewing the Council's expectations for the Committee:

- To assess and review information related to proposed future capital projects;
- To make a recommendation to Council as to whether a bond election should be called;
- If choosing to recommend a bond election, to provide input in developing a final list of proposed projects; and
- To serve as community advocates for the bond program election, if Council decides to call one.

## COMMITTEE ORGANIZATION

The Committee elected two members to lead the committee: Chair Ralph Doherty and Vice-Chair Bruce Arfsten. In a subsequent action the Chair appointed Dialog Managers for each functional area. These managers were selected and tasked to work with Addison's staff to facilitate the exchange of information between the Committee and the Town, including providing information to the Committee regarding their assigned area when the Addison senior manager was absent. Committee members serving in this capacity were:

- General Services - Colleen Campbell
- Infrastructure – Lary Brown
- Parks - Kent Domingue
- IT - Edwin Keith
- Finance - Taylor Bowen and Nancy Craig

## SENIOR STAFF PARTICIPATION

As part of the Committee's work, staff made presentations regarding each functional area of the town having bond-eligible needs. These meetings began in earnest in February and continued into early April with background briefings conducted by members of Addison's senior management team as follows:

- General Services 1 & 2 – Rob Bourestom
- Infrastructure/Streets– Jason Shroyer
- Parks – Janna Tidwell
- IT – Hamid Khaleghipour
- Special Area Studies – Charles Goff
- Municipal Finance – Olivia Riley
- Debt Capacity – Nick Bulaich (Hilltop Securities, consultant)

The content of each briefing followed a similar pattern, including a review of the department's scope of responsibility, current status, and high priority needs. After understanding each project's details and ranking them by importance based on various criteria, the committee then turned its focus to estimated cost and time information. Each Director entertained questions from the Committee and provided additional information when asked.

## PROJECT PRIORITIZATION

Following the last of the functional presentations, the Committee and staff identified 21 bond-eligible projects. Subsequently, the Committee met to rank or prioritize each project in

consultant-led sessions using electronic keyboards combined with an online survey tool used to score each participant's individual choices (votes). Following the completion of these two exercises, the consultant. Ms. Karen Waltz, presented the summary results to the group and led a discussion on the conclusions drawn.

This unique approach – capturing each individual's perspective and calculating individual scores (as well as the total) for each project – ensured that every participant's voice was heard and that their opinions were factored into the final result. The same approach was used with Addison's staff and provided an interesting comparison of results – both the staff and Committee had almost identical results for the top seven items. There was also significant agreement as to which projects could be deferred. These results supported the validity of the approach and the importance of the briefings and staff support in studying the proposed projects.

## RECOMMENDED PROJECTS

Once the ranking exercises and mathematical weighting of each individual project were completed, the Committee initiated discussions focused on combining proposals into groups that would best present the projects to voters for ease of understanding and to provide options. The Committee divided the recommended projects into the following five proposal categories:

- **Priority Road Projects**: Road/traffic assets that have lived beyond their usefulness and are "code red" in the Town's Asset Management report
- **Key Road Projects**: Road/traffic assets that are nearing the end of their usefulness and are "code yellow" in the Town's Asset Management report
- **Building Improvement Projects**: Facilities that are at or near the end of their useful life; that violate the Americans with Disabilities Act (ADA) or other federal statutes; and/or otherwise do not function as needed
- **Recreation and Lifestyle Projects**: Athletic Center and outdoor assets that are at or near the end of their useful life, and/or that violate ADA or other federal statutes
- **Investing in the Future Project**: Funds earmarked for potential land purchases by the Town to address future development that require timely action

Attach red/yellow spreadsheet to the Exec Summary

## IMPORTANT QUESTIONS

**QUESTION #1: Is a bond election necessary for Addison?**

The Committee agreed that a bond issue is necessary to address important infrastructure repair projects. This decision was based on the definition of "bond-eligible" that included a one-time investment as opposed to on-going maintenance and a long-lived asset, as opposed to an asset/project that would be completed and used within a year. Several projects, such as the HVAC systems that rely on the banned substance, Freon, and the failing lining of the Les Lacs storm water pond, made it clear that a bond issue was needed.

**QUESTION #2: Can Addison support a bond election from a fiscal standpoint?**

Based on the Town's fiscal status indicators, including its implementation of the Asset Management report, its history with previous bond elections, as well as bond ratings that are at the highest achievable levels (Standard & Poor's (AAA) and Moody's (its recently upgraded from Aa1 to Aaa)), Committee members believed that the Town of Addison could support a general obligation bond issuance. At the same time, Committee members decided that the recommended projects were appropriate and fiscally responsible.

**QUESTION #3: Which projects should be included in a bond election, and at what amount?**

After agreeing that a bond issue was necessary, the Committee discussed and evaluated which projects should be included, exploring the details to determine costs that could be removed or reduced. By consensus, the Committee decided to recommend a total package of $85.62 million out of the total of $223 million in identified projects to the Council, including the following projects and costs (in millions) – *See **Note** below:

**PROPOSED PROJECTS**

**(In millions)**

- **Proposition One – Priority Road Projects**
  - Advanced Traffic Management System (0.6)
  - Keller Springs Road (12.9)
  - Airport Parkway (9.4)
  - **Total Proposition One (22.9)**

- **Proposition Two – Key Road Projects**
  - Quorum Drive ( 26.302)
  - Montfort Drive (7.3)
  - **Total Proposition Two (33.602)**

- **Proposition Three – Building Maintenance/Improvement Projects**
  - ADA Compliance (1.5)
  - Roof Replacements (4.0)
  - HVAC Replacements (1.895)
  - **Total Proposition Three (7.395)**

- **Proposition Four – Lifestyle Projects**
  - Athletic Club (3.028)
  - Les Lacs Pond (3.282)
  - Trail Improvements (0.413)
  - **Total Proposition Four (6.723)**

- **Proposition Five – Strategic Investments**
  - Land Acquisition (15.0)
  - **Total Proposition Five (15.0)**

- **Total Recommended Bond Package (85.620)**

***NOTE** – Proposed propositions fully explained in Appendix

## APPRECIATION

There are many to thank for their numerous contributions to the content and conclusions of the Committee's report to the Council, among them the:

- **Mayor and Council** – For recognizing the need to study and appointing the Committee members
- **Committee** – For enthusiastically participating in the Committee and investing of themselves to guarantee the quality of the final results. For recognizing that everyone learns differently and supporting their colleagues in developing the final recommendations, and for treating the staff with the respect and appreciation that they richly deserve
- **Committee Leadership** – For participating in the overall direction of the Committee, spending significant amounts of time preparing for meetings and documenting the results. For creating the Dialog Management effort, guaranteeing the quality of the exchange of information between the Committee and the senior staff
- **Dialog Managers** – For agreeing to work with the Town's senior staff in order to improve the information flow and ultimate result of the Committee's deliberations. For contributing to the environment of trust, respect, and mutual support much in evidence during deliberations
- **City Manager** – For supporting the Committee and making the senior staff members available for the effort. For contributing to the dialog and providing much needed perspective as required
- **Senior Staff** – For enthusiastically supporting the Committee, its members, and mission, and for being open to questions and transparent in providing the information requested
- **Ms. Lisa Pyles** – For accepting the challenge of leading her colleagues, spending countless hours in gathering and preparing the required information, and meeting with the Committee and its elected leadership in order to shape the process and recommendations

- **Town Administration and Treehouse Staff** – For providing needed support in hosting the Committee's meetings
- **Ms. Karen Waltz** – Consultant. For leading the Committee and Staff in the exploration of the key issues facing Addison and conducting a process guaranteeing that every participants' voice would be heard
- **Document Editing** – Ms. Juli Branson and Mr. Lary Brown for editing the Letter of Transmittal and Executive Summary, several times, incorporating the (seemingly endless) adds/deletes. A superb job, especially turnaround to meet tight deadlines

## CLOSING COMMENTS

The members of Addison Community Bond Advisory Committee took their responsibilities seriously. The group prepared for meetings, studied the issues, debated choices, and developed bond-worthy recommendations after a thorough exploration of the state of the Town's infrastructure. Important components of Committee dialog centered on the proposed projects' current status, Asset Management Assessment status/scores, and how to propose a set of investments giving the Council, the staff, and the citizens the insight that the time for these investments is now. The Committee believes that this executive summary and accompanying documents does so.

The Committee concluded that the recently adopted Asset Management process and accompanying rating system offers fact-based guidance to the Council and staff as to the necessity of investing in the timely maintenance of Addison's assets – infrastructure. The Asset Management process and rating system offers a superb planning tool to all involved. It points out in an unbiased fashion what investments should be made and the optimum timing of them in order to maintain the "health" of the town, our superb credit rating, and Addison's fiscal management reputation. We trust that the current and future Councils will place high value and credibility in these capabilities.

# COMMUNITY BOND ADVISORY COMMITTEE MEMBERS AND COUNCIL APPOINTMENTS 16

| Name | Resident | Business | Council Member |
|---|---|---|---|
| Nancy E. Craig | Yes | NA | Quinanilla |
| Mary Jo Cater | Yes | NA | Chow |
| Susan M. Halpern | Yes | NA | Walden |
| Virginia Wallace | Yes | NA | Ward |
| Nancy Williams | Yes | NA | Quinanilla |
| Robert L Catalani | Yes | NA | Ward |
| Colleen Campbell | Yes | NA | Chow |
| Eileen Resnik | Yes | NA | Willesen |
| Suzann Oliver | Yes | NA | Braun |
| Edwin Keith | Yes | NA | Hughes |
| Ralph Doherty | Yes | NA | Ward |
| Kent Domingue | Yes | NA | Walden |
| Craig Reynolds | Yes | NA | Willesen |
| Taylor Bowen | No | Real Estate Development | Braun |
| Liz Oliphant | Yes | NA | Ward |
| Jimmy Niemann | Yes | NA | Braun |
| Bruce Arfsten | Yes | NA | Quinanilla |
| Denise Quintanilla | Yes | NA | Chow |
| Lary Brown | Yes | NA | Willesen |
| Jason Rivera | Yes | NA | Quinanilla |
| Darren Gardner | Yes | NA | Walden |
| Brooks Haley | Yes | NA | Walden |
| Margie Gunther | Yes | NA | Hughes |
| Chris DeFrancisco | Yes | NA | Braun |
| Jerry Dougan | Yes | NA | Chow |
| JT McPherson | Yes | NA | Hughes |
| Rob Wright | Yes | NA | Willesen |
| Juli R Branson | Yes | Branson Ink | Hughes |

**COMMUNITY BOND ADVISORY COMMITTEE**
**ATTENDANCE RECORD 18**

| Committee Members | 30-Jan | 11-Feb | 25-Feb | 11-Mar | 4-Apr | 18-Apr | 2-May | 9-May | 23-May |
|---|---|---|---|---|---|---|---|---|---|
| Arfsten, Bruce | x | x | x | x | x | x | x | x | x |
| Bowen, Taylor | x | x | | | x | x | x | x | x |
| Branson, Juli | x | x | x | x | x | x | | x | x |
| Brown, Lary | x | x | x | x | x | x | x | x | x |
| Campbell, Colleen | x | x | x | | x | x | x | x | |
| Catalani, Robert | x | x | x | x | x | x | x | x | x |
| Cater, Mary Jo | x | x | x | | | x | x | x | x |
| Craig, Nancy | x | x | | | x | x | x | x | |
| DeFrancisco, Chris | x | x | x | | | x | x | x | x |
| Doherty, Ralph | x | x | x | x | | x | x | x | x |
| Domingue, Kent | x | x | x | x | x | x | x | x | x |
| Dougan, Jerry | x | x | x | x | | x | x | x | x |
| Gardner, Darren | x | x | x | | | x | x | | x |
| Gunther, Margie | x | x | x | x | x | | x | x | x |
| Haley, Brooks | x | | | x | x | x | x | x | |
| Halpern, Susan | x | | x | x | | x | x | | x |
| Keith, Edwin | x | | x | x | x | x | x | x | x |
| McPherson, JT | x | x | x | x | x | x | x | x | x |
| Niemann, Jimmy | x | x | x | x | x | x | x | x | |
| Oliphant, Liz | x | x | x | x | x | x | x | x | |
| Oliver, Suzann | x | x | | x | x | x | x | x | |
| Quintanilla, Denise | x | x | x | x | x | | | | x |
| Resnik, Eileen | x | x | x | | x | x | x | x | |
| Reynolds, Craig | x | x | x | x | x | x | x | x | x |
| Rivera, Jason | x | x | x | x | x | | x | x | x |
| Wallace, Virginia | x | x | x | x | x | | x | x | x |
| Williams, Nancy | x | x | x | | x | x | x | x | x |
| Wright, Rob | x | x | | x | x | x | x | x | x |
| Total Attended | 28 | 25 | 23 | 20 | 22 | 24 | 26 | 25 | 21 |
| % Attended | 100% | 89% | 82% | 71% | 79% | 86% | 93% | 89% | 75% |

# MEETING JANUARY 30, 2019 20


AGENDA 21
KICK OFF MEETING PRESENTATION- LISA PYLES 22
NOTES 42

# Community Bond Advisory Committee

**January 30, 2019**
Addison Conference Center, Acacia Room
5:30 to 7:30

1. Greeting - Mayor Chow
2. Committee and Staff introductions
3. Purpose and Role of the Committee
4. Bond program development process
5. Bond election process and schedule
6. Long-term needs and the Asset Management Plan
7. Project selection and scoring methodology
8. Basics of municipal debt financing
9. Financial capacity to issue debt
10. Written report and recommendation to Council
11. Structure and topics of future meetings
12. Upcoming meeting schedule
13. Election of Committee Chair, Vice-Chair, and Secretary
14. Questions / Discussion
15. Adjourn

# Community Bond Advisory Committee Kick-Off Meeting

Addison Conference Center – Acacia Room
January 30, 2019

1

## Introductions – Committee and Staff

2

# Purpose and Role of the Community Bond Committee

3

## Purpose and Role of the Committee

- To assess and review information related to proposed future capital projects;
- To provide input in developing a final list of projects;
- To make a recommendation to Council concerning whether a bond election should be called and, if so, what projects should be included; and
- To serve as community advocates for the bond program election, if Council decides to call an election

4

# Bond Program Development Process

5

## Bond Program Development Process

1. Staff provides information about proposed projects gathered from the asset management plan, capital improvement plans, master plans, and other evaluations and assessments.
2. Staff provides estimated project cost and debt capacity information.
3. Committee will score the projects according to their agreed upon criteria
4. Community Bond Advisory Committee ranks each project on a scale of 1-10; 1 being the highest
5. Committee's ranking are averaged with Staff's ranking
6. The Committee issues an advisory report to Council listing selected projects in priority order and proposed propositions
7. Council determines whether to call a bond election, and, if so, when, and the amount of the bond program

6

# Bond Election Process and Schedule

ADDISON

7

## Bond Election Process

ADDISON

| | |
|---|---|
| Inventory | • Project Inventory/Listing developed |
| Committee | • Bond Advisory Committee established by Council |
| Recommendations | • Bond Advisory Committee Provides Recommendations |
| Election Schedule | • Proceed According to Bond Election Schedule |
| Election | • Hold Election |
| Financing | • Consider Bond Issuance Options |

8

# Bond Election Schedule

| Action | November 2019 Proposed Election Date |
|---|---|
| Call bond election | August 7 - 19 |
| Publish notice of election | October 6 - 22 |
| Post notice of election | October 15 |
| Early voting | October 21 - Nov 1 |
| Election Day | November 5 |
| Canvass election | November 8 - 18 |
| Bond Sale | December |

9

# Community Advisory Committee Important Dates

**January to May, 2019**
Committee deliberations

→

**June 2019**
Committee report delivered to Council

→

**August 2019**
Deadline to order election, if so directed

→

**November 5, 2019**
Bond election

10

# Identifying Long-Term Needs

ADDISON

11

## Lessons learned from prior issuances

ADDISON

- Develop complete project scope and high level cost estimates
  - December 11th Council approved a contract with Jacobs Engineering Group for the development of street project costs
  - Cost estimates from master plans and other evaluations and assessments
- Consider availability of projects resources
  - Financial and staffing capacity
  - Consider disruption to businesses and public in timing of projects
- Align debt issuances with Town's strategic plan pillars and community needs
  - Entrepreneurship and business hub
  - Gold standard in financial health, customer service, and public safety
  - Excellence in asset management and transportation systems
  - Optimization of the Addison brand

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## Asset Management Plan

13

## Purpose of the Asset Management Plan

"To manage assets to minimize the total cost of owning, operating, and maintaining those assets, while delivering the desired service level at an acceptable level of risk."

14

## Moving from Reactive to Proactive

### Reactive

- Budgets based on last year
- Reactive projects
- Projects based on budget
- Money invested with little risk reduction

### Proactive

- Budgets based on future needs
- Replace high risk assets before failure
- Prioritize work based on risk
- Focus on high benefit to cost ratio

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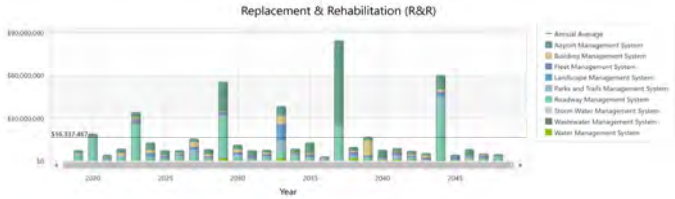
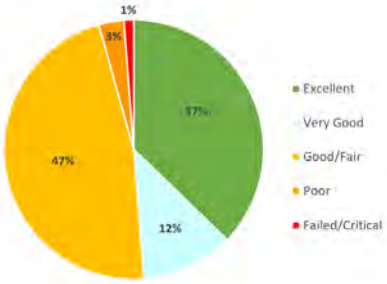
## Asset Management Objectives

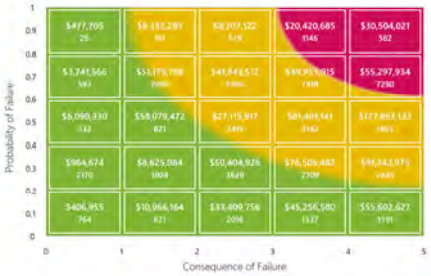
1. Consolidate what we know about our assets
2. Create an inventory of the assets
3. Determine the current state and future needs of the needs
4. Assess risk for each asset and prioritize those needs based on the risk
5. Develop strategies to balance cost, risk, funding, and staffing
6. Provide a logical, transparent, and defendable decision-making process

16

# Asset Management Assessment Product




17

# Asset Management Grading Scale

$$Physical\ Health = \frac{Sum\ of\ Poor\ Condition\ Asset\ Replacement\ Cost}{Sum\ of\ Total\ Replacement\ Cost}$$

| Category | A | B | C | D | F |
|---|---|---|---|---|---|
| Physical Health | ≤5% | ≤10% | ≤20% | ≤30% | >30% |

18

# Grading Example

## Park Management System

$$Physical\ Health = \frac{Sum\ of\ Poor\ Condition\ Asset\ Replacement\ Cost}{Sum\ of\ Total\ Replacement\ Cost}$$

$$= \frac{\$122{,}450}{\$36{,}030{,}303}$$

$$= 0.003\ or\ 0.3\%$$

$$= A$$

| Category | A | B | C | D | F |
|---|---|---|---|---|---|
| Physical Health | ≤5% | ≤10% | ≤20% | ≤30% | >30% |

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# Asset Management System Grades

Good news - overall, the condition of our assets is good

Excellent, Very Good – 49%
Good/Fair – 47%
Poor, Failed/Critical – 4%

| Management System | Physical Health Score | Management System | Physical Health Score |
|---|---|---|---|
| Buildings | C | Sidewalks | A |
| Parks & Trails | A | Traffic Signals | B |
| Landscape | B | Traffic Signs | B |
| Water | A | Street Lights | A |
| Wastewater | A | Fleet | B |
| Pavement | C | Airport | B |
| Vehicular Bridges | A | Stormwater | A |
| Curb Ramps | C | | |

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## Project Selection Process

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## Project Overview and Selection Process

- Staff developed a list of projects using Asset Management Plan, Capital Improvement Plans, Master Plans, and other evaluations and assessments
- Establish criteria to uniformly evaluate projects
- Apply the criteria to each project and award 10 points for each criteria that is met
  - Maximum possible points – 100
  - Score from 1 – 10, 1 being the highest priority and 10 being the lowest priority
  - Apply to each projects
- Other projects the committee may bring forward

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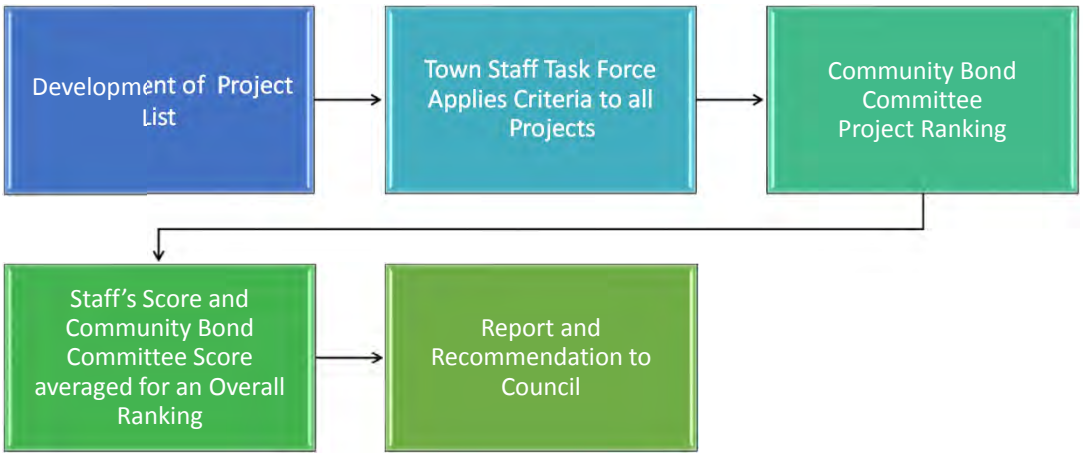
# Project Process Decision Hierarchy




23

# Project Evaluation and Scoring – Staff and Community Bond Advisory Committee

24

## Staff Criteria for Evaluation and Scoring

### 10 Criteria – 10 points each, total of 100 points

1. Does the project align with Council's strategic pillars and milestones?
2. Is the project mandated by any local, state, or Federal laws?
3. Does the project reduce operating costs or minimize cost increases?
4. Is it listed in the Asset Management Plan?
5. Does the project have matching funds from other agencies?
6. Does the project contribute to the Town's overall economic vitality and bring in additional revenue?
7. Is it part of an existing Capital Improvement Plan?
8. Is it listed in an existing Master Plan?
9. Was the project part of a previous bond program and now needs more funding?
10. Does the project involve multiple departments?

25

## Proposed Bond Committee Evaluation Score

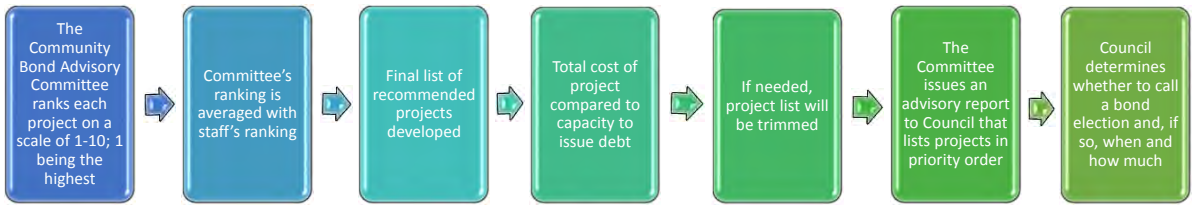
**1 = Highest Priority**
**10 = Lowest Priority**

**Ranking Equation**
**Weighted Scale**
**1 = 100**
**10 = 10**

| | |
|---|---|
| 1 | The project **MUST** be part of the recommended bond package |
| 2 | |
| 3 | |
| 4 | The project **SHOULD** be part of the recommended bond package |
| 5 | |
| 6 | |
| 7 | The project **COULD** be part of the recommended bond package |
| 8 | |
| 9 | |
| 10 | The project **SHOULD NOT** be part of the recommended bond package |

26

# Committee and Staff Project Rankings Process




27

# Basics of Municipal Debt

28

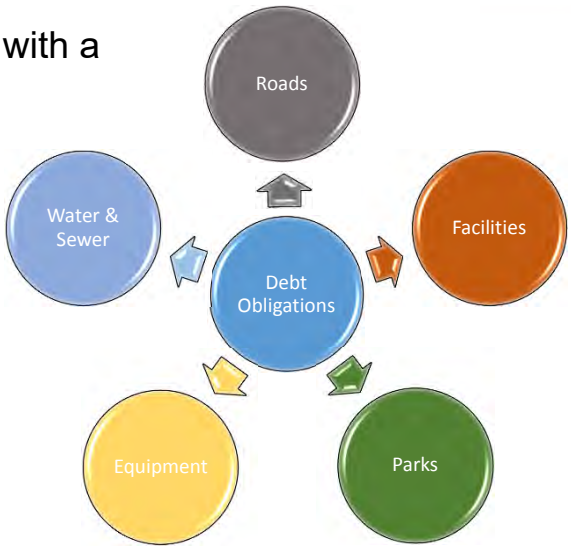
## Why Use Municipal Debt?

- To finance projects, capital assets, or make improvements to existing assets over their useful lives with a variety of repayment options
- So future beneficiaries pay their “fair share” for public improvements/service - debt is repaid overtime by citizens who are using the debt-financed asset
- To finance larger projects on a more timely basis as compared to ‘**pay as you go**’ funding
- To help minimize the volatility of the property tax and/or user rates as compared to ‘**pay as you go**’ funding
- To take advantage of tax-exempt, low-cost, long-term financing

29

## What are the Uses for Municipal Debt?

Infrastructure improvements with a long life expectancy




30

# Financial Capacity to Issue Debt

31

## Financial Capacity to Issue Debt

- Long-term financial plan – 10-year planning horizon
  - High level
  - Assumptions used – 4.1% growth, debt repayment schedule
- Bonds committed but not issued – General Obligation (GO) bonds
  - Midway - $13 million
  - Vitruvian - $16 million
  - Arts and Acquisitions - $3 million
- Upcoming Issuances, not yet sold – Certificates of Obligation (CO)
  - Midway - $25 million
  - Addison Grove - $3.25 million

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## Addison's Tax Rate Components

- Addison's Fiscal Year 2019 total tax rate is $0.55000 per $100 of Taxable Assessed Valuation ("TAV").
- Addison's municipal Tax Rate is divided into four components:
  - **Interest and Sinking (I&S)** can only be used to pay the Town's annual bonded debt payments - **$0.142648**
  - **Maintenance and Operations (M&O)** used for operating expenses of the Town, such as compensation and benefits, parks, streets, facilities, and other on-going operating costs - **$0.377435**
  - **Economic Development Fund - $0.023716**
  - **Infrastructure Investment Fund - $0.006201**

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## Tax-Supported Debt – 10-Year Capacity at Current I&S Rate

Estimated 10-Year debt capacity

- Committed, unused General Obligation Bonds and Certificates of Obligation
  - Vitruvian $10 million General Obligation (GOs) and $6 million Certificates of Obligation (Cos)
  - Midway Road $13 million GOs
  - Arts & Events Land Acquisition $3 million GOs
  - $25 million COs for Midway Road
  - $3.25 for COs for Addison Grove
- Remaining Tax-Supported Capacity
  - Underlying assumptions:
    - Based on the Town's existing Interest & Sinking tax rate of $0.142648 and Town Officials' tax base growth projections; Debt is assumed to be sold over a 10 year period
    - Each additional $0.01 of debt service tax rate equals approximately $9.1 million of additional capacity (the inverse applies as well)

$63,940,000
−
$32,000,000
−
$28,250,000
=
$3,690,000

34

# Final Report to Council

ADDISON

35

## Community Advisory Committee Report

ADDISON

- Does the Committee recommend that a bond election be held?
- If so, the Community Bond Committee's report will need to be delivered to Council in June to meet the schedule below

**January to May, 2019**
Committee deliberations

→

**June 2019**
Committee report delivered to Council

→

**August 2019**
Deadline to order election, if so directed

→

**November 5, 2019**
Bond election

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## Proposed Contents of Committee's Report

- Executive Summary
- Process
- Project lists
  - Recommended
  - Non-recommended
- Ranking process
- Final ranking results
- Proposed propositions
- Recommendation to Council
  - Should a bond election be held?
  - If so, what projects should be included?
  - What are the recommended propositions?

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## Future Meeting Dates and Topics

38

## Upcoming Meetings Dates and Topics

- Twice a month from February to May
  - February 11th – General Services
  - February 25th – Infrastructure
  - March 11th – Parks and IT
  - April 4th – Project ranking
  - April 11th – Financial considerations and debt capacity
  - April 25th – Final review of project, finalization of project list, structure of propositions
  - May 9th – Draft report to Council
  - May 23rd – Finalize report to Council
- Present report to Council – June 11th

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## Election Chair, Vice Chair, and Secretary

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**Community Bond Advisory Committee Meeting**
**Meeting Notes**
January 30, 2019

The kick-off meeting of the Community Bond Advisory Committee was held on January 30, 2019 at the Addison Conference Center in the Acacia Room.

**The committee members present were**: Nancy Craig, Mary Jo Cater, Susan M. Halpern, Virginia Wallace, Nancy Williams, Bob Catalani, Colleen Campbell, Eileen Resnik, Suzie Oliver, Edwin Keith, Ralph Doherty, Kent Domingue, Craig Reynolds, Taylor Bowen, Liz Oliphant, Jimmy Niemann, Bruce Arfsten, Denise Quintanilla, Lary Brown, Jason Rivera, Darren Gardner, Brooks Haley, Margie Gunther, Chris DeFrancisco, Jerry Dougan, JT McPherson, Rob Wright, Juli R Branson.

**Staff members present were**: Olivia Riley, Amanda Turner, Janna Tidwell, Rob Bourestom, Hamid Khaleghipour, Charles Goff, Jason Shroyer, Ashley Mitchell, Shawn Cheairs, Bill Hawley, Miesha Johnson, and Lisa Pyles.

**Council Members present were:** Ivan Hughes and Marlin Wileson.

Mayor Joe Chow opened the meeting by thanking the Committee for their service.

Lisa Pyles, Infrastructure and Development Services Director, presented information to the Committee about the purpose and role of the Committee, the bond program development process, the bond election schedule, the Asset Management Plan, project selection and scoring methodology, basics of municipal debt and debt capacity, the written report that will be submitted to Council, and the structure and schedule of upcoming meetings.

The Committee elected Ralph Doherty as Chair, and Bruce Arfsten as Vice-Chair. The Committee tabled the election of a Secretary to a future meeting.

During and after the presentation, the Committee discussed several questions. Staff members provided answers to those questions.

**Is there a fixed dollar amount that we use to determine assets to be placed in bond consideration?**

> No, there is no fixed amount. The considerations are whether the project warrants being included in a bond program and the expected life of the improvement.

**What is the timeframe of the assets moving from the green zone to the yellow zone and eventually into the red zone?**

Generally, it is based on industry standards of the life expectancy of that asset. Once an asset is installed, routine maintenance inspections will be conducted that will enable staff to gauge the remaining life of the asset and whether its life expectancy can be lengthened.

**Will the committee be able to view the staff's ranking of all proposed projects? If so, when?**

Yes, the committee will be shown that information. The staff will present their rankings to the committee after the committee has ranked all the projects. Also, the committee and staff will discuss the reasons for any discrepancies between the committee's and staff's rankings.

**Will the committee be able scale a project up or down, or to recommend an alteration to the scope of a project, or are we limited to only what is presented?**

To a certain extent, yes, the committee will be able to make recommendations for adjusting the scope of the project. Staff will explain the consequences of scaling the project up or down in scope. Some projects could be far enough along in the design phase that making any significant changes might not be cost effective.

**Can we Skype in to the committee meetings?**

Since all future meetings will be held at the Addison Service Center, IT will check what options are available at that location.

**With 38 Million dollars already approved for Midway Road improvements, how much, if any, of a gap remains to be able to complete the project?**

At this time, the approved amount is in line with the expected total costs associated with the project and we do not anticipate having any remaining gap. As with any project this could change as we finish design and bid the project.

**What is the 4.1% growth rate for bonds based on?**

Financial department personnel conducted a trend analysis and have based this assumption off that research. This assumption is reevaluated on an annual basis.

**What is the maximum amount the Town could issue without affecting the tax rate? What are the consequences of issuing more debt than that?**

Our limit for issuance is currently at $3.69 million dollars. The committee can recommend a higher amount for issuance but there would be an equivalent increase to the portion of the Town's Interest and Sinking (I&S) tax rate. This would then need to be compensated for an equivalent increase in the Towns tax rate or a corresponding decrease in the portion of the tax rate that funds the Town's Maintenance & Operations (M&O) portions of the annual budget.

**How much would the tax rate need to increase to issue more than the $3.69 mil? How much funding can the committee recommend without affecting the AAA bond rating?**

The actual increase in the tax rate and effect on the bond rating for going over the allotted $3.69 Mil is unknown at this time; further financial analysis would need to be conducted for us to arrive at a fair estimate in the event of these scenarios.

**Is it important to have a date as to when the associated project costs were generated?**

Yes, it is important and those dates and how the costs associated with each project will be explained as the projects are presented.

**What is Jacobs Engineering Group doing in order to provide us with a fair and accurate cost projection?**

Jacobs is utilizing many different avenues to arrive at a fair and accurate cost evaluation for each project. They are evaluating the entire scope of the project from beginning to end including but not limited to design, construction, and inspection. They are also using current market values; past, present and future projects from other municipalities and entities; and they are factoring in inflation and other increases in costs. This information will be explained in more detail when projects are presented to the committee.

**Is the 100% design cost the final cost for the project?**

Not necessarily but it should be close, we do add in a contingency amount to try to limit any unforeseen overages on our estimates. Contingencies will be explained in more detail when we present the projects to the committee.

The next Committee meeting will be on February 11, 2019 at the Addison Service Center, 16801 Westgrove Drive at 5:30 to 7:30.

The meeting was adjourned at 7:25.

# MEETING FEBRUARY 11, 2019 45


AGENDA 46
PROCESS OVERVIEW- RALPH DOHERTY 47
FACILITIES- ROB BOURESTOM 58
NOTES 68

# Bond Advisory Committee

Agenda

Session Two

February 11, 2019

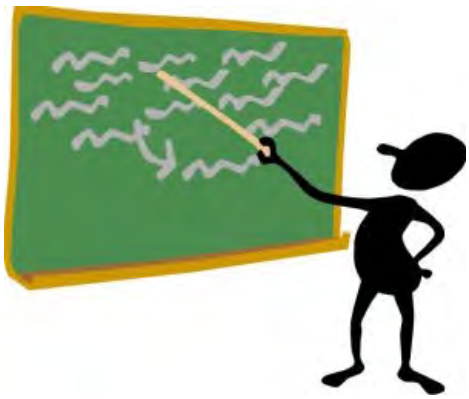
5:30 – 7:30

| | | |
|---|---|---|
| 1. | Welcome and Introductions | Ralph Doherty |
| 2. | Executive Perspective | Wes Pierson |
| 3. | Approval of Notes from January 30, 2019 Meeting | Ralph Doherty |
| 4. | Process Overview | Ralph Doherty |
| | a. February and March meetings | |
| 5. | Project Ranking Process Update | Lisa Pyles |
| 6. | Functional Review – General Services - Buildings | Rob Bourestom |
| 7. | Functional Area Prioritization | Ralph Doherty, Bruce Arfsten |
| | a. Must Do, Should Do, Nice to Do | |
| 8. | Plans and next steps | Lisa Pyles |
| 9. | Closing | All |

# Bond Advisory Committee
# February 11, 2019

Bond Advisory Committee
2019

## Why are we here?



Bond Advisory Committee
2019

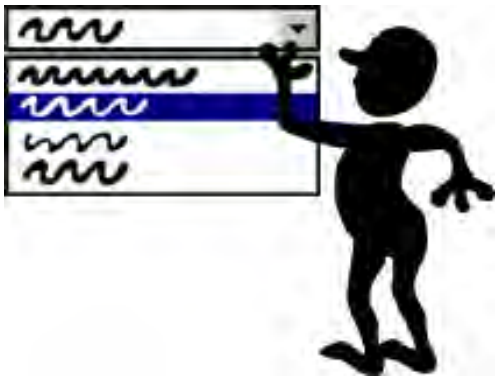
# January 30, 2019…

- To **assess and review** information related to proposed future capital projects;
- To **provide** input in developing a final list of projects;
- To **make** a recommendation to Council concerning whether a bond election should be called and, if so, what projects should be included; and
- To **serve** as community advocates for the bond program election, if Council decides to call an election

Bond Advisory Committee
2019

# Agenda/Overview

- Welcome & Introductions
- Executive Perspective
- Administration & Overview
  - Notes
  - Process updates
  - Priority setting
- **Assess and Review**
  - General Services
- **Provide input**
  - Analysis and grouping
- Next Steps
- Close



Bond Advisory Committee
2019

# Executive Perspective

Bond Advisory Committee
2019

# Administration and Overview

- Housekeeping
  - Minutes
  - No breaks
- Focus on important items
  - Attendance
  - Listen and learn
  - Ask questions
- Adopt community perspective
  - Subordinate the “me”
  - Substitute the “we”
- Work on “Big Tickets”
  - Effectiveness vs Efficiency

# Focus on…

- Effective
  - Doing the **right** things
- Efficient
  - Doing **things** right
- Pilot rules in emergency
  - Aviate
  - Navigate
  - Communicate

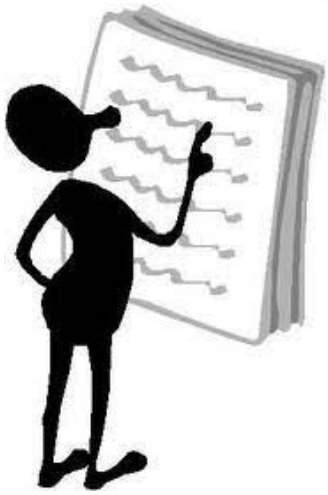
# Project update - 1

- Busy three months
- Four functional area reviews and initial grouping
  - 2/11 – General Services
  - 2/25 – Infrastructure
  - 3/11 – Parks and IT
- Process wrap up and ranking
  - 4/04 – Project Cost and Ranking
  - 4/11 – Finance & Debt
  - 4/25 – Final review and Ranking

Bond Advisory Committee
2019

# Project update – 1a

- Four functional area reviews and grouping
  - 2/11 – General Services
  - 2/25 – Infrastructure
  - 3/11 – Parks and IT
- **Prioritization** is a two pass system
  - **First** - Exclusive of cost!
    - Feb and Mar
  - **Second** - After cost added
    - Apr and May



Bond Advisory Committee
2019

# Project update – 1a

- Four functional area reviews and grouping
  - 2/11 – General Services
  - 2/25 – Infrastructure
  - 3/11 – Parks and IT
- **Prioritization** is a two pass system
  - **First** - Exclusive of cost!
    - Feb and Mar
  - **Second** - After cost added
    - Apr and May

WHY?

Bond Advisory Committee
2019

# What happens on May 4th?

- It's the season
- Potential for controversy
- BAC participation
  - Assumption of support
  - Consensus Vs Unanimity
- Respond appropriately
  - Describe process
  - Listen…

Bond Advisory Committee
2019

# Determining our future

- General Services
- Infrastructure
- Parks
- IT

Bond Advisory Committee
2019

# General Services

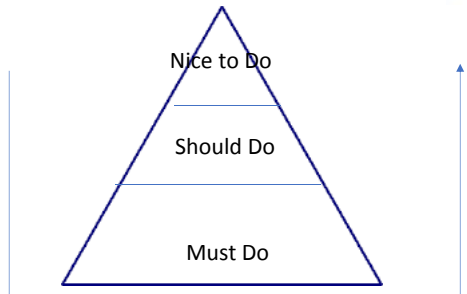
- Facilities
- Vehicles
- Support Operations
- Film permits
- Sustainability initiatives

Rob Bourestom

Bond Advisory Committee
2019

# Process - Grouping

- Simple classification system
  - Must Do – 50%
  - Should Do – 30%
  - Nice to Do – 20%
- Communication tool
  - Mutual agreement
  - Negotiate differences
- Forces concentration
  - Minimizes wasted time
  - Leverages resources



Bond Advisory Committee
2019

# Group away!

- Must do
  - Vital few
- Should do
  - Significant many
- Nice to do
  - Pie in the sky

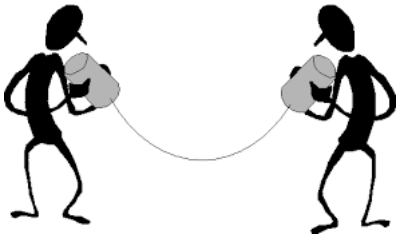
Bond Advisory Committee
2019

# Managing the Dialog

- Open communications
  - No passive/aggressive behavior
- Candor in all
- Everyone participates
- Consequences of decisions
- Need help

Bond Advisory Committee
2019

# Dialog Managers



- Establish relationship with counterparts
- Develop knowledge of area
- Serve as BAC resource in improving our knowledge
- Assisting BAC, Staff, and community members as required

Bond Advisory Committee
2019

# Dialog Management Team

- Infrastructure & Development
- Finance (Riley)
- General Services (Bourestom)
- Parks (Tidwell)
- IT (Khaleghipour)
- Infrastructure (Shroyer)

- Doherty, Arfsten
- Bowen, Craig
- TBD'd
- Domingue
- Campbell
- Brown

Bond Advisory Committee
2019

# Next steps

- Project Evaluation criteria suggestions due on Friday, February 15th
- Dialog Managers work with your staff counterparts
- Check email
  - Updates
  - Tasks
  - Etc.

Bond Advisory Committee
2019

# Next area

- Infrastructure next 2/25
  - Jason Shroyer. P.E.

Bond Advisory Committee
2019

# Community Bond Advisory Facilities Presentation

Addison Service Center – Large Break Room
February 11, 2019

1

## Facilities Introduction

2

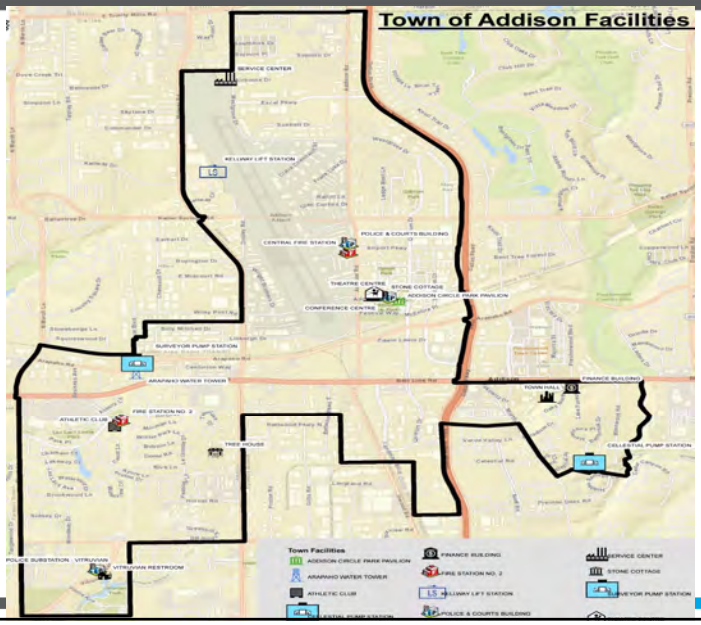
## General Services

- The General Service Department is the behind-the-scenes manager of the Town's facilities, vehicles, and support services.

## Purpose and Role of Town of Addison Facilities

AP6

# Town of Addison Facilities

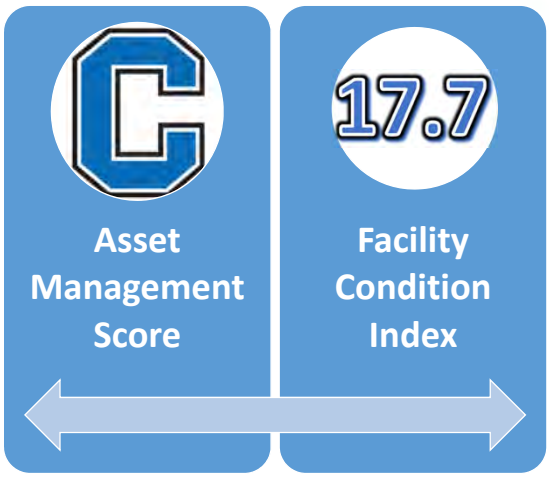



5

AP1
AP [2]1

# Role of Addison Facilities

- **Functions**
  - Provides work spaces for employees, a place for residents and the community to do business and a place for visitors to experience Addison
  - Facilities also provide equipment storage and maintenance space

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## Development of Proposed Projects

- Facility Assessment 2015
- Asset Management Plan
- Operations and Maintenance

### Reactive

- Budgets based on last year
- Reactive projects
- Projects based on budget
- Money invested with little risk reduction

### Proactive

- Budgets based on future needs
- Replace high risk assets before failure
- Prioritize work based on risk
- Focus on high benefit to cost ratio

7

## HVAC Proposal

8

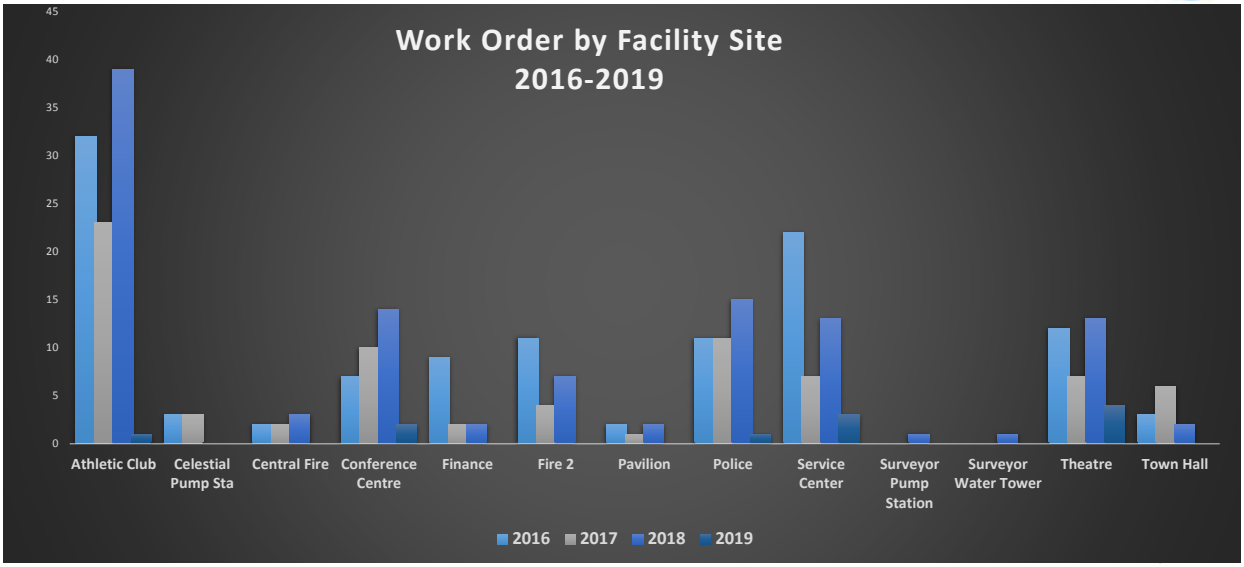
## Current HVAC System

- **Age of Facilities**
  - (1939-1991)
- **Age of Equipment**
  - HVAC equipment ranges from 1997-2017
  - R22 Freon obsolete units, R-410 A or Puron new standard
  - Parts are not readily available or obsolete
- **American Society of Heating, Refrigerating, Air-Conditioning Engineers (ASHRAE)**
  - Determined the useful life of HVAC equipment at 12.5 years. We can get additional years out of our equipment through regular preventative maintenance
- **Deferred Maintenance Issues** –
  - HAVC equipment is well past its useful life

9

RB4

## HVAC Work Orders



## HVAC at Service Center

11

## Fire Station 1 Roof

Vegetation growth and water pooling on Fire Station 1 roof

12

AP4 AP7 RB1 RB2

# HVAC Usage

| Building | Facility Age | Sq Ft | Tonnage |
|---|---|---|---|
| Central Fire | 1984 | 17,410 | 22.5 |
| Fire #2 | 1982 | 5,658 | 8.5 |
| Police & Courts | 1984 | 27,000 | 48 |
| Police Sub Stations | 1995 | 800 | 2.5 |
| Town Hall | 1939 | 6,475 | 57.5 |
| Finance | 1983 | 6,200 | 24.5 |
| Service Center | 1980 | 31,600 | 80.5 |
| Conference Centre | 1991 | 17,000 | 107 |
| Theatre | 1991 | 32,000 | 172 |
| Pump Stations | 1979 -1987 | 9,565 | 3 |
| Stone Cottage | 1939 | 1,150 | 10 |
| Special Event Pavilion | 2003 | 2,500 | 14 |
| Vitruvian Restroom | 2005 | 500 | 6 |

**556 TONS**
Not including AAC

**Outliers**
Athletic Club
Conference Centre
Theatre

**TOTAL SQ. FT**
238,271

13

# Anticipated Outcomes with New HVAC

**8%** • Overall Energy Cost Savings

**25%** • Energy Efficiency Increase

**EMS** • Energy Management System Monitoring

**PM Contract** • Full Service Preventative Coverage Contract

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# Facility Accessibility Modification Proposal

ADDISON

15

## Background info

ADDISON

- **Department of Justice**
  - Access to Civic Life for All
  - No Entity Exemptions
  - Internal Self- Evaluation
    - Facility Condition Assessment
- **Development of "Roadmap"**
  - 20 year plan
    - Current Phase
    - Proposed Projects
- **Funding Challenges**
  - Not part of Capital Improvement Projects
  - Decision Packages

16

## Project Consideration Methods

- **2017 Study by Kimley Horn**
  - Analysis overview
  - 430 Total Facility Violations
- **Projected Costs Explained**
  - What our anticipated costs include
  - How projects get triggered by updates
- **Economy of Scale Pricing**
  - Sequencing of Projects

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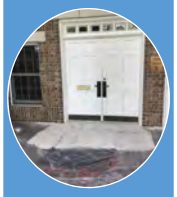
## Proposed Modifications

**Town Hall**
- Parking
- Bathrooms
- Water Fountains

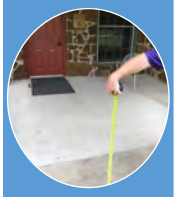


**Finance**
- Parking
- Bathrooms
- Entryway

**Service Center**
- Parking
- Bathrooms
- Water Fountains

**Police**
- Locker Rooms
- Water fountains

**Fire**
- Parking Lots
- Bathrooms



**Conference Centre**
- Parking
- Stone Cottage Bathroom

**Theatre**
- Parking
- Bathroom
- Ticket Booth Accessibility

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## Facility Utilization

19

## Facility Utilization Proposal

- **Project Proposal**
  - Requests evaluation of existing Town facilities
  - Interview Departments and analyze inter-departmental interactions
  - Review current staffing and future staffing placement
  - Evaluate facility parking and storage
  - Analysis of facility utilization
  - Proposal of modifications
  - Possibly fund suggested facility modifications through the bond

- **Proposal submittal period closes February 12, 2019.**

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**Community Bond Advisory Committee Meeting**
**Meeting Notes**
February 11, 2019

Session two of the Community Bond Advisory Committee was held on February 11, 2019 at the Addison Service Center in the Large Break Room.

**The committee members present were**: Nancy Craig, Mary Jo Cater, Virginia Wallace, Nancy Williams, Bob Catalani, Colleen Campbell, Eileen Resnik, Suzie Oliver, Ralph Doherty, Kent Domingue, Craig Reynolds, Taylor Bowen, Liz Oliphant, Jimmy Niemann, Bruce Arfsten, Denise Quintanilla, Lary Brown, Jason Rivera, Darren Gardner, Margie Gunther, Chris DeFrancisco, Jerry Dougan, JT McPherson, Rob Wright, Juli R Branson.

**Staff members present were**: Wes Pierson, Olivia Riley, Amanda Turner, Rob Bourestom, Ashlee Powell, Hamid Khaleghipour, Charles Goff, Jason Shroyer, Ashley Mitchell, Shawn Cheairs, Miesha Johnson, and Lisa Pyles.

**Council Members present were:** Marlin Wileson.

Chair Ralph Doherty opened the meeting by discussing with the Committee their purpose and role in the bond selection process.

Wes Pierson, City Manager welcomed and thanked the committee for their time and efforts and discussed the keys to a successful bond process.

Rob Bourestom, Director of General Services and Ashlee Powell, Management Assistant for General Services presented the General Services Department projects for bond consideration: HVAC Replacement Proposal and Facility Accessibility Modification Proposal

During and after the presentation, the Committee discussed several questions. Staff members provided answers to those questions.

**Will we receive a list of all projects that are up for Bond Committee deliberation?**

Yes, staff can compile a list and have it available at the February 11th meeting.

**Rob Bourestom pointed out during his presentation that there had been a reevaluation of the Town's facilities condition and the new Facility Condition Index (FCI) is 9.35 not the 17.7 that is in the PowerPoint presentation.**

The score of 17.7 in the presentation was a miscalculation, the correct score is 9.35. The scale is set in such a manner that the lowest score would represent a building that is in very good condition. The scale is as follows: 0-5 is good, 5-10 is fair, 10-30 is poor and >30 is critical or failed.

**The committee asked, and the staff answered, several questions regarding the specifics of the HVAC units being replaced, including:**

**Are there specific HVAC units that have been selected for replacement and are they energy efficient?**

Yes, we have specific units that we will be replacing, and a list detailing those units has been attached to the notes. The new HVAC units to be installed will be at least one energy efficient rating above the minimum required by the building codes.

**Did we consider completing any other building improvements along with the HVAC replacement?**

At this time there are no other building improvements that have been taken into consideration with the replacement of the HVAC units.

**Does the HVAC replacement include any accompanying services?**

The proposal is for the replacement of the listed HVAC units but will include an Energy Management System for more energy efficient operations.

**It was mentioned during the Americans with Disabilities (ADA) Facility Accessibility presentation that our facilities were found to have approximately 430 violations, are there any fines associated with these violations? Is there a specific deadline for our facilities to have our known violations corrected?**

No, violations do not result in a fine. While there is not a specific deadline for any one item, we have a 20-year plan in place to remedy all deficiencies. If we are making continual progress on that 20-year plan, we are not in violation of our plan. However, if progress is not being made on our 20-year plan, the Department of Justice can intervene to enforce the expedition of the correction of any deficiencies that have been reported.

**Regarding the Facility Utilization presentation, will we have the results of the study and be able to discuss this as part of these bond proceedings?**

This study will not be completed in time to be considered for this bond issuance.

**Are the projects that staff are bringing to the presentations all considered a “must do”? Would it be beneficial for staff to highlight projects that would be considered a “should do” or “nice to do”?**

The projects that will be presented to the committee are, in staff’s opinion, must do projects. It is the committee’s role to question that opinion and to determine if the committee agrees with staff’s assessment. Also, the committee will be asked to rank each of the projects as to their priority. The committee’s final ranking will be presented to Council, who will decide on the final list of projects to be included in a bond program, if one is called.

**The committee expressed a desire to have more in depth detail of the projects in future presentations. They would also like to be given more information on both the HVAC and ADA presentations that were made tonight.**

The next Committee meeting will be on February 25, 2019 at the Addison Service Center, 16801 Westgrove Drive at 5:30 to 7:30.

The meeting was adjourned at 7:30.

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**AGENDA** 72
**STREETS- JASON SHROYER** 73
**PROJECT REVIEW- RALPH DOHERTY** 98
**NOTES** 110

# Bond Advisory Committee

Agenda

Session Three

February 25, 2019

5:30 – 7:30

| | | |
|---|---|---|
| 1. | Welcome | Ralph Doherty |
| 2. | Approval of Notes from February 11, 2019 Meeting | Ralph Doherty |
| 3. | Functional Review – Infrastructure | Jason Shroyer |
| 4. | Project review discussion | Committee<br>Ralph Doherty, Bruce Arfsten |
| 5. | Closing | All |

# Potential Street Bond Program

February 25, 2019

## Agenda

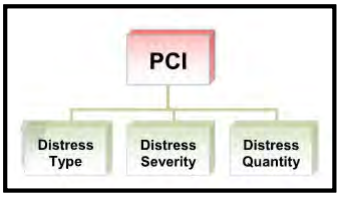
- Department Introduction
- Pavement Management 101
- Town of Addison Master Transportation Plan
- Street Reconstruction Projects
- New Street Construction

## Street Department

- Responsible for the management of the Town's streets, traffic system, solid waste, bulk, brush pickup
- 167 lane miles of streets
  - 82% concrete 18% asphalt
  - Most streets were built in late 70's early 80's with a resurgence in the early 90's
- 41 miles of sidewalk
  - Majority of sidewalks were built during private development projects
- Most recent significant road construction – overlay of Belt Line Road

## Pavement Management - Condition

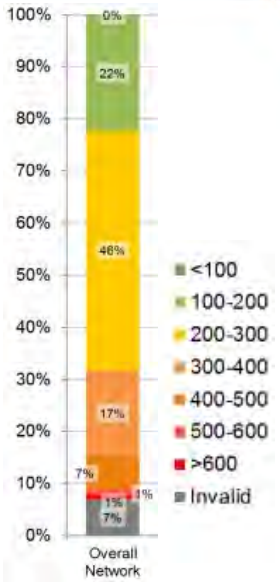
- Multiple ways to determine the condition of pavement
  - Visual assessment
  - Pavement Condition Index (PCI)
    - Condition is based on number, severity, and type of pavement distresses present
    - Scale from 0 to 100




| Rating | Good | Satisfactory | Fair | Poor | Very Poor | Serious | Failed |
|---|---|---|---|---|---|---|---|
| Range | 85 – 100 | 70 – 85 | 55 – 70 | 40 – 55 | 25 – 40 | 10 -25 | < 10 |

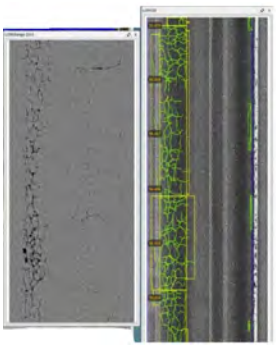
## Pavement Management - Condition

- Multiple ways to determine the condition of pavement
  - International Roughness Index (IRI)
    - Scale 0 to 1000
    - 0 is perfectly smooth
    - >600 represents significant distress
    - New highways are typically 40 and 60
    - Levels of 200 to 600 indicate increasingly damaged or distressed roads
    - Levels over 600 are very poor and reduce comfortable driving speed

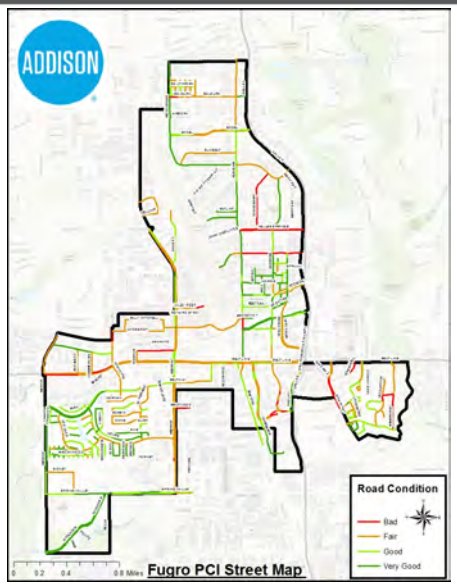



## Pavement Management – Data Collection

- Town collected data utilizing Automatic Road Analyzer (ARAN) Vehicle
  - 2017 major arterials
  - 2018 collectors and residential streets
- Uses high resolution, high speed cameras to collect:
  - Roadway distresses
  - Texture, roughness and rutting data
  - Data with GPS tags
  - Data of adjacent infrastructure



## Pavement Condition Map

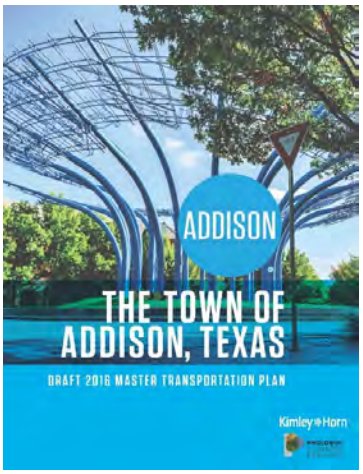



## Methodology for Selection

- Proposed reconstruction projects were selected based on the following:
  - Pavement condition index (PCI)
  - International roughness index (IRI)
  - Roadway classification and traffic information
  - Work order history
- Proposed new roadway construction projects were identified in the Town's Master Transportation Plan

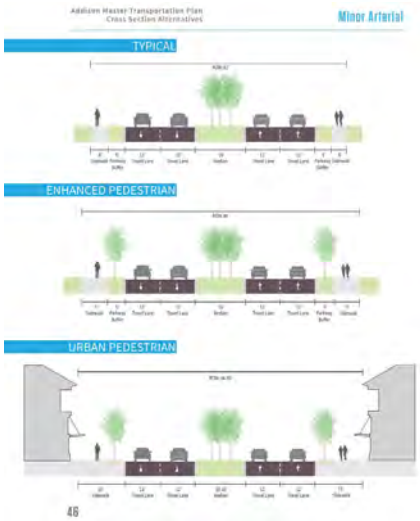
## Master Transportation Plan (2016)

- Plan Goals:
  - Provide more/better options and features for active transportation
  - Develop a safer more efficient transportation network
  - Create memorable places in Addison
  - Develop better east/west connectivity
  - Increase route choices with new connections
  - Support Addison economic development goals
  - Secure a firm commitment for rail in the Cotton Belt




## Master Transportation Plan

- Established general sections for streets based on street type
  - Right-of-way (ROW) width
  - Location and dimension of median
  - Location and dimension of sidewalks
  - Location and dimension of parkway buffer
- Provides options for the various street types
- Contemplates significant modification to ROW in most cases



## Road Reconstruction Projects

Keller Springs Road | Airport Parkway | Addison Road | Quorum Drive | Montfort Drive

- Existing Condition
- Project Scope
- Master Transportation Plan (MTP) Elements

## Keller Springs Road – Existing Condition

- Year Built – 1979
- Limits – Dallas North Tollway to Addison Road
- Composition – Asphalt
- Average Traffic – 15,000 VPD
- Average PCI – 35 (Very Poor)
- Average IRI – 343

## Keller Springs Road – Existing Condition

Cracking

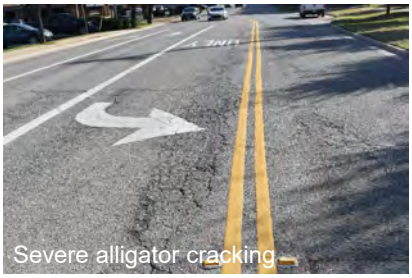
Alligator cracking and rutting

Rutting

Longitudinal Cracking

## Keller Springs Road – Existing Condition

Cracking around manhole


Severe alligator cracking

Concrete curb failure

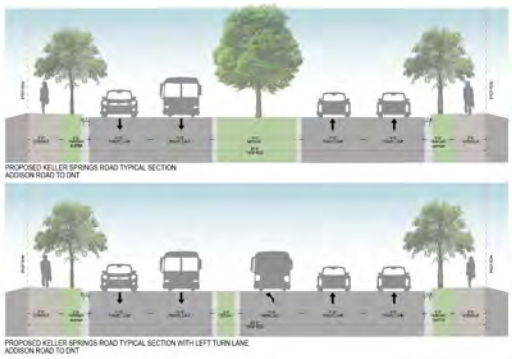
Pothole

## Keller Springs Road – Project Scope

- Reconstruct existing pavement
  - From asphalt to concrete
- Upsize existing stormwater infrastructure
- Replace water and sewer infrastructure
- Add new Oncor owned street lighting
- Install Master Transportation Plan elements
  - Right-of-Way acquisition
  - Medians
  - Sidewalks
  - Landscaping
- Replace existing traffic signal infrastructure
  - Quorum Road

## Keller Springs Road – MTP Elements

| Existing Conditions | Proposed Conditions |
|---|---|
| Right-of-Way<br>- 60 ft to 93 ft | Right-of-Way<br>- 82 ft to 93 ft |
| Median<br>- None | Median<br>- 16 ft / 5 ft |
| Sidewalk<br>- 4 ft – 5 ft<br>- Back of curb | Sidewalk<br>- 6 ft<br>- 5 ft parkway buffer |

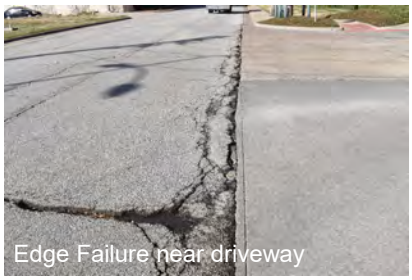


## Airport Parkway – Existing Condition

- Year Built – 1978
- Limits – Dallas North Tollway to Addison Road
- Composition – Asphalt
- Average Traffic – 3,000 VPD
- Average PCI – 44 (Poor)
- Average IRI – 338

## Airport Parkway – Existing Condition

Utility Trench Failure

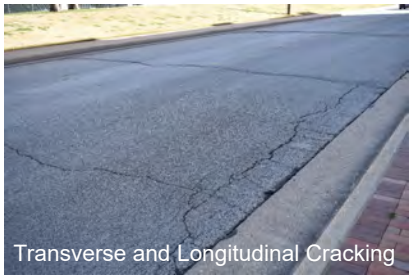

Edge Failure near driveway

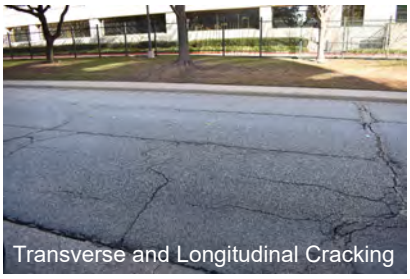
Transverse cracking

Shoving near intersection

## Airport Parkway – Existing Condition

Cracking


Transverse and Longitudinal Cracking


Transverse and Longitudinal Cracking

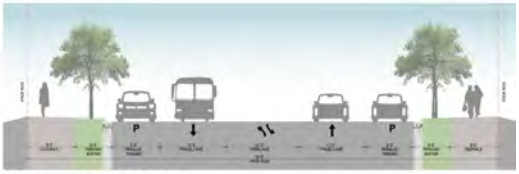
Transverse cracking

## Airport Parkway – Project Scope

- Reconstruct existing pavement
  - From asphalt to concrete
- Upsize existing stormwater infrastructure
  - East of Quorum Drive intersection
- Replace water and sewer infrastructure
- Install Master Transportation Plan elements
  - Right-of-Way acquisition
  - Sidewalks
  - Landscaping
- Replace existing traffic signal infrastructure
  - Quorum Road

## Airport Parkway – MTP Elements

| Existing Conditions | Proposed Conditions |
|---|---|
| ▪ Right-of-Way<br>▪ 60 ft | ▪ Right-of-Way<br>▪ 78 ft |
| ▪ Single lane each direction - no turn lane | ▪ Add 12 ft turn lane |
| ▪ No on-street parking | ▪ 8 ft parallel parking |
| ▪ Sidewalk<br>▪ Inconsistent through corridor | ▪ Sidewalk<br>▪ 8 ft sidewalk<br>▪ 6 ft parkway buffer with tree wells |



PROPOSED AIRPORT PARKWAY TYPICAL SECTION

## Quorum Drive – Existing Condition

- Year Built – 1980 and 1985
- Limits – Dallas North Tollway to DART rail Right-of-Way
- Composition – Concrete
- Average Traffic – 8,400 VPD
- Average PCI – 59 (Fair)
- Average IRI – 375

## Quorum Drive – Existing Condition

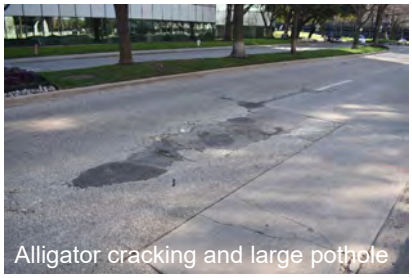
Cracking with potholes

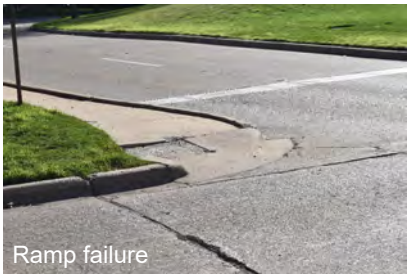
Large pothole

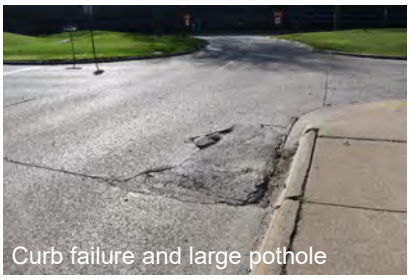
Corner failure and water pumping

Large pothole

## Quorum Drive – Existing Condition


Alligator cracking and large pothole


Ramp failure


Curb failure and large pothole

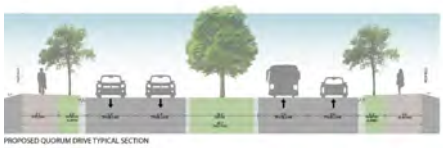
Corner failure

## Quorum Drive – Project Scope

- Reconstruct existing pavement
  - Remain as concrete
- Replace water, sewer and stormwater infrastructure
- Replace Oncor owned street lighting
- Install Master Transportation Plan elements
  - Right-of-Way acquisition
  - Sidewalks
  - Landscaping
  - Trail
- Replace existing traffic signal infrastructure
  - Belt Line Road, Edwin Lewis Drive and Arapaho Road

## Quorum Drive– MTP Elements

| Existing Conditions | Proposed Conditions |
|---|---|
| Right-of-Way<br>▪ 80 ft to 85 ft | Right-of-Way<br>▪ 88 ft to 95 ft |
| Two lanes each direction with median | Maintain lane and median widths |
| Sidewalk<br>▪ Varies | Sidewalk – S. of f Belt Line<br>▪ 8 ft<br>▪ 6 ft parkway buffer<br>Sidewalk – N. of Belt Line<br>▪ 15 ft back of curb<br>▪ Tree wells |



## Montfort Drive – Existing Condition

- Year Built – 1981
- Limits – Belt Line Road to Town of Addison City Limits
- Composition – Concrete
- Average Traffic – 20,000 VDP

- Average PCI – 58 (Fair)
- Average IRI – 392

## Montfort Drive – Existing Condition

Longitudinal Cracking

Cracking and delamination

Sidewalk and inlet failure

Median nose failure

## Montfort Drive – Existing Condition

Large pothole

Lane failure

Concrete joint failure

Concrete joint failure

## Montfort Drive – Project Scope

- Reconstruct existing pavement
  - Remain as concrete
- Upsize existing stormwater infrastructure
- Replace water and sewer infrastructure
- Replace Oncor owned street lighting
- Install Master Transportation Plan elements
  - Right-of-Way acquisition
  - Sidewalks
  - Landscaping

## Montfort Drive – MTP Elements

| Existing Conditions | Proposed Conditions |
|---|---|
| ▪ Right-of-Way<br>▪ 75 ft to 80 ft | ▪ Right-of-Way<br>▪ 88 ft |
| ▪ Two lanes each direction with median | ▪ Maintain lanes and widen median<br>▪ 16 ft / 5 ft |
| ▪ Sidewalk<br>▪ 4 ft – 5 ft<br>▪ Back of curb | ▪ Sidewalk<br>▪ 8 ft<br>▪ 6 ft parkway buffer |

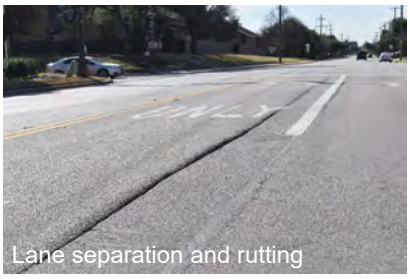
## Addison Road – Existing Condition

- Year Built – 1983
- Rehabilitation - 2015
- Limits – Arapaho Road to Town of Addison City Limits
- Composition – Asphalt
- Average Traffic – 16,000 VPD

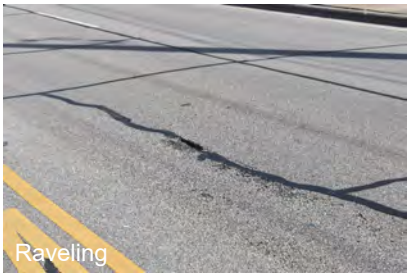
- Average PCI – 83 (Satisfactory)
- Average IRI – 275

## Addison Road – Existing Condition

Longitudinal Cracking


Lane separation and rutting

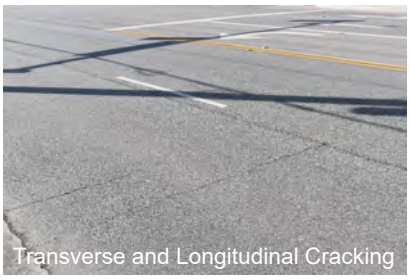
Longitudinal Cracking

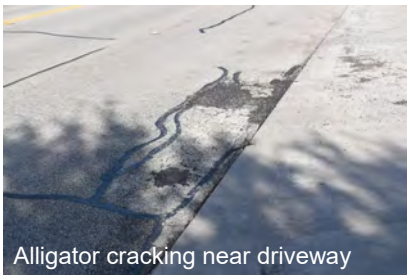

Raveling

## Addison Road – Existing Condition

Alligator cracking

Delamination


Transverse and Longitudinal Cracking


Alligator cracking near driveway

## Addison Road – Project Scope

- Reconstruct existing pavement
  - From asphalt to concrete
- Replace existing stormwater infrastructure
- Replace water and sewer infrastructure
- Replace Oncor owned street lighting
- Install Master Transportation Plan elements
  - Right-of-Way acquisition
  - Medians
  - Sidewalks
  - Trail
  - Landscaping
- Replace existing traffic signal infrastructure
  - Arapaho, Lindbergh, Airport, Keller Springs and Westgrove

## Addison Road – MTP Elements

**Existing Conditions**

- Right-of-Way
  - 60 ft to 80 ft
- Two lanes each direction - no median
- Sidewalk
  - Varies

**Proposed Conditions**

- Right-of-Way
  - 90 ft
- Maintain lanes and add median
  - 16 ft / 5 ft
- Sidewalk
  - 8 ft
  - 6 ft parkway buffer
- Trail
  - 10 ft
  - 6 ft parkway buffer

## New Road Construction Projects

- Beltway Drive to Gillis Road
- Landmark Boulevard to DNT
- N. Beltwood Parkway to Inwood Road
- Beltway Drive to Inwood Road
- Artist Way to Addison Road
- Beltway Drive to Arapaho Road

- Location
- Description

## Beltway Drive to Gillis Road - Map

## Beltway Drive to Gillis Road – Description

- Extend Beltway Drive south to Gillis Road/Maxim Drive
  - Connects with the Farmers Branch road network
- Likely require the demolition of several buildings and/or parking lots
- Opens a new north/south connection to Spring Valley
- Allows for more active transportation opportunities between Addison and Farmers Branch
- Supports Inwood Road Special Area Study findings

## Beltway Drive to Arapaho Road - Map

## Beltway Drive to Arapaho Road - Description

- Extend Beltway Drive north to Arapaho Road
- Create new connection to Arapaho between Addison Road and Midway
- Would require negotiation with Dallas Water Utilities
  - Property houses a large ground storage tank for water
  - Reluctance by Dallas Water Utilities to allow ancillary uses of their property

## Landmark Blvd to DNT - Map

## Landmark Blvd to DNT - Description

- Landmark does not current connect with Dallas North Tollway
  - Requires vehicle to cut through private parking lot
- Provides additional connection point to the Tollway
- Portion of this extension is already built
  - Cawley Partners Development

## N. Beltwood Parkway to Inwood Road - Map

## N. Beltwood Parkway to Inwood Road - Description

- Extend Beltwood Parkway east to connect with Inwood Road
- Provide an additional east/west connection between Spring Valley Road and Belt Line Road
- Most likely require the demolition of several buildings and/or parking lots
- Supports the grid type street system to help distribute traffic in the area

## Beltway Drive to Inwood Road - Map

## Beltway Drive to Inwood Road - Description

- Extend Beltway Drive east to Inwood Road
- Most likely require the demolition of several buildings and/or parking lots
- Supports the grid type street system to help distribute traffic in the area
- Supports Inwood Road Special Area Study findings

## Artist Way to Addison Road - Map

## Artist Way to Addison Road - Description

- Extend Artist Way west to connect with Addison Road
- Provides and additional east/west connection between Morris Avenue and Airport Parkway
- Town already owns the property where the street would be placed
- Supports traffic dispersion within the Addison Circle area
- Supports findings of Addison Circle Special Area Study

## Wrap Up

Road Reconstruction Projects

- Keller Springs Road
- Airport Parkway
- Addison Road
- Quorum Drive
- Montfort Drive

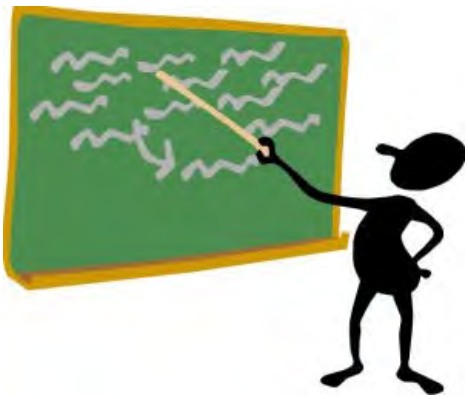
New Street Construction Projects

- Beltway Drive to Gillis Road
- Landmark Boulevard to DNT
- N. Beltwood Parkway to Inwood Road
- Beltway Drive to Inwood Road
- Artist Way to Addison Road
- Beltway Drive to Arapaho Road

# Bond Advisory Committee
# February 25, 2019

Bond Advisory Committee
2019

## Quick review - Why are we here?



Bond Advisory Committee
2019

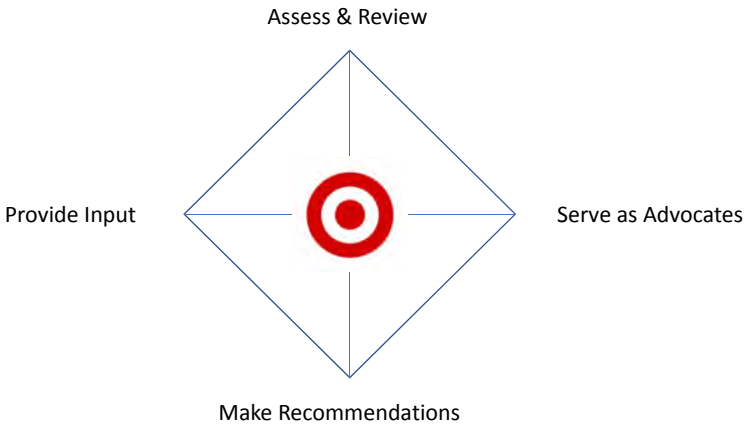
# January 30, 2019…

- To **assess and review** information related to proposed future capital projects;
- To **provide** input in developing a final list of projects;
- To **make** a recommendation to Council concerning whether a bond election should be called and, if so, what projects should be included; and
- To **serve** as community advocates for the bond program election, if Council decides to call an election

Two questions??????????

Bond Advisory Committee
2019

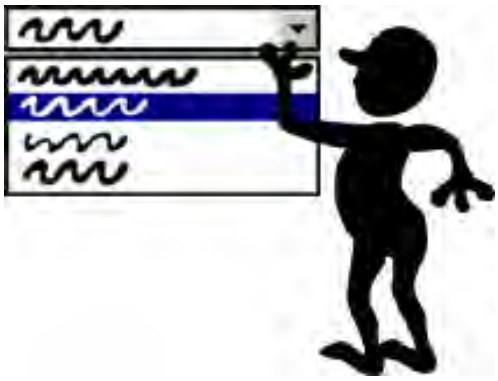
# Do we need a bond election and, if so, for what projects and in what priority sequence?



Bond Advisory Committee
2019

# Agenda/Overview

- Welcome
- Administration
  - Notes & Approval
- Overview
  - Projects
  - Priorities
- **Assess and Review**
  - Infrastructure
- **Provide input**
  - Analysis & grouping
- Next Steps
- Close



Bond Advisory Committee
2019

# Proposed projects (18)

- **HVAC Replacements** – Replacement of 15-18 year units with new, more energy efficient units
- **ADA Structural Improvements** – Such as, parking area access ramps, restroom reconfigurations, doorway widenings
- **Roof Replacements** – Replacement of several Town facility roofs due to age and failed condition
- **Keller Springs Road** – Reconstruction of roadway from Addison Road to Dallas North Tollway and associated utility (water, sewer, stormwater) and Master Transportation Plan elements
- **Airport Parkway** – Reconstruction of roadway from Addison Road to Dallas North Tollway and associated utility (water, sewer, stormwater) replacements and Master Transportation Plan elements
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- **Athletic Club / Pool Improvements** - Such as, locker room, lobby, gym, and pool improvements
- **Quorum Art Walk** – Creation of additional park and parklet spaces, additional lighting
- **Trail Expansion / Wayfinding** – Additional trails and wayfinding signage
- **Smart City Technology Plan** – Expansion of License Plate Recognition program, exploration and implementation of emerging technologies, such as smart signals, smart street lighting, emergency awareness services

Bond Advisory Committee
2019

# Proposed projects (Grouped)

- **General Services (4/22%)**
  - **HVAC Replacements** – Replacement of 15-18 year units with new, more energy efficient units
  - **Roof Replacements** – Replacement of several Town facility roofs due to age and failed condition
  - **ADA Structural Improvements** – Such as, parking area access ramps, restroom reconfigurations, doorway widenings
  - **Athletic Club / Pool Improvements** - Such as, locker room, lobby, gym, and pool improvements
- **Infrastructure (Roads – 11/61%))**
  - **Keller Springs Road** – Reconstruction of roadway from Addison Road to Dallas North Tollway and associated utility (water, sewer, stormwater) and Master Transportation Plan elements
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  - **Beltway Drive to Inwood Road** – New east/west connection from Beltway Drive to Inwood Road
- **Parks & IT (3/17%)**
  - **Quorum Art Walk** – Creation of additional park and parklet spaces, additional lighting
  - **Trail Expansion / Wayfinding** – Additional trails and wayfinding signage
  - **Smart City Technology Plan** – Expansion of License Plate Recognition program, exploration and implementation of emerging technologies, such as smart signals, smart street lighting, emergency awareness service

Bond Advisory Committee
2019

# Jason Shroyer, P.E.

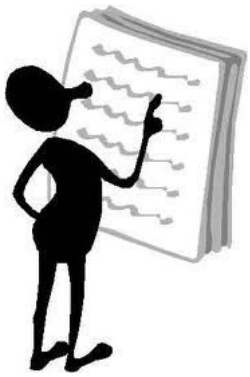
- UTSA – BS CE
- R. H. Shackleford – 7/10-7/13
  - Project Mgr. Addison, Beltline Rd
- Addison – 7/13 – Current
  - Assistant Director of Infrastructure and Engineering Services
  - Manages the city's…
    - Trash and recycling services
    - Water, sewer, and stormwater systems
    - Public streets, signs and signals, street markings.

Bond Advisory Committee
2019

# Questions/comments for Jason?

Bond Advisory Committee
2019

# Committee must make choices



Bond Advisory Committee
2019

# In what relative sequence…

- **Infrastructure (Roads – 11/61%))**
  - **Keller Springs Road** – Reconstruction of roadway from Addison Road to Dallas North Tollway and associated utility (water, sewer, stormwater) and Master Transportation Plan elements
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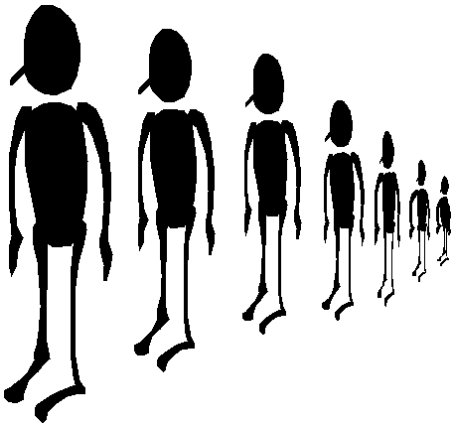

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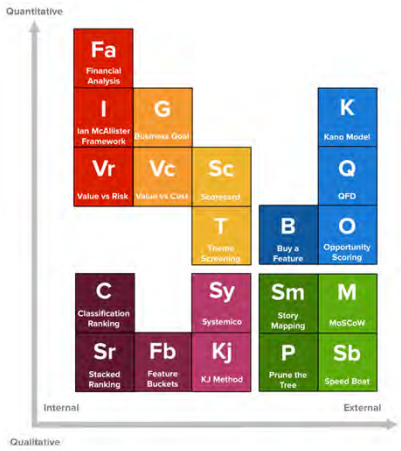
2019

# Lots of methods to determine

- "Scientific"/empirical
  - Periodic Table of Product Prioritization
  - The Kano Model
  - Quality Function Deployment
  - Story Mapping
  - MoSCoW
  - Prune the Product Tree
  - Speed Boat
  - Opportunity Scoring
- Financial Analysis
  - Net Present Value
  - Internal Rate of Return
  - Discounted Payback Period
  - Ian McAllister's Framework
  - Impact of goal
  - Value Vs Risk
  - Value Vs Cost
  - Scorec
  - Theme Screening
  - Classification ranking
  - Systemico
  - Etc., etc., etc.

Bond Advisory Committee
2019

# Period Table of Product Prioritization

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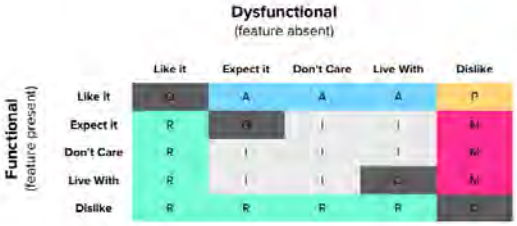
2019

# The Kano model



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# Quality Function Deployment

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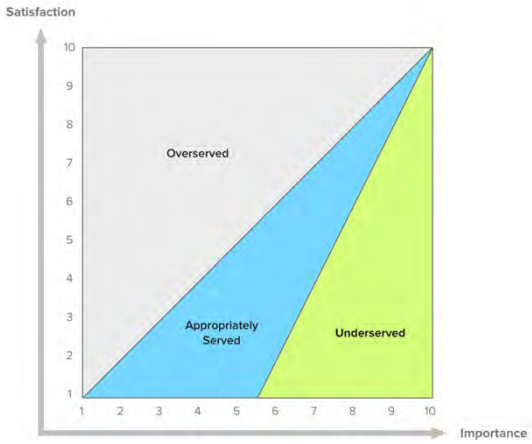
# Opportunity scoring



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2019

# Too complex! Spurious accuracy…

- Story Mapping
- MoSCoW
- Prune the Product Tree
- Speed Boat
- Financial Analysis
  - Net Present Value
  - Internal Rate of Return
  - Discounted Payback Period
  - Ian McAllister's Framework
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  - Value Vs Cost
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  - Classification ranking
  - Systemico
  - Etc., etc., etc.

RELAX!!!!!!!!!!!!!!!!!!!!

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2019

# KISS method (Keep it simple stupid)

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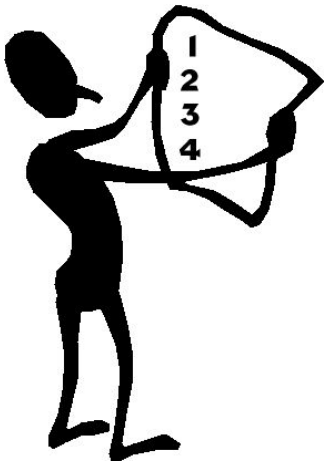
2019

# Critical few Vs Significant many

- Identify “Critical” Vs “Significant” projects
- Divide into two groups
- Most Vs Least “Value to Citizens” within each group
- Merge (1-18)
- “Make sense?” reality test – Top to bottom
- Save for April discussions

Bond Advisory Committee
2019

# The rules…




- No talking…until OK
- Own work - Handout
- Personal definition of value to citizens
- Prepared to defend your choice
- You will vote, post, and discuss
- You may change vote if persuaded

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2019

# In what relative sequence…

- **Infrastructure (Roads – 11/61%)**

1. **Keller Springs Road** – Reconstruction of roadway from Addison Road to Dallas North Tollway and associated utility (water, sewer, stormwater) and Master Transportation Plan elements
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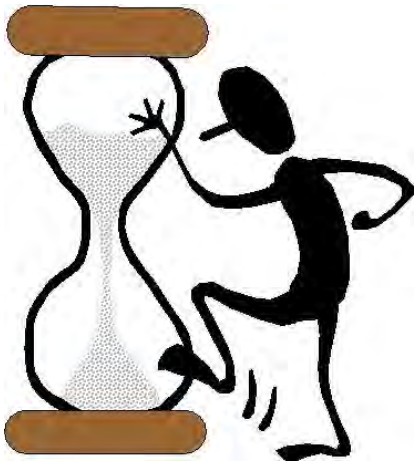
11. **Beltway Drive to Inwood Road –** New east/west connection from Beltway Drive to Inwood Road

| Project No. | Critical Few | Significant Many |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |

Bond Advisory Committee
2019

# Get ready…



Bond Advisory Committee
2019

# Next areas – March 11, 2019

Hamid Khaleghipour

Rob Bourestom

Janna Tidwell

Bond Advisory Committee
2019

**Community Bond Advisory Committee Meeting**
**Meeting Notes**
February 25, 2019

The third meeting of the Community Bond Advisory Committee was held on February 25, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Juli Branson, Lary Brown, Colleen Campbell, Robert Catalani, Mary Jo Cater, Chris DeFrancisco, Ralph Doherty, Kent Domingue, Jerry Dougan, Margie Gunther, Susan Halpern, Edwin Keith, JT McPherson, Jimmy Niemann, Liz Oliphant, Denise Quintanilla, Eileen Resnik, Craig Reynolds, Jason Rivera, Virginia Wallace, and Nancy Williams.

**Staff members present**: Olivia Riley, Amanda Turner, Rob Bourestom, Hamid Khaleghipour, Charles Goff, Jason Shroyer, Ashley Mitchell, Shawn Cheairs, Janna Tidwell, Wilson Kakembo, Chad Hancock, and Lisa Pyles.

**Council Members present:** Marlin Wileson and Ivan Hughes.

Chair Ralph Doherty opened the meeting by discussing with the Committee their purpose and role in the bond selection process.

Jason Shroyer, Assistant Director of Infrastructure Services and Engineering presented the Infrastructure Services Department projects for bond consideration: Road Reconstruction Projects (Keller Springs Road, Airport Parkway, Addison Road, Quorum Drive, Montfort Drive) and New Road Construction Projects (Beltway Drive to Gillis Road, Landmark Boulevard to Dallas North Tollway, North Beltwood Parkway to Inwood Road, Beltway Drive to Inwood Road, Artist Way to Addison Road, Beltway Drive to Arapaho Road)

During and after the presentation, the Committee discussed several questions. Staff members provided answers to those questions.

**Is there Right of Way (ROW) available to complete the projects as outlined?**

The ROW is available for the road construction but if all the Master Transportation Plan elements are to be added to the project we will need to purchase additional ROW.

**What will the inconvenience be to drivers and the surrounding residents during the potential reconstruction of Keller Springs Road?**

There will be an impact to traffic flow during the reconstruction of Keller Springs Road as well as any other street that is reconstructed. Traffic flow is taken into consideration during the design phase of every project and the potential impact to motorists and residents will be minimized as much as practicable to complete the work.

**Do we need to replace all water, wastewater and stormwater piping infrastructure every time we reconstruct a street?**

While replacing all infrastructure is not required when reconstructing a street, the best practice is to replace the utilities in areas where the utilities might be replaced within the next few years. This prevents having to remove portions of the newly reconstructed street to replace infrastructure underneath it. Doing both utility replacement and roadway reconstruction at the same time, will save money in the long run as well as limiting the number of times traffic flow would be interrupted. The projects that staff has presented include the replacement of the utilities at the time the roadway is reconstructed.

**The presentation shows some of the sidewalks will be only six feet wide, is that wide enough to satisfy ADA requirements?**

Yes, a six-foot sidewalk would meet the ADA minimum requirement of 5 feet.

**What effect if any will the DART Cotton Belt Line have on traffic on Keller Springs Road?**

We do not believe that the new DART rail station will have an impact on the traffic of Keller Springs Road.

**Would there be improvements to other aspects of the roadway, such as crosswalks, concurrent with the road reconstruction?**

Yes, we would make any other necessary improvements in accordance with ADA standards, the Master Transportation Plan, and other Addison standards.

**Are the designed medians for safety or aesthetic purposes?**

The medians are designed for both safety and visual aesthetics. A median will divide opposing lanes of traffic therefore reducing the likelihood of head on collisions from driving and can be designed to match the desired look that will accomplish meeting the standard of the Addison Brand.

**Are there already existing utility easements that the Town can utilize for utility placement?**

In some cases, yes, there will be existing easements, but there are a variety of different easements serving different purposes. We must ensure that we are using the proper easements for our intended purposes.

**Will the costs be broken down to show each project with and without a median? Can you provide a breakdown of costs for the associated reconstruction projects?**

We will provide you with the estimates we have during the April 4th meeting, when finances will be discussed. Please be aware that the cost of the median itself is very small in comparison to the remainder of the project.

**Why is there a plan to put parallel parking along Airport Parkway?**

So as to have Airport Parkway match the Addison Circle area.

**If Oncor owns the associated street lighting, will they pay for the new lights or to replace old lights?**

We will coordinate with Oncor on the installation of all lighting on any street project we undertake.

**How will Montfort Drive transition to Dallas since Addison does not own all the street heading south?**

We will coordinate with the City of Dallas to discover what their future plans are. If there are upcoming plans, we will discuss our ability to accomplish our reconstruction plans together.

**Does the Montfort project consider the development that is currently planned for the southeast corner of Village on the Parkway?**

At this point in our design process it does not. However, if the development is approved and moves forward the developer would be responsible for their portion of the reconstruction effort which would reduce the overall funding impact for the Town's project.

**Where does the volume per day measurement get recorded when collecting traffic count data? How often are traffic counts collected?**

We take data from various points along each street to provide a more accurate measure of traffic volume on the entirety of the roadway. We conduct traffic counts every two years generally in the fall after school has started. Our last traffic count was completed in the fall of 2018 and the full report can be found on our website.

https://addisontexas.net/infrastructure/page/streets-traffic-services

**A median would inherently remove some accessibility to make turns along a street, how would this limited accessibility affect traffic flow both onto and off Addison Road from the Addison Circle development? How will this limited accessibility affect the increase in traffic flow that corresponds to special events that take place at Addison Circle Park?**

The addition of medians, particularly on Addison Road will certainly impact the traffic flow into/out of the park during Special Events. We would expect that impact will be minimal given that the median cuts will have to be lined up with intersections. The businesses along the corridor will see the largest impacts to their current accessibility because of the medians.

**Are there currently any plans to underground any of the utilities for the stated projects like what was done on Beltline Rd? Can a utility company decide to underground their utilities at a later date?**

No there are no plans to underground any of the utilities by the Town currently. If a utility company wants to underground their utilities, they can do so whenever they like. However, they are required to restore any disturbed material to the same Addison Standards the material was in prior to their work.

**What is the proposed timeline for these projects? How will the projects affect the bond funding?**

Each project will have a varying timeline that would depend on the amount of area the project is to encompass as well as the individual projects scope of work. Keller Springs Road would take approximately 24 months to complete. We would stagger the projects in such a manner as to prevent neighboring north/south or east/west projects from taking place at the same time and thereby reducing traffic flow issues. This will aid in the bond funding issuance as we would only issue the funds needed to complete the project that is currently active.

**Can the committee be provided with the current maintenance costs on the proposed reconstruction projects?**

Yes, this information can be provided. However, please note that maintenance costs will not necessarily be indicative of the need to reconstruct a road. Very little funding will be expended on a road that has failed as it no longer cost efficient to do so. We will have that information to you as soon as it is compiled.

**What roads would be done first? Is the DART rail being taken into consideration? Which two would the Town recommend completing first?**

While the DART rail and other railroad crossings will always be considered when developing a new project, more consideration is given to the overall condition of the road. We will utilize the Pavement Condition Index and the International Roughness Index to determine the quality level of each street in town. Following the condition of the road we will consider the level of use of the road and the amount of work that has been done on the road recently (pothole repair, crack sealing, etc.). The two roads that staff recommends as the highest priority are Keller Springs Road and Quorum Drive.

After the presentation, the Chair asked the committee the following question.

**What roads does the committee feel are more important to be completed first?**

Some members of the committee expressed that the new construction of the roads for Inwood connectors from Beltway and Beltwood would be vital to the redevelopment of the Inwood Road area.

The next Committee meeting will be on March 11, 2019 at the Addison Tree House Event Room, 14681 Midway Road, Suite 200 from 5:30 to 8:30. Dinner will be served.

The meeting was adjourned at 7:30.

# MEETING MARCH 11, 2019 114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FACILITIES- ROB BOURESTOM 116
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SPECIAL AREA STUDY LAND ACQUISITION- CHARLES GOFF 168
NOTES 174

# Bond Advisory Committee

Agenda

March 11, 2019

5:30 – 8:30

1. Welcome — Ralph Doherty
2. Approval of Notes from February 25, 2019 Meeting — Ralph Doherty
3. Functional Review
    a. General Services – Rob Bourestom
    b. IT – Hamid Khaleghipour
    c. Parks – Janna Tidwell
    d. Land Acquisition – Charles Goff
4. Project review discussion — Committee
    Ralph Doherty, Bruce Arfsten
5. Next meeting – April 4, 2019, 5:30 to 7:50 Addison Tree House
    a. Project ranking and cost estimates
6. Closing — All

# Community Bond Advisory Facilities: Roof Replacement and Air Filtration in Police Gun Range

Addison TreeHouse

March 11, 2019

1

# Roof Replacement Proposal

2

## Background Information

- **Current Condition of Facility Roofs**
  - Some roofs original to facilities
  - Minor repairs and replacements
  - Deferred maintenance impact to useful life
  - New roofs on Conference Centre and parts of the Theatre

- **Impact of Roof Replacement**
  - Stronger and more durable materials available
  - Increased energy efficiency
  - Decreased repair costs (to roofs and interior)
  - Long-term savings
  - 40+ year useful life **with maintenance**

3

## Consequence of Deferred Maintenance

**The repair of one issue can lead to the causation of a new issue that impacts useful life of a roof.**

4

AP [3]4

# Proposed Replacement Materials

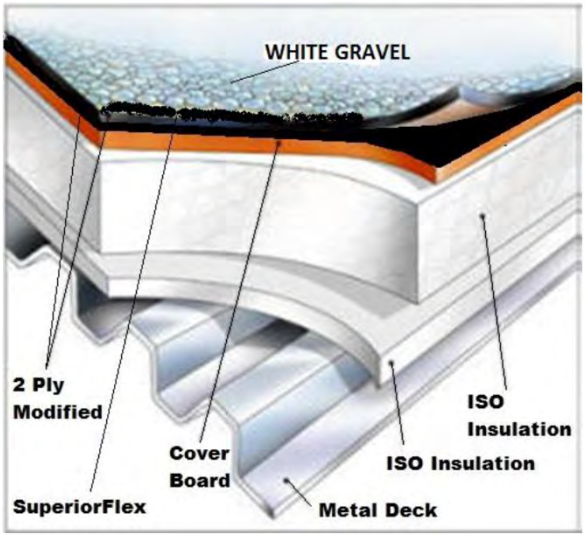
ADDISON

5

## Built Up Roof (BUR)-Coal Tar and White Gravel

ADDISON

- 2 ply, rubberized coal tar
- White material
- White gravel
- Reflective for energy savings
- Warranty-20 year labor and material




6

# Current Facility Roofing

ADDISON

7

# Existing Conditions-Central Fire

ADDISON

Vegetation growing out of the roof

Close up of vegetation and hole in the roof

Vegetation growth and water pooling on Fire Station 1 roof

Roof patches and previous repairs from leaks

Granule loss in membrane exposing to UV

Window sealant failed

Wall joint sealant failed

8

## Central Fire

- **Roof Age: 15 years**
- Frequent patching
- Damage to interior due to roof leaks
- Mold has been an issue in the past
- Will do exterior waterproofing as well
- Replace roof with BUR Coal-Tar with White Gravel

## Existing Conditions-Fire 2

Roof membrane weak and delaminated

Core samples are taken to determine roof condition

Ponding-standing water

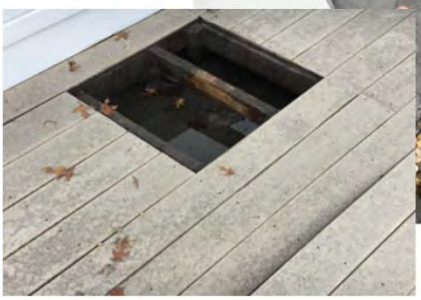
## Fire Station 2

- **Roof Age: Over 15 years**
- Frequent patching
- Damage to interior due to roof leaks
- Mold remediation in and around the HVAC
- Will do exterior waterproofing as well
- Replace roof with BUR Coal-Tar with White Gravel

11

## Existing Conditions-Police Department

Ponding



Standing water

Holes in flashing membrane

## Police Department

- **Roof Age: 25+ years**
- Ongoing repairs
- Damage to interior walls, wood and ceiling due to roof leaks
- Exterior waterproofing
- Replace roof with BUR Coal-Tar with White Gravel

13

## Existing Conditions-Service Center A

Extensive ponding

Holes and cracks around penetrations

Ridges on damaged flashing membrane

14

## Service Center-A

- **Roof Age: 25+ years**
- Lots of penetrations
- Severe flashing damage
- Membrane damage
- Will do exterior waterproofing as well
- Replace roof with BUR Coal-Tar with White Gravel

15

## Existing Conditions-Service Center B

Roof core weak and delaminated

Failed sealant joints

Failed sealant and flashing

16

## Service Center-B

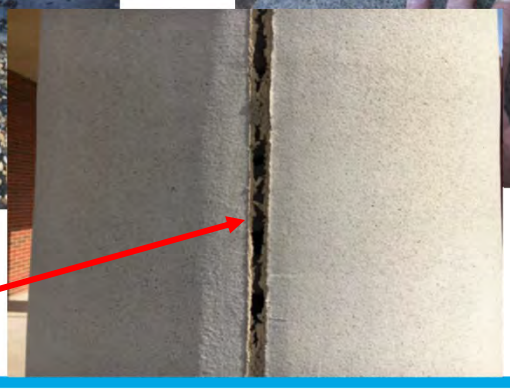
- **Roof Age: 15+ years**
- Ongoing repairs
- Flashing damage
- Damage to interior
- Will do exterior waterproofing as well
- Replace roof with BUR Coal-Tar with White Gravel

17

## Existing Conditions-Athletic Club A

Holes and cracks in membrane

Sealant at coping joints failed



Failed sealant in building joints

18

## Athletic Club-A

- **Roof Age: 30+ years**
- Ongoing repairs
- BUR and Shingles
- Damage to interior
- Will do exterior waterproofing as well
- Replace roof with BUR Coal-Tar with White Gravel

## Existing Conditions-Service Center B

Severe ponding (all of the dark areas)

Gaps in perimeter edge flashing

## Athletic Club-B

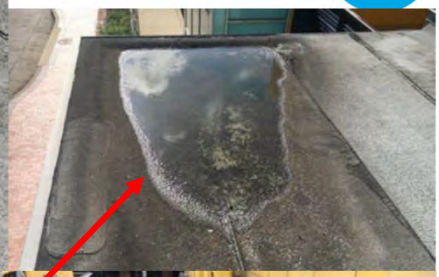
- **Roof Age: 15 years**
- Roof blisters
- Ponding and many penetrations
- Will do exterior waterproofing as well
- Replace roof with BUR Coal-Tar with White Gravel

## Existing Conditions-Pavilion

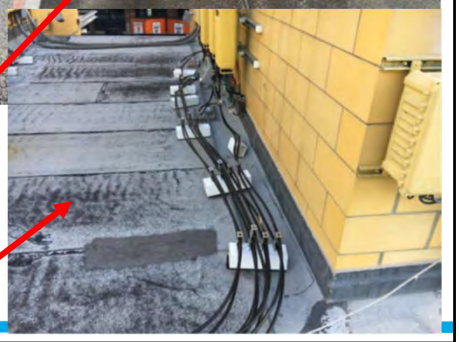
Membrane cracks and wrinkles

Blistered Membrane

Open flashing



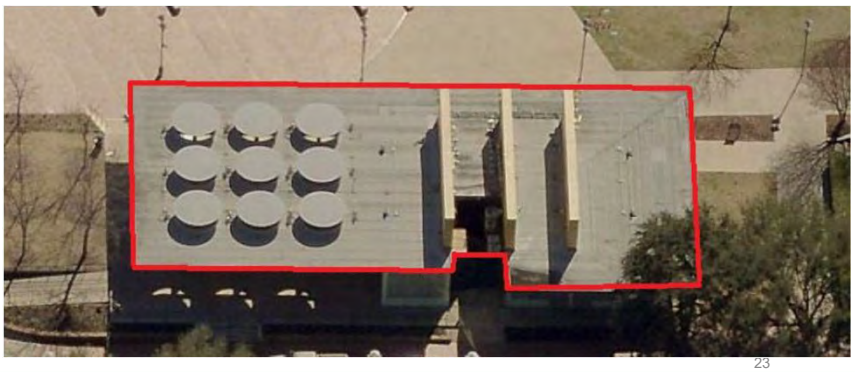
Severe ponding



Wrinkles and cracks

## Addison Circle Park Pavilion

- **Roof Age: 16 years**
- Delaminated roof membrane
- Significant damage to interior spaces
- Wood decking replacement
- Replace roof with BUR Coal-Tar with White Gravel



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## Existing Conditions-Theatre Centre Lobby

Rusted panels

Failed sealant around perimeter

Open seams

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## Theatre Centre Lobby

- **Roof Age: 26 years**
- Metal standing seam roof
- Interior damage
- Significant, consistent leaks
- Replace roof with metal roof to keep the look of the building
- Metal roofs will have a 50 year useful life with proper maintenance

## Existing Conditions-Theatre Centre Main Space

Coating failing at penetrations and extensive roof blistering

Ponding and failed coating

## Theatre Centre Main Space

- **Roof Age: Restored 9 years ago**
- Restored with Polyurethane Foam (PUF), 5 year life
- Significant, consistent leaks, ponding and blistering
- 2 roofs causing standing water between roofs
- Replace roof with BUR Coal-Tar with White Gravel

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## Existing Conditions-Surveyor Pump Station

Blistering on roof

Failed sealant, waterproofing needed

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## Theatre Centre Main Space

- **Roof Age: 12+ years**
- Blistering of membrane
- Penetrations and flashing need to be replaced
- Windows and wall joints need to be waterproofed
- Replace roof with BUR Coal-Tar with White Gravel

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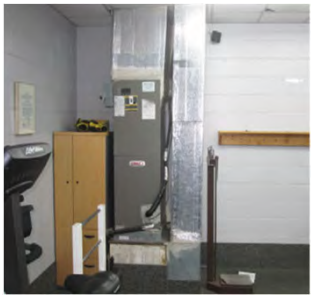
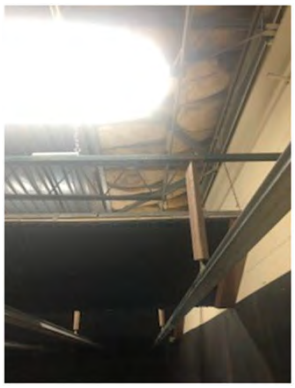
## Police Gun Range Air Filtration System

30

## Background

- **Current Age**
  - Original 35 years old (1984)
- **Type of Range**
  - Small Indoor Contained Range
  - 6 Lanes
  - 25 Yard





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## Current HVAC

- **Current System**
  - 5 Ton Split System
  - Shared System with Exercise Area
- **Current Issues**
  - No Air Filtration or Remediation
  - Environmental Issues
  - Work Safety Issues
  - Health Hazards

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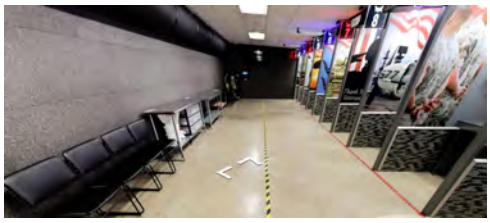
# Proposed

- **Design of System and Build**
  - Separate Operating Systems
- **Energy Efficient**
  - Runs only when in use
- **HEPA Filtration for Lead and Other Toxins**
- **Radial Air Diffusers**
  - Push Air Down Range
- **Complaint System**
  - National Institute of Occupational Safety and Health (NIOSH)
  - Environmental Protection Agency (EPA)

  Occupational Safety and Health Administration (OSHA)



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# Community Bond Advisory Information Technology Presentation

Treehouse
March 11, 2019

1

## Agenda

- Introduction:
- Smart City Concept/Technologies
- Proposed Bond Projects:
  - Expansion of License Plate Recognition (LPR) Network
  - Advanced Traffic Management System (ATMS)
  - Town-Wide Mesh Wireless Network
  - Automated Meter Reading System (AMRS)
  - Drone Technology

2

# Introduction

3

## Executive Director of Business Performance and Innovation

- Hamid Khaleghipour
- Bachelor's Degree in Computer Science minor in Mathematics – 1984
- System Manager/Programmer Analyst – York International – 1984 thru 1990
- City of Enid – IT Manager – 1990 thru 1997
- Town of Addison – IT Director – 1997 thru 2016
- Town of Addison – Executive Director of Business Performance and Innovation 2016 thru present

4

## Executive Director of Business Performance and Innovation's Role

- Manage and support the Town's Metropolitan Area Network, including Public Safety.
- Provide evaluation, recommendation, and implementation of emerging technology.
- Translate the organization's vision and goals into a comprehensive strategic technological plan that aligns the actions and tasks of all departments with the Town's goals.
- Be a resource for staff in the exploration of new civic technologies to enhance citizen satisfaction and engagement, increase government efficiency and transparency, provide town staff with the tools they need to be innovative thinkers and service providers, and promote the Town's innovation economy.
- Develop policies and guidelines for all aspects of the Town's network and telecommunication operation and use.

5

## Smart City Concept/Technologies

6

## Smart City Concept Definition

The Smart City concept integrates information and communication technology, and various physical devices connected to the network of ""Internet of Things"" (IoT) to optimize the efficiency of city operations and services and connect to citizens. (Wikipedia)

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## What makes Addison a Smarter Town?

We believe it is our data and our vision! By leveraging the multiple data sources that we have today and integrating additional datasets, we can design modern programs and services that make Addison a Smarter Town. Through sensors, connectivity, and analytics we can begin our transformation to achieve our goals around energy efficiency, air quality, intelligent transportation, public safety, public health, and other programs focused on improving quality of life for our citizens. In addition, we believe the Smart City concept allows town officials to interact directly with both the community and town staff and to monitor what is happening in the town and how the town is evolving.

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## Proposed Bond Projects

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## Expansion of License Plate Recognition Network (LPR) Bond Project (#1)

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## Expansion of License Plate Recognition Network (LPR) Bond Project (#1)

- **Project Intent :**
  To maximize the use of cutting edge technology to improve Addison's Public Safety mission to enhance its crime prevention and mitigation strategies.

- **How does LPR work?**
  Fixed License Plate Recognition (LPR) cameras take photos of license plates capturing date, time and GPS coordinates of where the photo was taken- just like any smartphone camera – then check the image against Federal Agencies databases National Crime Information Center (NCIC) and local agencies flagged vehicles (knows criminals etc.).

  Each license plate image captured, along with the data for that image (date, time, location) is stored in vendor's datacenter as an LPR record that can be searched **only** by the police department for legitimate law enforcement purposes.

  Addison owns the LPR data it generates and Addison PD can decide whether they want to share that data with other agencies.

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## Expansion of License Plate Recognition Network (LPR) Bond Project (#1)

- **Current Status:**
  - Installed 20 License Plate Readers at eight (8) intersections and neighborhood entrances. **(Q1&Q2 FY18-19)**
  - Oaks North Dr. and Belt Line Rd.
  - Belt Line Rd. and Winnwood Rd.
  - Celestial Rd. and Montfort Dr.
  - Proton Dr. and Midway Rd.
  - Beltway Dr. and Marsh Ln.
  - Surveyor Blvd and Belt Line Rd.
  - Beltway Dr. and Midway Rd.
  - Palladium Dr. and Montfort Dr.
- Installed seven (7) Optical cameras at two (2) jogging, hiking, and biking trails. **(Q1&Q2 FY 18-19)**
  - White Rock Creek – 2 cameras – One at each entrance
  - Easement Park – 5 cameras – Fire station2, Dog park, Bush elementary school, 2 cameras at Marsh Ln. entrance
- Proof of concept **(Q3&Q4 FY 18-19)**
  - Collect data for a minimum of 6-9 months.
  - Draft an optical camera data collection policy to address requirements and responsibilities with respect to the following:
    - Installation and operation of the system
    - Use of information obtained
    - Integrating 3rd party system (e.g. HOAs, banks, and hotels security systems, etc.) onto the proposed town's system
    - Custody, control, share and access to records created through aforementioned systems.
  - Share collected data, including 10-year cost of ownership and lessons learned with the Council to receive direction from Council on whether to scale/expand the Pilot Project to a town-wide system with a multi-phased implementation strategy.

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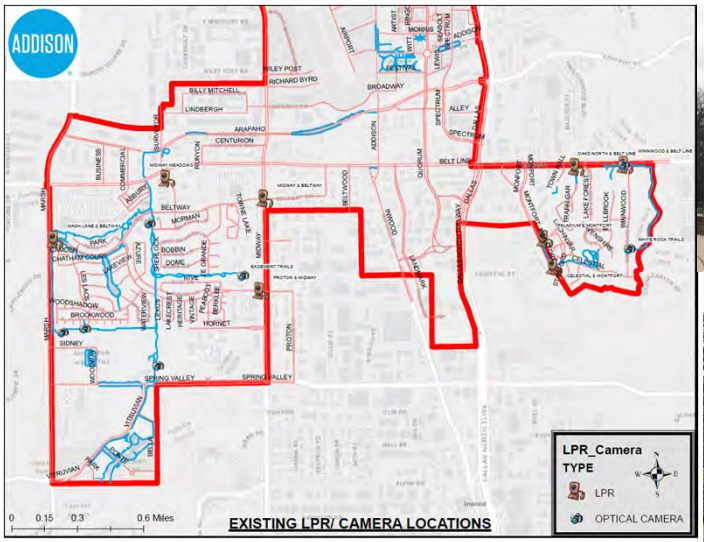
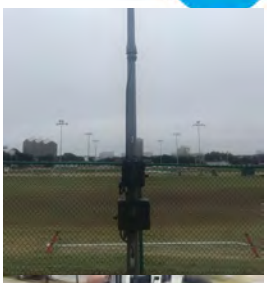
## Current LPR/Optical Cameras Network

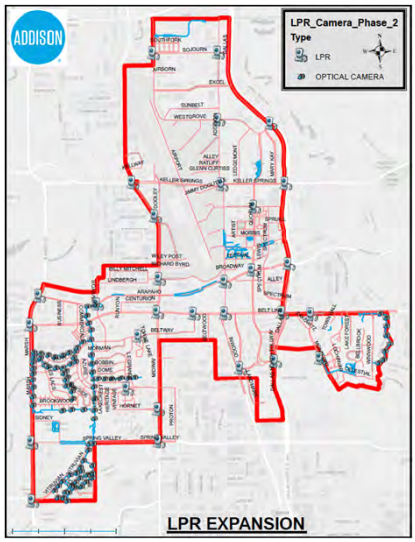




## Expansion of License Plate Recognition Network Town-Wide (LPR) Bond Project (#1)

- **Proposed LPR Network Expansion:**
  - Install LPR cameras at the gate of entries to the town, other intersections, and the point of entries to the neighborhoods
  - Install optical cameras along two (2) jogging/biking trails
    - White Rock Creek
    - Easement Park
  - Explore integration of the 3rd party camera systems (e.g. HOAs banks, and hotels security systems, etc.) onto the proposed town's system

## Proposed LPR/Optical Cameras Network Expansion

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## Advanced Traffic Management System (ATMS)
## Bond Project (#2)

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## Advanced Traffic Management System (ATMS) Bond Project (#2)

- **Project Intent :**

  To replace the existing system that has a life expectancy of about 10 years but it has been in operation for approximately 12 years. Due to the equipment age, much of the system equipment is no longer available for purchase or supported by Motorola. To meet the future bandwidth needs of the ATMS, and to provide a reliable, scalable, and redundant communication system, a core communication system upgrade/replacement is necessary.

- **Current Status:**

  The Town of Addison currently utilizes a broadband wireless communication system to support the Town's Advanced Traffic Management System (ATMS). The wireless communication system consists of Motorola unlicensed point-to-point and point-to-multipoint technologies designed around a hub and access point architecture.

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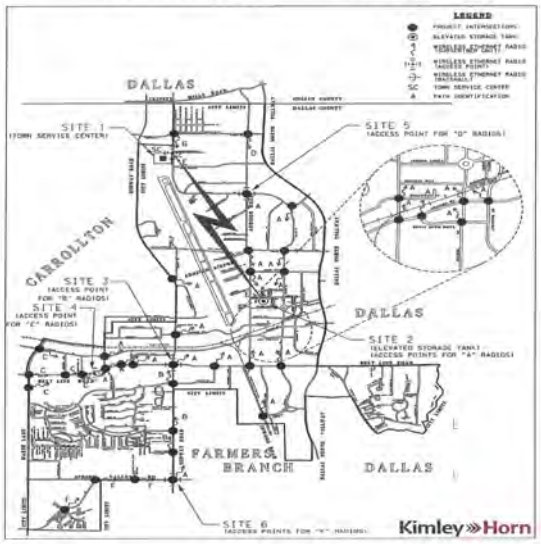
## Current Advanced Traffic Management Network Design

*Figure 1 – Existing ATMS Communication System Layout*

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## Proposed Advanced Traffic Management System (ATMS) Upgrade/Replacement Bond Project (#2)

- **Proposed Advanced Traffic Management System upgrade/replacement**

  Proposed system will upgrade/replace the core infrastructure, the cellular units, and traffic signal preemption unites.

  **Advantages:**
  - On demand wireless video streaming.
  - Integrated battery backup for power fail reporting.
  - Allows for remote monitoring of intersections.
  - Minimizes communication outages at the intersections.
  - Maximizes the efficient movement of vehicles and pedestrians throughout the Town.
  - Offers new preemption system that allows for the preemption to take effect when the emergency vehicle is within the set radius for that intersection allowing for traffic clear in front of the first responders and it drastically cut down critical emergency response times.
  - Preemption can work through tunnels, overpasses, and between buildings.
  - Fire Department can monitor travel times and check effectiveness of system for fine tuning.

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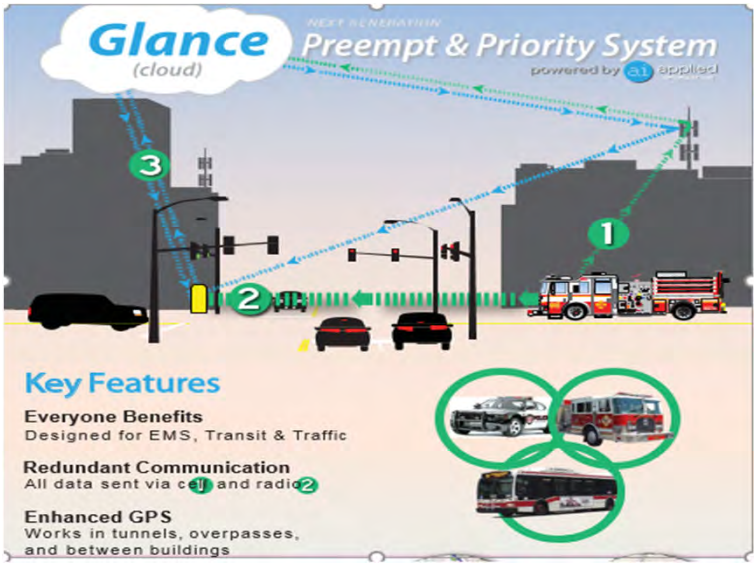
## Proposed Advanced Traffic Management Network Design Bond Project (#2)

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## Town-Wide Mesh Wireless Network Bond Project (#3)

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## Town-Wide Mesh Wireless Network Bond Project (#3)

ADDISON

- **Project Intent :**
  To reduce operating cost, increase speed and improve capabilities, and establish a common data transport layer (Backbone layer) to provide the **synergy** between the existing systems that are due to be replaced (e.g. Supervisory Control and Data Acquisition (SCADA) system, Fuel Farm, Wireless Camera at Addison Circle Park) and/or they are in the queue to be implemented (e.g. Cloud Business Continuity & Disaster Recovery System , Police Record Management System (RMS)).

- **Current Status:**
  Currently Town is leasing fiber lines from Spectrum in order to provide both network connectivity and telecommunication services to the town's buildings/employees. Current network layout is a "Star Topology" connecting the Town's buildings through the Spectrum's fiber network.

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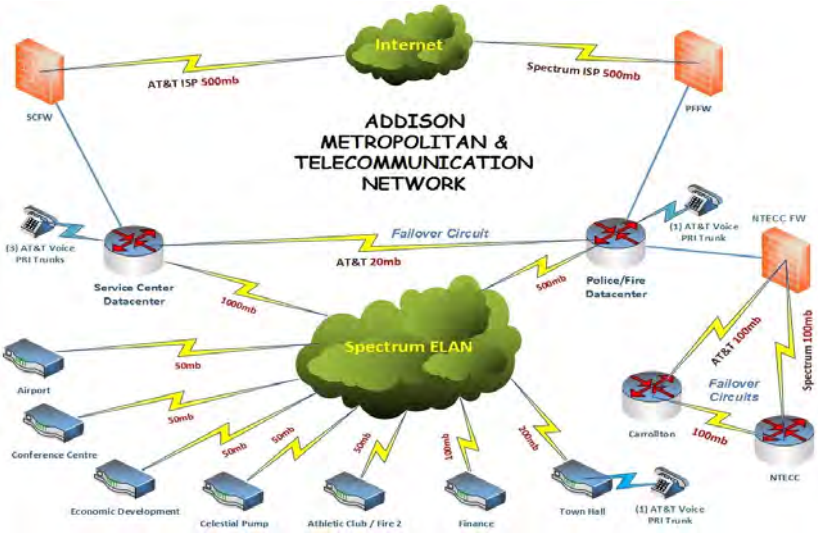
## Current Town's Network Design



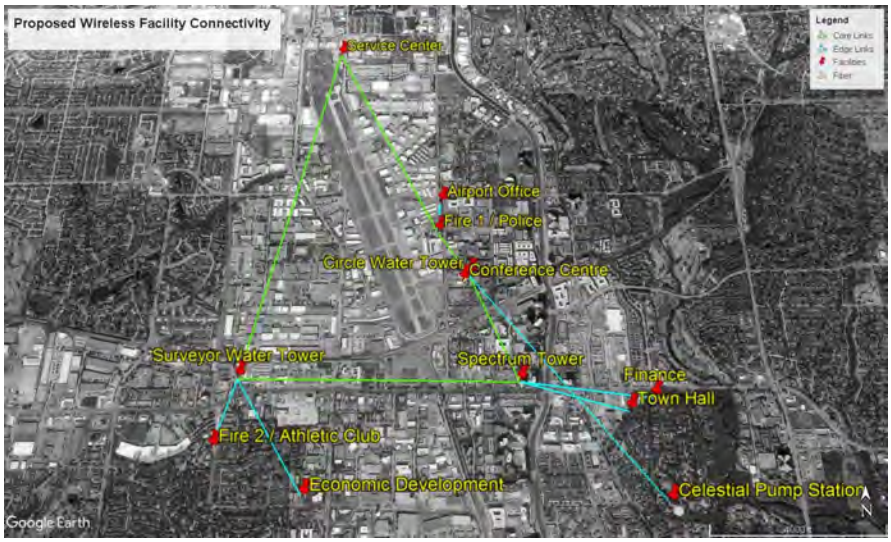



## Town-Wide Mesh Wireless Network
## Bond Project (#3)

**Proposed Mesh Wireless Network:**

Mesh wireless network provides a future-proof solution with enough capacity to handle the most demanding applications that run over the network today, with ample bandwidth for future expansion. Mesh wireless network technologies meet the requirements of video imaging systems for public safety purposes. In addition to high capacity backhaul for video applications, point-to-point gigabit mesh wireless solutions are an ideal way for Addison to enable robust, high-speed mobile connectivity, even in emergency situations in which communications are required on a moment notice, with all the performance benefits of fiber, while still yielding a significant cost savings compared to metro fiber cabling/leasing.

## Proposed Town-Wide Mesh Wireless Network
## Bond Project (#3)

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## Automated Meter Reading System (AMRS)
## Bond Project (#4)

26

## Automated Meter Reading System (AMRS)
## Bond Project (#4)

- **Project Intent :**
  To install a Fixed Network Advanced Metering Infrastructure System that will work with all major water meters, with an expected reading accuracy of 98% or more for all meters in the system.

- **Current Status:**
  Current system is a walk-by & touch system that requires Utility Billing staff to use a prob to touch each water meter lid sensor to capture readings from each water meter through the entire Town.

27

## Automated Meter Reading System (AMRS)
## Bond Project (#4)

**Proposed AMRS:**

Proposed system will use wireless technology to automatically collect consumption, diagnostic and status data from water meters and transfer the data to a central database for billing, troubleshooting (leak detection) and analysis. This system saves the Town the expense of periodic trips to each physical location to read a meter and enable the staff to refocus their energies to other areas of operation.

Another benefit is billing will be based on real-time consumption. This real-time data, coupled with analysis, can help both the Town and customers better control water consumption (usage).

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## Drone Technology
## Bond Project (#5)

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## Drone Technology
## Bond Project (#5)

ADDISON

- **Project Intent :**

  To implement a comprehensive solution that empowers the Town's public safety division to use and manage drone technology and build and scale its drone program to complement the existing Computer Aided Dispatch (CAD) system at North Texas Emergency Communication Center (NTECC).

  The real capabilities of drones come from the payload that we decide to attach to the drones (e.g. Thermal Imaging, High resolution cameras for search and rescue, crash reconstruction tool, 3D mapping tool, scene overwatch tool, and container for carrying and remotely dropping equipment in emergency situations such as CO2 activated life preservers, IFA (Individual First Aid) kits, or even radios.

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## Drone Technology Application

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## Reflection

*Innovation distinguishes between a leader and a follower.*

***Steve Jobs***

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# Parks and Recreation Presentation

Bond Committee Presentation • March 2019

ADDISON

# Parks & Recreation Mission and Vision Statement

## MISSION

*To preserve and enhance Addison's exceptional quality of life and work-life environment by maximizing the recreational, social, economic and environmental benefits of the community's award winning parks, trails, green spaces and recreation facilities.*

## VISION

*We envision an active, vibrant, interconnected urban hub with unique public/private recreation and open spaces that promote Addison's heritage, art, greenspace, economic vitality and neighborhood cohesiveness.*

# Parks

**2018 Maintenance Contracts**
16

**2018 Parkland Inventory**

15 Public Parks
5 Greenbelts
2 Joint-Use Facilities
65 Acres of Beautification Areas

**2019 Staff**

21 Full-Time Employees

**FY 2019 Budget**
$3,800,000

# Park Inventory and Classification

| Classification | # of Sites | Total Acreage | Examples |
|---|---|---|---|
| Public Parks | 15 | 61.4 | Addison Circle Park, Celestial Park, Beckert Park, Athletic Club, |
| Greenbelts | 5 | 40.0 | Arapaho Park, White Rock Trail, Redding Trail and Dog Park |
| School Recreation Facilities | 2 | 5.9 | George Bush Elementary Park, Les Lacs Dog Park |
| Recreation Center | 1 | 6.10 | Addison Athletic Club |
| *Planned Parks* | *1* | *TBD* | *Addison Grove Development* |
| TOTALS | | 113.4* | |

* Parks and Recreation maintains approximately 65 additional acres of beautification areas.

## Appendix A: Addison Parks, Greenbelts and Facility Inventory

| Name | Park Function | Zone | Acreage | Community Garden | Dog Park | Exercise Pad | Pavilion | Trails | Gazebo | Walking Loop | Large Open Lawn | Volleyball | Tennis | Basketball | Playground | Trail | Walking Path | Architectural Fountains | Art | Overlook | Pedestrian Pond | Interpretive Feature(s) | Pond | Amenities | Moveable Chairs & Tables | Parking | Restrooms | Notes/Other |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Existing Sites** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Public Parks** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Addison Circle Park | Destination Park | 1 | 10.00 | | | | x | x | | x | x | | | | | | x | x | x | | | x | | x | x | x | x | Plaza Fountain, water garden, in-ground location markers. Covered 'pavilion' with concession kitchen. Current feasibility study for replacement of plaza fountain as potential splash pad |
| Vitruvian Park | Destination Park | 7 | 12.30 | | | | | x | | x | | | | | | x | | x | x | x | | | x | x | | x | x | Amphitheatre, plaza, hiking/biking trails, wildlife habitat. Adjacent property currently has sand volleyball and ballfield that will be removed. |
| Town Park | Neighborhood Park | 4 | 2.59 | | | | | x | | | x | | | | x | | x | | | | x | | | x | | x | | Playground Replaced in 2017. Picnic tables. lighted walking path |
| Celestial Park | Neighborhood Park | 6 | 4.45 | | | | | | | | x | | | | | | x | | x | | | x | | x | | x | | Human sundial, plant identification labels |
| Dome Park | Neighborhood Park | 4 | 0.68 | | | | | | | | | | | | x | | | | | | x | | | x | | | | Plaza, playground under construction. Site provides transition area/trailhead to the Redding Trail. |
| Les Lacs Lemar Park North | Neighborhood Park | 4 | 9.50 | | | | x | | | | x | x | x | x | x | x | | | x | | | | | x | | | | |
| North Addison Park | Neighborhood Park | 1 | 5.45 | | | | | | | | x | | | | | | x | | x | | x | x | | x | | x | | Jogging trail, picnic tables, Food Signs, In-ground etchings |
| Winnwood Park | Neighborhood Park | 6 | 4.83 | | | | | | x | | x | | | | | x | | | | | | | x | | | | | Planned gazebo & bridge replacement |
| Beckett Park | Urban Park | 2 | 1.14 | | | | | | | | x | | | | | | | | | | x | | | x | | x | | |
| Bosque Park | Urban Park | 2 | 0.82 | | | | | | | | | | | | | | | x | | | | x | | x | x | x | | Old wall |
| Parkview Park | Urban Park | 2 | 0.68 | | | | | x | | | x | | | | | | | | x | | x | | | x | x | x | | Trellis, grills, earthkind roses and perennials (presentation garden), amphitheatre |
| Spruill Park | Urban Park | 2 | 1.85 | | x | | | x | | | x | | | | | | | | x | | x | | | x | x | x | | Shade structure |
| Quorum Park | Urban Park | 2 | 3.47 | | | | | | | | | | | | | | x | x | x | | | | | x | | x | | Lighted walking path |
| Athletic Club | Community Facility | 4 | 6.10 | x | | x | | | | | | | | | | | | | | | | | | x | | x | x | Indoor/outdoor swimming pool, gym, track, fitness/weight room, aerobics studio, training room, multipurpose room, lacrosse/hockey rink |
| Addison Conference & Theatre Centre | Community Facility | 2 | 5.31 | | | | | | | | | | | | | | | | | | x | | | | | x | | Permanent staff; includes Stone Cottage |
| *Public Parks Subtotal* | | | 67.31 | 3 | 1 | 1 | 2 | 5 | 1 | 2 | 9 | 1 | 1 | 1 | 3 | 2 | 3 | 4 | 8 | 1 | 7 | 4 | 2 | 12 | 4 | 12 | 3 | |
| **Greenbelts** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Arapaho Park | Greenbelt | 5 | 7.65 | | | | | | | | | | | | | x | | | x | | | | | x | | | | |
| Beltway Greenspace | Greenbelt | 5 | 1.86 | | | | | | | | | | | | | | | | | | | | | | | x | | |
| Les Lacs Lemar Park South | Greenbelt | 4 | 4.30 | | | | | | | | | | | | | | x | | x | | | | x | x | | | | |
| Redding Trail and Dog Park | Greenbelt | 4 | 16.34 | | x | | | | | | | | | | | x | | | x | x | | | | x | | | | The dog park is 0.53 acres |
| White Rock Creek Trail | Greenbelt | 6 | 9.70 | | | | | | | | | | | | | x | | | | x | | | | x | | | | |
| *Greenbelts Subtotal* | | | 40.05 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | |
| **Schools Recreation Facilities** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| George H.W. Bush Elementary | School Park | 7 | 5.60 | | | | | | | | x | | | | x | x | | | | | x | | | x | | | | Town maintains playground; site has open field. Agreement allows Town to program space for use by Addison residents only |
| Les Lacs Dog Park | Dog Park | 4 | 0.23 | | x | | | | | | x | | | | | | | | | | | | | | | | | Access from north side/Redding Trail; adjacent to Alfred I. Lewis Natatorium. |
| *Greenbelts Subtotal* | | | 5.83 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | |
| **Planned Sites** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Addison Grove Development | Planned Park | 5 | TBD | | | | x | x | | x | x | | | | x | | | | | | x | | | x | x | | | Parks will be developed in 1-2 years. |
| *Planned Parks and Greenbelts Subtotal* | | | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| **Total** | | | 113.45 | 3 | 3 | 1 | 3 | 6 | 1 | 3 | 11 | 1 | 1 | 1 | 5 | 3 | 5 | 6 | 11 | 3 | 8 | 4 | 3 | 19 | 5 | 13 | 3 | |

# Recreation

**2018 Total Membership**
4,025

**2018 Facility Use**

126,000 Visits
60 Programs Offered
690 Library Cards Issued

**2018 Demographics**

| | |
|---|---|
| Ages 0-13 | 10% |
| Ages 13-49 | 57% |
| Ages 50+ | 33% |

**2018 Staff**

9 Full-Time
7 Park Time
16 Seasonal

**FY 2019 Budget**
$1,900,000

Current Programs
https://addisontexas.net/sites/default/files/fileattachments/parks_and_recreation/page/12631/spring2019activeaddison.pdf

# Parks, Recreation & Open Space Master Plan

Community Input Opportunities
- Stakeholder Interviews
- Business Focus Groups
- Pop-Up Events
- Mapita Questionnaire
- Prioritization Survey
- Draft Plan Review Meetings
- Over 1,150 Participants

Important Steps
- Community Input
- Draft Report Available to Community
- Draft Report Presentation to Council
- Respond to Council & Community Feedback
- Present Final Plant to Council for Adoption
- Implementation

Other Planning Information
- Athletic Club Master Plan Update
- Quorum Art Walk Master Plan
- Master Transportation Plan
- Asset Management Plan

Download the Plan here: https://addisontexas.net/marketing/page/parks-recreation-and-open-space-master-plan-%EF%BB%BFavailable-community-review

# Master Plan Goals

# Policy Objectives for Each Goal

## OBJECTIVES

**Goal 1**
- **1a.** active recreation
- **1b.** variety of facilities
- **1c.** underserved areas
- **1d.** Athletic Club
- **1e.** collaboration

**Goal 2**
- **2a.** programs
- **2b.** unique gatherings
- **2c.** social hubs
- **2d.** diverse seating
- **2e.** reservable pavilions
- **2f.** events for targeted groups

**Goal 3**
- **3a.** branding
- **3b.** regional events
- **3c.** funding efficiencies
- **3d.** financing
- **3e.** marketing through photos
- **3f.** quality maintenance
- **3g.** recreational tourism

**Goal 4**
- **4a.** resource stewardship
- **4b.** natural systems
- **4c.** low-impact operations
- **4d.** sustainable design
- **4e.** conservation areas
- **4f.** nature experiences

**Goal 5**
- **5a.** placemaking
- **5b.** adjacent uses
- **5c.** local trails
- **5d.** public art
- **5e.** public/private spaces
- **5f.** unique amenities

# Recommendations

## RECOMMENDATIONS

### GAME CHANGING INITIATIVES

Contents
- Asset Management Needs
- Cotton Belt Rail Station & Addison Central
- Trail Connectivity
- Programming, Park Activation and Experiences
- Economic Development and Tourism Initiatives

### TRANSFORMATIVE PROJECTS

Contents
- Addison Circle/Central
- South Quorum Activity Hubs
- Vitruvian/New Vitruvian
- Les Lacs North/Athletic Club
- Proposed Park/Trail on Addison Road
- Town Park
- George Bush Elementary

### SUPPORTING STRATEGIES

Contents
- Maintenance and Beautification
- Nature Integration
- Walkability, Accessibility and Wayfinding
- Art and Placemaking

# Recommendations in Bond Proposal

# Potential Bond Projects – Parks & Rec

### Athletic Club Updates

- Locker Room Reconfiguration
- Lobby Core Building Reconfiguration
- Gymnasium & Track Improvements
- Pool Modernization

### Les Lacs Pond Improvements

- Replacement of Failing Pond Liner
- Pond Edge Improvements
- Site Improvement Amenities
- Environmental Amenities
- Aesthetic Amenities

### Trail Rehab, Expansion & Wayfinding

- Refurbishment of Existing Trail System
- ADA Improvements
- Additional Trail Segments
- Trail Wayfinding and Safety Distance Markers
- Outdoor Fitness Stations
- Trail Enhancements

### South Quorum Art Walk

- Activity Hubs
- Bus Shelter / Pedestrian Way Nodes
- Wayfinding and Safety Distance Markers

# Athletic Club Master Plan Recommendations

**Athletic Club Modernization Staff Recommended Projects**

1. Locker Room Reconfiguration
2. Lobby Core Building Reconfiguration
3. Gymnasium & Track Improvements
4. Pool Modernization

**AAC Master Plan**

51% Survey Participants Supported Increase in Membership Fee

**Opinion on Tax Increase**

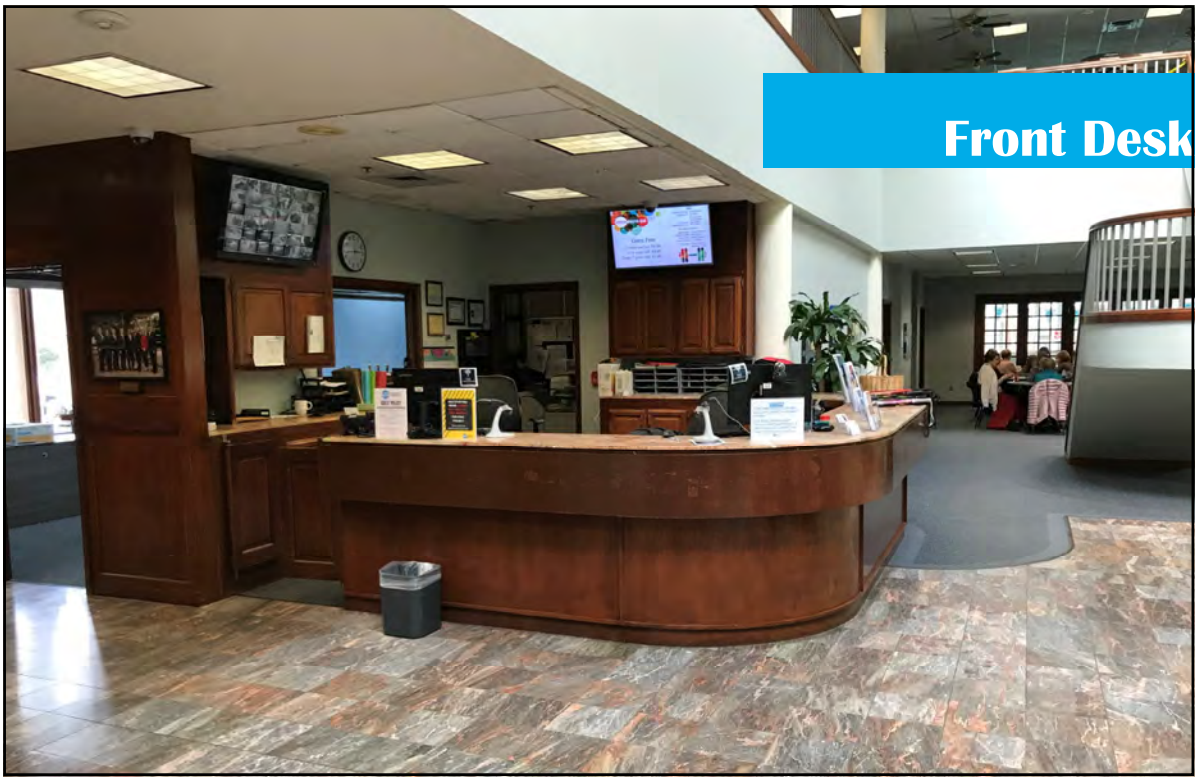
In 2016 almost 80% of the survey participants were not in favor of a tax increase to fund improvements at the AAC

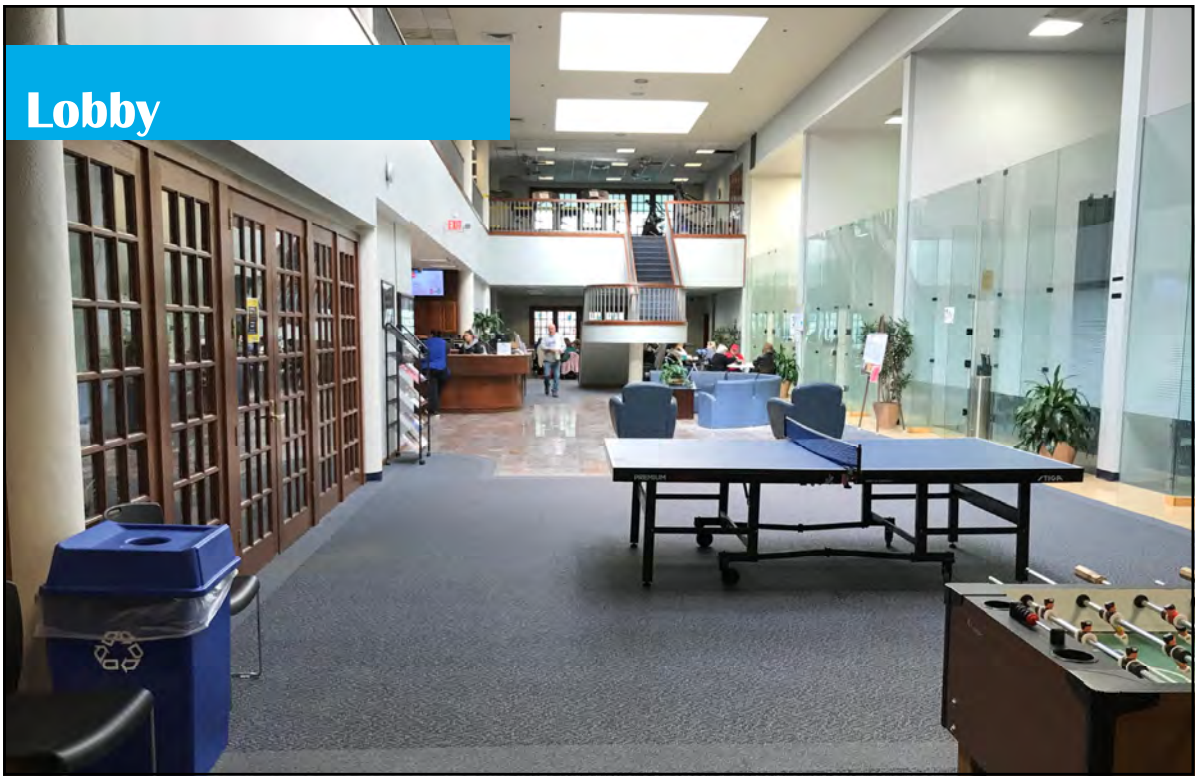
**In 2016 94% of the Participants(400 Total) Recommended the Top Four Improvements:**

1. Replace the HVAC System
2. Lobby / Core Building Improvements
3. Gymnasium & Track Upgrades
4. Locker Room Upgrades

**Additional Needs Identified Recently**

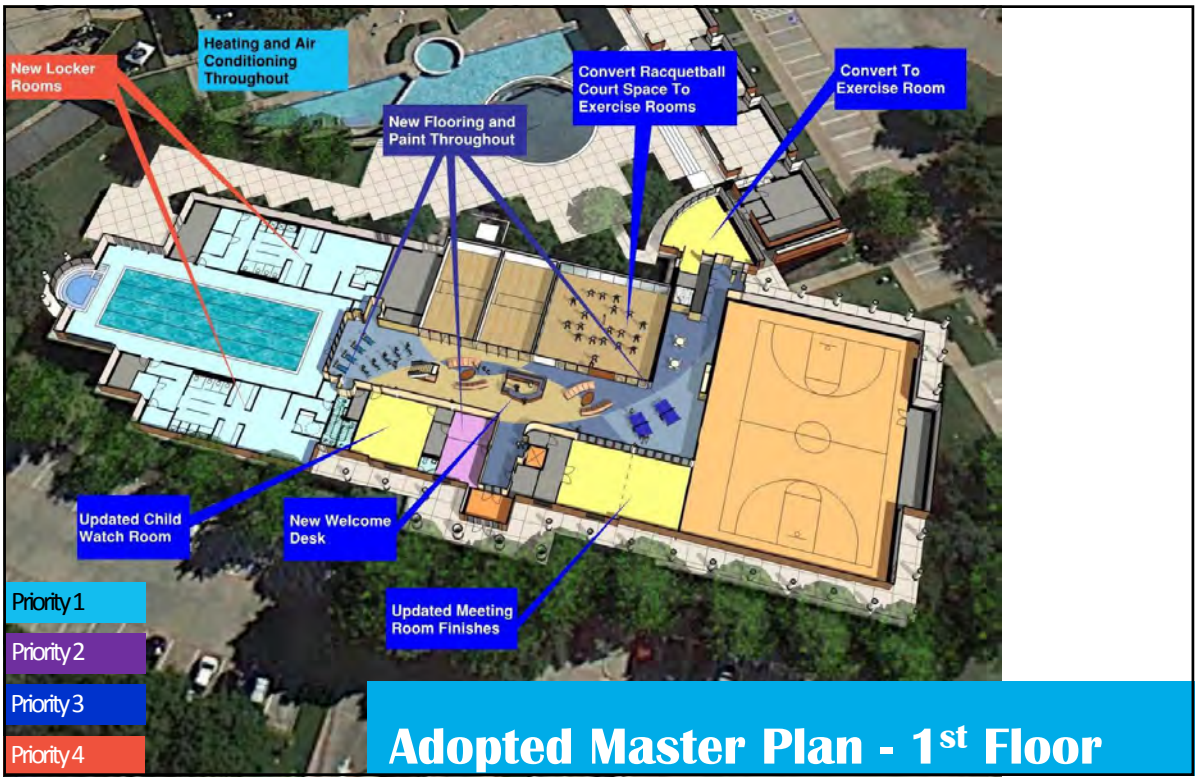
- Additional Exercise Space
- Asset Management Needs
- Additional Program Space Improved Facility Control
- Increased Need for Family Locker Rooms / Restrooms
- Compliance With Current Building Codes

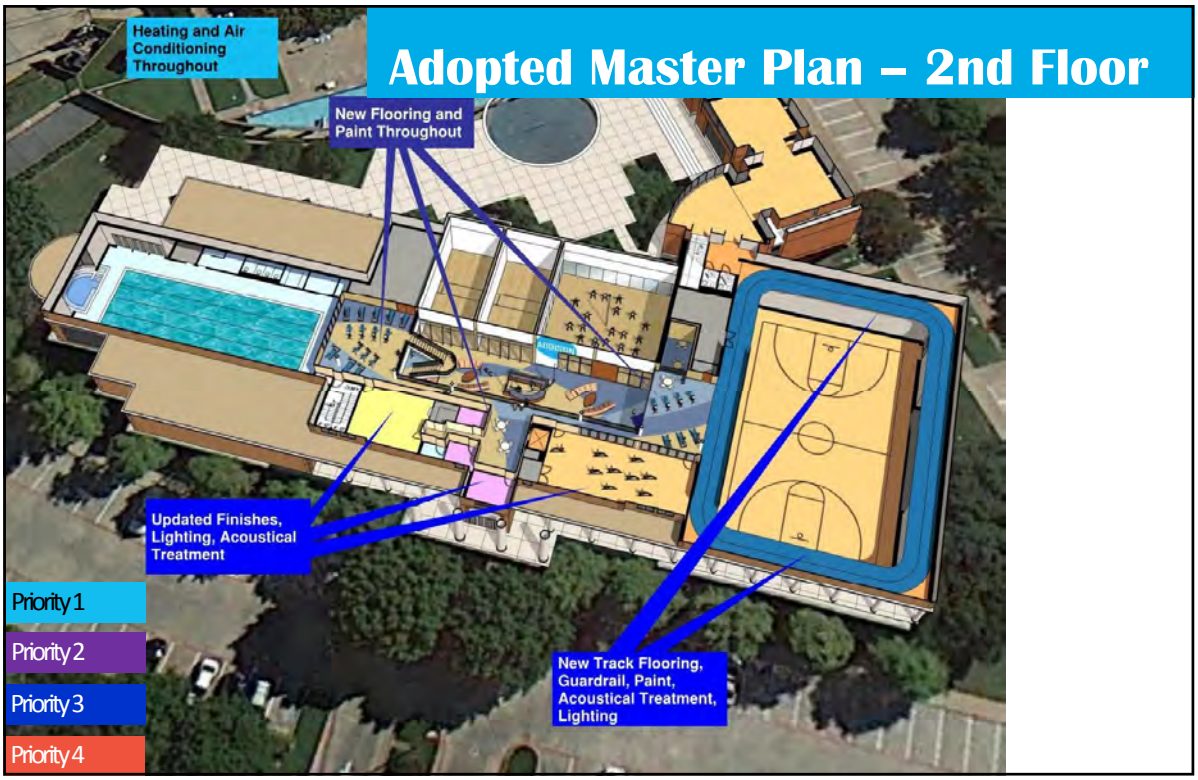

Front Desk


Lobby

Gathering Area

Child Care Area


New Locker Rooms
Heating and Air Conditioning Throughout
Convert Racquetball Court Space To Exercise Rooms
Convert To Exercise Room
New Flooring and Paint Throughout
Updated Child Watch Room
New Welcome Desk
Updated Meeting Room Finishes
Priority 1
Priority 2
Priority 3
Priority 4
Adopted Master Plan - 1st Floor


Heating and Air Conditioning Throughout
Adopted Master Plan – 2nd Floor
New Flooring and Paint Throughout
Updated Finishes, Lighting, Acoustical Treatment
New Track Flooring, Guardrail, Paint, Acoustical Treatment, Lighting
Priority 1
Priority 2
Priority 3
Priority 4

# First Floor Improvements

## Lobby

- New Reception Desk
- Create Secure Corridor to Outdoor Pool
- Circulation
- Stair Modifications
- New Lounge / Café Area
- New Flooring, Paint & Lighting
- Storage Cubbies at Fitness Areas
- New Furniture & Fixtures
- Install Wayfinding Signage

## Childcare Area

- Create Program Room for Kids 8+
- Reconfigure Restrooms
- Replace Walls w/ Glass for Visibility
- Add Counters w/ Storage Below

## Community Room

- Switch Community Room & Aerobics Studio
- Add Storage Closet for Spin Bikes

## Locker Rooms

- Reconfigure Locker Rooms
- ADA Modifications
- Add in Family Changing Suites
- New Sauna Rooms

## Mechanical Rooms

- Fire Rating Upgrades
- Mechanical Modifications

## Accessory Areas

- Relocate Staff Offices to Accommodate Children's Area
- Convert Life Guard Room to Program Space
- Replace Walls w/ Glass for Visibility
- Add Counters w/ Storage Below

## Indoor Pool

- Rebuild Hot Tub
- ADA Modifications
- UV Filtration

## Gym

- New Basketball Goals
- LED Lighting

**Note:**

Proposed Modifications are based on the following:

- 2016 Adopted Master Plan Recommendations
- ADA Plan
- Asset Management Plan
- Building Code Requirements
- Staff / Community Feedback (noted in blue)

**Modifications to the adopted Master Plan would require Council approval and involve a community input process**

# Second Floor Improvements

## Track

- Replace Railing
- Replace Track Surfacing
- Paint Walls, Add in Graphics or Art
- Add in Clearstory Window for Natural Light
- Add in LED Lighting Over Track
- Add Storage Cubbies

## Restrooms

- Demo 1 Restroom
- Add 2 ADA Restrooms
- Update Existing 2 Restrooms

## Community Room

- Switch Community Room & Aerobics Studio
- Add Counters and Storage Below

## Fitness Area

- Add Consulting Rooms / Staff Offices

## Additional Program Space

- Reconfigure Stairs
- Add Additional program room

## Fitness Wing

- New Flooring

**Note:**

Proposed Modifications are based on the following:

- 2016 Adopted Master Plan Recommendations
- ADA Plan
- Asset Management Plan
- Building Code Requirements
- Staff / Community Feedback (noted in blue)

**Modifications to the adopted Master Plan would require Council approval and involve a community input process.**

# Additional Improvements

## Building Related

- New Roof
- ADA Modifications
- Furnitures & Fixtures
- Paint & Flooring
- PA System
- Solar Film on Skylights

## Outdoor Pool

- UV Filtration
- Shade by Pool
- Upgrade Play Elements Children's Pool
- Patio Space to Accommodate Additional Ingress / Egress

**Note:**

Proposed Modifications are based on the following:

- 2016 Adopted Master Plan Recommendations
- ADA Plan
- Asset Management Plan
- Building Code Requirements
- Staff / Community Feedback (noted in blue)

**Modifications to the adopted Master Plan would require Council approval and involve a community input process**

# Les Lacs Pond Improvements

## Les Lacs Pond Improvements

Base Bid Project

- Replacement of Failing Pond Liner
- ADA Improvements
- Earthen Pond Edge
- Sod Replacement
- Fountain Replacement
- Addition of One Fountain

Alternate Items Presented for Public Input

- Pond Edge Improvements
- Site Improvement Amenities
- Environmental Amenities
- Aesthetic Amenities

**Note:**

Schematic Design & Public Input Have Been Completed

Project Will Be Brought to Council in April for Feedback

## LEGEND

- 01 PROPERTY BOUNDARY
- 02 EXISTING FOUNTAINS
- 03 EXISTING DECK AND WATERFALL
- 04 EXISTING TREES TO REMAIN
- 05 EXISTING CONCRETE RAMP
- 06 PROPOSED RETAINING WALLS
- 07 MAKE WALK ADA ACCESSIBLE
- 08 PROPOSED POND OVERFLOW TRASH RACK
- 09 PROPOSED SMOOTHING OF ENTIRE WARMETTA POND EDGE
- 10 APPLY STONE VENEER TO FOUNTAIN STRUCTURE

DESIGN TIMELINE: 4 - 6 MONTHS
CONSTRUCTION TIMELINE: 6 - 8 MONTHS
BASE COST - POND DEMOLITION, NEW LINER AND NATURAL EDGE: $790,300
CONCEPT OPTION 1 - POND LANDSCAPE, AMENITY AND SITE IMPROVEMENTS: $287,035
MATERIALS TESTING, CONSTRUCTION ADMINISTRATION, PERMITTING, LANDSCAPE ARCHITECTURE AND ENGINEERING, & SURVEYING SERVICES: $231,750
TOTAL PROBABLE COST: $1,358,750.00

NOTES:

OPTION 1 INCLUDES THE MINIMUM WORK REQUIRED TO REPLACE THE LINER, MEET ADA REQUIREMENTS AND SMOOTH OUT THE POND EDGE TO IMPROVE MAINTENANCE.

WESTRA | LES LACS POND / ILLUSTRATIVE SITE PLAN - OPTION 1 "BASE CONSTRUCTION ITEM"

# COMMENT CARD

Name _____ Age _____

Address _____ # Years of Residency _____

Email _____ Male or Female _____

Phone _____ Owner or Renter _____

**1 EDGE CONDITIONS** - Choose from one of the following options:

- ☐ **NATURAL EDGE ONLY ($0)** – Earthen edge with sod gently sloping and terminating at water line.
- ☐ **CONCRETE EDGE ONLY ($632,185)** - Formed concrete border approximately 12" wide. Color and finish to be determined.
- **STONE EDGE ONLY ($632,185)** – Decorative stone edge to be chosen per residents' preferences.
  - ☐ C1) Flagstone edge at consistent width ($).
  - ☐ C2) Stone cap, 18" wide, to hang over water's edge ($$).
  - ☐ C3) Stone blocks provide seating along edge ($$$).
- ☐ **NATURAL, CONCRETE, AND STONE EDGES ($493,200)** - All three materials (36% Natural / 42% Concrete / 22% Stone Blocks) to be used throughout the site as shown in Option 2.
- ☐ **NO PREFERENCE**

**2 PLANTING** - Choose from one of the following options:

- ☐ **NATIVE PLANTINGS ($792,600)** – Variety of container grown native Texas grasses to undulate along the pond edge varying from 24"-36" in height.
- ☐ **HYBRID ($792,600)** – Variety of native Texas grasses and formal planting. Pockets of native Texas grasses integrated with formal planting to meander along the pond edge.
- ☐ **FORMAL ($792,600)** – Variety of container grown formal shrubs and groundcover. Plant types to match existing formal landscape aesthetic and undulate along pond edge. Provides opportunity for evergreen plant material to maintain seasonal interest year round.
- ☐ **NO PREFERENCE**

**3 INTERACTIVE AMENITIES** - Choose from one or more of the following options:

- ☐ **GAMES ($36,250)** – Table games to promote community engagement.
- ☐ **MOVEABLE SEATING ($81,500)** – Moveable chairs, benches, and tables located on existing decking.
- ☐ **FITNESS STATIONS ($101,500)** – Groupings of two to three metal fitness stations along walking path to provide exercise opportunities.
- ☐ **NO PREFERENCE**
- ☐ **NONE OF THE ABOVE**

**4 SITE IMPROVEMENT AMENITIES** - Choose from one or more of the following options:

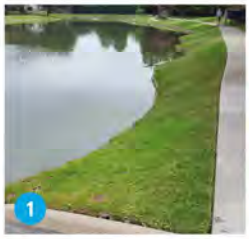
- ☐ **RETAINING WALLS ($96,300)** – Utilize stone block walls to provide gentle grade change along pond edge.
- ☐ **MEANDERING WALKS ($401,605)** – Undulate straight portions of the concrete walk to provide enhanced walking experience.
- ☐ **BRIDGE ($188,500)** – Provide an additional circulation route and an opportunity for pedestrians to better engage with the water. Bridge to be metal that is painted black.
- ☐ **BOARDWALK ($290,000)** – Provide an additional circulation route and an opportunity for pedestrians to better engage with the water. Boardwalk to be concrete with wooden rails.
- ☐ **NO PREFERENCE**
- ☐ **NONE OF THE ABOVE**

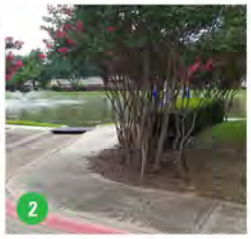
**5 ENVIRONMENTAL AMENITIES** - Choose from one or more of the following options:

- ☐ **EDUCATIONAL SIGNAGE ($29,000)** – Attractive, durable, pedestal signage along trail to educate users about the pond ecosystem.
- ☐ **AQUATICS ($229,000)** – Aquatic plant material set within the pond to catch and filter stormwater runoff from the neighborhood.
- ☐ **RAIN-GARDEN ($43,500)** – Catch and filter stormwater runoff from the streets by converting concrete flumes into rain-gardens.
- ☐ **NO PREFERENCE**
- ☐ **NONE OF THE ABOVE**

**6 AESTHETIC IMPROVEMENT AMENITIES** - Choose from one or more of the following options:

- ☐ **FOUNTAIN AND LED LIGHTING ($61,625)** – Provide an attractive and functional fountain for water aeration and circulation. Add LED lights.
- ☐ **ART ($0)** – Provide visual interest with art chosen by the Addison Arbor Foundation.
- ☐ **LIGHT ($68,150)** – Provide fifteen tree uplights to enhance evening park experience.
- ☐ **NO PREFERENCE**
- ☐ **NONE OF THE ABOVE**



# Trail Rehab, Expansion & Wayfinding

## Trail Rehab, Expansion & Wayfinding

**Create a Trails Master Plan**

**Install Trail Wayfinding and Distance Markers at:**

- Redding Trail
- Belt Way Arapaho Connector Trail
- Arapaho Trail
- Les Lacs Linear Trail
- White Rock Creek Trail
- Beltway Trail
- Proposed Addison Rd & Quorum Trails

**Refurbish Existing Trails**

- Replace Wood Retaining Walls With Masonry
- ADA Modifications
- Drainage Modifications

**Parks Master Plan Survey**

64% Participants Said Trail Improvements Would Encourage Them to Spend More Time in Parks

**Trail Connectivity is a Game Changing Initiative Identified by The Park, Recreation & Open Space Master Plan**

**Parks Master Plan Recommendations**

- Create Trails Master Plan
- Plan and Develop 10 Miles New Trail
- Provide Wayfinding, Mile Markers and Interpretive Signage
- Improve Trail Entries

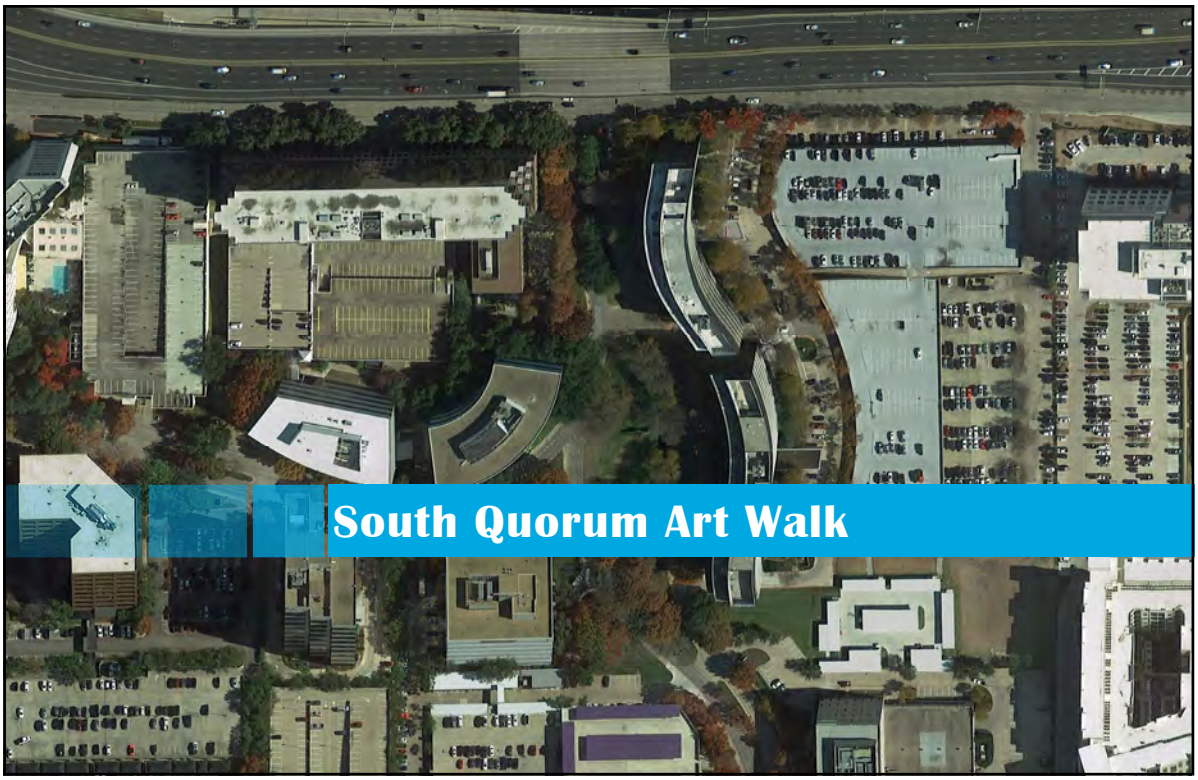
* Expansion of Trail Along North Addison Road & Quorum are included in IDS Projects

* White Rock Creek Trail Overlook Access is Being Updated FY 2019

# Trail Rehab, Expansion & Wayfinding

**Trail Expansion**

- Connect Redding Trail to Proposed Midway Road Trail
- Add Pedestrian Way Stop Adjacent to Les Lacs Park
- Add Pedestrian Way Stop Adjacent to Belt Line Rd
- Add Shaded Outdoor Fitness Stations Adjacent to Les Lacs Park & Beltway / Arapaho Connector



# South Quorum Art Walk

# South Quorum Art Walk

## Quorum Art Walk

- Pedestrian Lighting
- Bus Shelter / Pedestrian Way Nodes
- Wayfinding and Safety Distance Markers
- Master Plan Update
- Construction Documents & Construction Administration

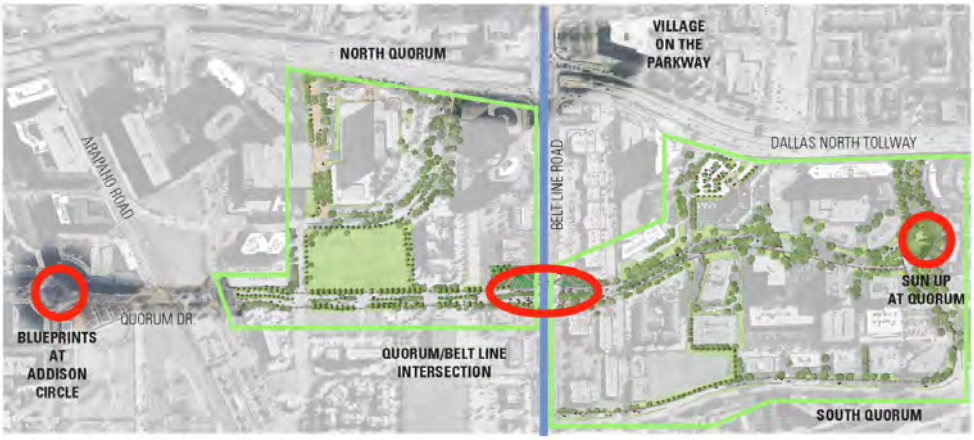
Note:
A portion of the Quorum Trail is included in the Quorum Road Project proposed By IDS

Current CIP Funding of $466,500 is available for the project. This will cover ½ of the Pedestrian lighting

## 1 CONCEPTUAL DESIGN

### SOUTH QUORUM, NORTH QUORUM & QUORUM/BELT LINE INTERSECTION

We understand the North Quorum and South Quorum districts as important business and hospitality centers that are linked to each other, and to the Belt Line Road retail/restaurant/entertainment corridor, by Quorum Drive. **"Blueprints at Addison Circle"** and **"Sun Up at Quorum"** in The Quorum office park serve as two landmark art installations that can "tie" the Addison Circle area and North Quorum district to the South Quorum district. The South Quorum and North Quorum districts are dovetailed with the Belt Line retail/restaurant/ entertainment corridor at the Quorum Drive/Belt Line Intersection, which we see as a major environmental art design opportunity.




QUORUM WALK CONCEPTUAL DESIGN

DECEMBER 20, 2013

**ADDISON ART WALK**
ADDISON, TEXAS

TalleyAssociates

## South Quorum Activity Hubs

## South Quorum Activity Hubs

# Special Area Study
# Strategic Land Acquisition

March 11, 2019

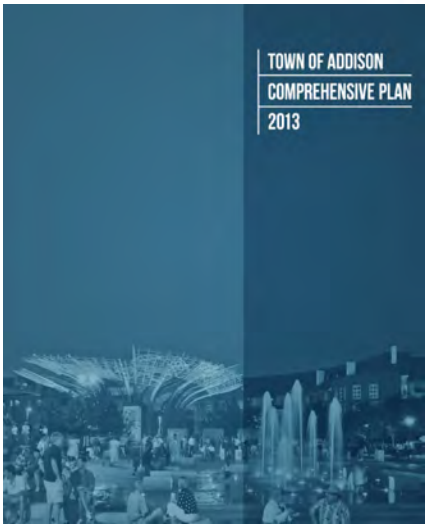
ADDISON

1

## Special Area Studies

ADDISON

- 2013 Comprehensive Plan found that the current land use is no longer appropriate or could be better for certain areas of Town
- Contemplated an in-depth study to consider assets and detriments of properties, propose new uses and development standards, and conduct economic analyses to test concepts
- Creates vision that Town can use to attract developers and guide future policy decisions and capital investments
- Plan identified 10 areas for study
  - 4.5 complete



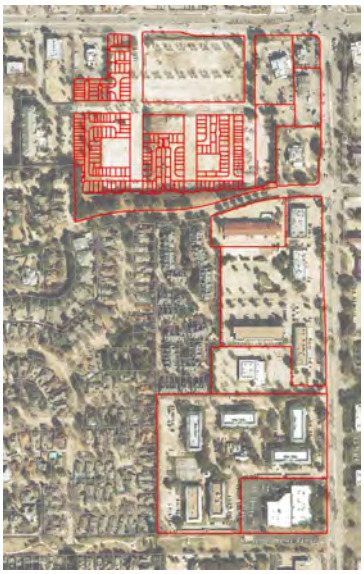

2

## Sam's Club Special Area Study (2014 - current)

- Draft Objectives:
  - Prime location within Addison; its development should provide a good return on investment for the owner and the Town.
  - Recognize that Addison is an urban community. Insist on mixed use development with an appropriate scale, density and diversity
  - High quality design
  - Organic expansion of existing neighborhoods into study area
  - Add housing choices that aren't easily found in Addison today, particularly for "aging in place"
  - Create new employment locations with retail, service, health/wellness business that serve nearby residents
  - Include people places and sidewalk/trail connections
  - Desired connections allow for the removal of wall

3

## Sam's Club Special Area Study (2014 - current)



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# Inwood Road Special Area Study (2017)

### Transportation:

**T-1** Make Inwood Road safer, left-turn movements.

**T-2** Improve east/west access connectivity.

**T-3** Improve pedestrian linkages, sidewalks

**T-4** Allow on-street parking along new roads

**T-5** Allow shared parking as appropriate.

**T-6** Incentivize denser development

### Economic Development:

**ED-1** Improve financial revenue to Town through new and diverse development.

**ED-2** Promote redevelopment of vacant and underused parcels.

**ED-3** Consider new forms of zoning to encourage economic investment and greater density.

**ED-4** Consider publicly-funded catalyst projects as a means to encourage new development.

**ED-5** Encourage adaptive reuse of existing buildings as appropriate.

### Urban Design:

**UD-1** Make the Study Area safe and attractive.

**UD-2** Provide a unique and diverse collection of uses.

**UD-3** Promote human-scale development.

**UD-4** Create a memorable/brandable neighborhood.

### Open Space:

**OS-1** Salvage mature trees.

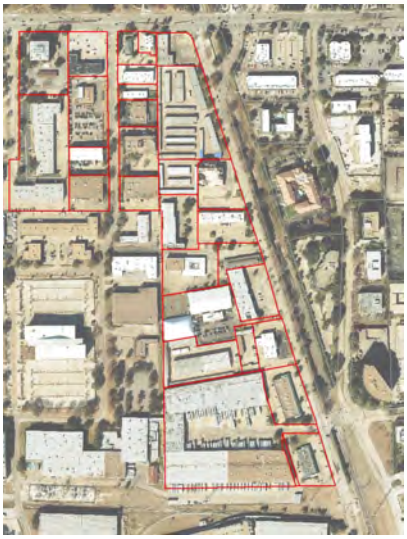
**OS-2** Create green spaces.

**OS-3** Create a system of pathways that connect to public spaces and private developments.

**OS-4** Provide sidewalks and associated amenities.

5

# Inwood Road Special Area Study (2017)



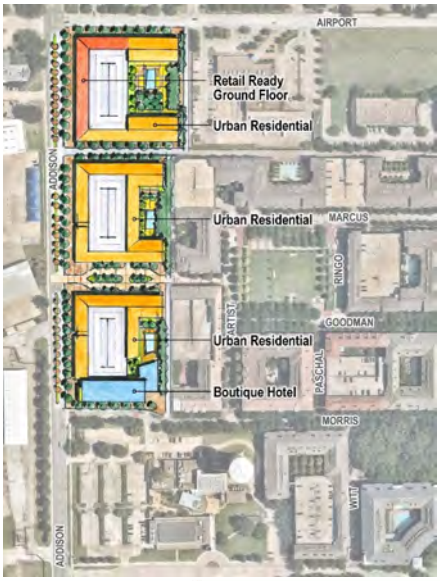
6

## Addison Circle Special Area Study (2019)

- Guiding Principles:
  - Desired Character
  - Relationship to Addison Circle
  - Relationship to Addison Airport
  - Relationship to Addison Cotton Belt Station
  - Economic Development
  - Tourism
  - Open Space Design
  - Public Art
  - Gateways and Connectivity
  - Mobility for People
  - Automobile Use
  - Environment & Sustainability
  - Town Involvement & Investment



## Addison Circle Special Area Study (2019)



# Addison Circle Special Area Study (2019)

# Implementation Obstacle

- Fractured Ownership

| Area | Acres | Number of Parcels |
|---|---|---|
| Sam's Club | 28 | 8 |
| Inwood | 50 | 29 |
| Addison Circle | 12* | 18* |

*not already publicly owned

## Potential Implementation Strategy

- Parcel Accumulation

Should there be an amount of money set aside for strategic land acquisition that could help catalyze redevelopment?

**Community Bond Advisory Committee Meeting**
**Meeting Notes**
March 11, 2019

The fourth meeting of the Community Bond Advisory Committee was held on March 11, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Juli Branson, Lary Brown, Robert Catalani, Ralph Doherty, Kent Domingue, Jerry Dougan, Margie Gunther, Brooks Haley, Susan Halpern, Edwin Keith, JT McPherson, Jimmy Niemann, Liz Oliphant, Suzann Oliver, Denise Quintanilla, Craig Reynolds, Jason Rivera, Virginia Wallace, and Rob Wright.

**Staff members present**: Wes Pierson, Olivia Riley, Rob Bourestom, Hamid Khaleghipour, Charles Goff, Ashley Mitchell, Shawn Cheairs, Janna Tidwell, Chad Hancock, Miesha Johnson and Lisa Pyles.

**Council Members present:** Marlin Wileson and Ivan Hughes.

Chair Ralph Doherty opened the meeting.

Rob Bourestrom, Director of General Services, presented two projects for bond consideration: Roof Replacement at various town facilities and the Police Gun Range Filtration System.

Hamid Khaleghipour, Interim Deputy City Manager and Executive Director of Business Performance and Innovation, presented the Smart City Concept for bond consideration.

Janna Tidwell, Director of Parks and Recreation, presented four projects for bond consideration: Athletic Club Updates; Les Lacs Pond Improvements; Trail Rehabilitation, Expansion and Wayfinding; and the South Quorum Art Walk

Charles Goff, Assistant Director of Development Services, presented the results of various Special Area Studies and the potential land acquisition associated with them for bond consideration.

During and after the presentation, the Committee discussed several questions. Staff members provided answers to those questions.

**The committee was under the impression from a previous bond meeting, that the roof replacement was considered a maintenance item and therefore not eligible for bond consideration?**

Staff has sought out clarification on this matter and discovered that an entire roof replacement would be bond eligible and therefore the committee is being presented with facilities that need a complete roof replacement for consideration.

**All the roofs mentioned were stated to have a life span of 40 years or more, yet none of the roofs proposed have reached that lifespan and many are only about half that age. Is this due to an increase in technology so newer roofs are expected to last longer or are there other factors that have led to our current roofs deteriorating faster than their expected life span? What assurances are in place that proper maintenance will be done on the new roofs if they are to be replaced?**

The extended life span is due to new advances in roofing technologies and better management practices. With the newer, more efficient and higher quality management and maintenance practices our new roofs should reach the longer expected life span of 40 years or more. The current roofs are not reaching their expected life span due to not being able to complete all scheduled maintenance due to budget constraints.

**Is the gun range at the police station currently in compliance with Occupational Safety and Health Administration (OSHA) standards?**

OSHA is a federal program and state and local governments do not fall under the OSHA mandates. However, to maintain a safe and healthy work environment and as a best management practice we do our best to adhere to the guidelines that OSHA has set.

**Are there any grant funds available for work done at the Police Department?**

Staff is currently exploring any grant fund availability for this project, but at this time we do not have any.

**Could we close our gun range and use an offsite facility for officer training?**

Officers are required to qualify twice a year on several types of weapons, including specialty weapons, this is a 3-4 week process each cycle. The range is also used for regular, required training with weapons as well as taser training. The range needs to be available 24 hours a day to accommodate the various shifts. With the amount of training and qualifying the officers do along with the hours required for the training it is preferable to maintain our own range that is under our control.

**Is the lack of a proper gun range for the police officers affecting our ability to recruit candidates to Addison?**

The gun range is just one of the areas that a potential candidate would look at when deciding to apply for or accept a job with the Town of Addison. Each candidate has their own individual list of priorities that will influence their decision-making process. However, having a new shooting range with high quality air filtration, can only be a positive for any potential candidates.

**What is the life expectancy for the Advanced Traffic Management System (ATMS)?**

The life expectancy is approximately 10 years. After that time the equipment becomes outdated and obsolete due to the advances in technology which in turn increases the difficulty to maintain due to the lack of available material and technical support.

**Would the Town still utilize Spectrum for their wireless mesh?**

The Spectrum network would be available as a redundancy.

**What are the limitations on drones due to the airport or FAA?**

Any limitations imposed by the airport or by FAA regulations would be investigated and adhered to prior to the implementation of the Town's drone usage.

**What is the status of the License Plate Recognition (LPR) pilot program? Is this the proper time to approve bond funding for this program?**

We'll begin collecting Data in April and should be complete with the data collection by November.

**Regarding the updates to the Athletic Club, there were some updates regarding children between the ages of 8-13. What is the percentage of member families that have children in that age group?**

There are 193 members in the 0-7 age group, 123 in the 8-12 and 143 in the 13-18 age group.

**Do the proposed improvements to Les Lacs pond include cameras on the walking trail around it?**

Yes, there will be cameras installed, however, they will be installed as part of the proposed IT projects and not the proposed Parks project.

**Would it be possible to convert Les Lacs pond into a park or green space?**

That is certainly something that could be considered and brought up for discussion.

**How does bond funding affect any potential land purchased?**

Bond funding would give the Town the ability to purchase land in proposed areas of redevelopment as it comes available and reduce the risk of the Town missing out on an opportunity due to a lack of funds readily available.

**The committee would like to be presented with any potential recurring costs as well as the upfront project cost, can town staff provide this information where applicable?**

Yes, recurring cost estimates can be provided to the committee.

The next Committee meeting will be on April 4, 2019 at the Addison Tree House Event Room, 14681 Midway Road, Suite 200 from 5:30 to 7:30.

The meeting was adjourned at 8:30.

# MEETING APRIL 04, 2019 177

**AGENDA** 178
**NOTES** 179

# Bond Advisory Committee

Agenda

April 4, 2019

5:30 – 7:30

| | | |
|---|---|---|
| 1. | Welcome | Ralph Doherty |
| 2. | Approval of Notes from March 11, 2019 Meeting | Ralph Doherty |
| 3. | Project Ranking | Ralph Doherty, Committee |
| | Keypad Voting | Karen Walz |
| 4. | Next meeting – April 18, 2019, 5:30 to 7:50 Addison Tree House<br>Municipal Finance and Debt Capacity | |
| 5. | Closing | All |

**Community Bond Advisory Committee Meeting**
**Meeting Notes**
April 4, 2019

The fifth meeting of the Community Bond Advisory Committee was held on April 4, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Taylor Bowen, Juli Branson, Lary Brown, Colleen Campbell, Robert Catalani, Nancy Craig, Kent Domingue, Margie Gunther, Brooks Haley, Edwin Keith, JT McPherson, Jimmy Niemann, Liz Oliphant, Suzann Oliver, Denise Quintanilla, Eileen Resnick, Craig Reynolds, Jason Rivera, Virginia Wallace, Nancy Williams and Rob Wright.

**Staff members present**: Wes Pierson, Olivia Riley, Rob Bourestom, Hamid Khaleghipour, Ashley Mitchell, Shawn Cheairs, Janna Tidwell, Jason Shroyer, Amanda Turner, Ashlee Powell, John Crawford and Lisa Pyles.

**Council Members present:** Marlin Wileson.

Vice Chair Bruce Arfsten opened the meeting.

Wes Pierson, City Manager, discussed the importance of the Asset Management Plan and how it has informed the bond program discussion.

Karen Walz from Strategic Community Solutions led the Committee in a keypad voting exercise to rank the projects according to the first four criteria, Improved Transportation, Economic Vitality / Development, Safety and Security, and Recreation and Leisure. The results of this first round of project ranking will be discussed in detail at the May 2nd meeting.

During and after the presentation, the Committee asked several questions.

**Is everything listed with the roof replacement project part of the actual roof replacement, or are there maintenance items included?**

All portions of the roof replacement project that has been presented are necessary elements of a roof replacement. They are not maintenance items.

**What is the timeline for completion of the ADA requirements?**

The ADA Transition Plan is a 20-year plan. Each year, projects will be presented in the annual budget proposals. As major improvement projects are proposed and implemented, ADA compliance projects will be incorporated into the scope of the project.

**Are the Master Transportation Plan (MTP) elements required to be completed with these projects?**

The City Council has directed that the Master Transportation Plan will be a part of all new roadway construction projects.

The next Committee meeting will be on April 18, 2019 at the Addison Tree House Event Room, 14681 Midway Road, Suite 200 from 5:30 to 7:30. The subject will be an overview of municipal financing and the Town's capacity to issue debt.

The meeting was adjourned at 7:15.

# MEETING APRIL 18, 2019 181


**AGENDA** 182
**FINANCIAL OVERVIEW- OLIVIA RILEY & NICK BULAICH** 183
**NOTES** 201

# Bond Advisory Committee

Agenda

April 18, 2019

5:30 – 7:30

| | | |
|---|---|---|
| 1. | Welcome | Ralph Doherty |
| 2. | Approval of Notes from April 4, 2019 Meeting | Ralph Doherty |
| 3. | Financial Overview | Olivia Riley, CFO and Nick Bulaich, Hilltop Securities |
| 4. | Next meeting –<br>a. May 2, 2019, 5:30 to 7:50 Addison Tree House Municipal Finance and Debt Capacity | |
| 5. | Closing | Ralph Doherty |

# Community Bond Advisory Committee Finance Meeting

Addison Treehouse - Event Room

April 18, 2019

1

## Financial Overview Agenda

- Basics of Municipal Debt
- Review of Addison's Current Debt
- Basics of Bond Ratings
- History of Recent Addison Bond Elections
- Addison's Financial Capacity to Issue Debt
- Bond Election Process and Schedule
- Post-Election Process for Issuing Debt (Pending Voter Approval)
- Questions / Discussion

2

# Basics of Municipal Debt

ADDISON

3

## Types of Debt – Personal, Corporate, Municipal

ADDISON

### Personal Debt

- A person's earning potential increases up to retirement
- At retirement, a common goal is to be 'debt-free' in order not to pass on debt to heirs
- People can choose to live 'debt-free' by saving money for large purchases or rent/lease major assets

### Corporate Debt

- Majority of companies have some form of debt
- Debt is a lower cost source of funds and allows a higher return to the equity investors by leveraging their money
- Businesses are allowed to deduct the interest on the debt from corporate income taxes

### Municipal Debt

- Cities exist into perpetuity and must always provide services and maintain assets and infrastructure
- The cost of improvements is on both current and future users, thereby freeing up funds for current services
- In order to raise $1 million on a $4.7 billion tax base, Addison would have a one-time $0.021 tax rate increase. To raise $1 million through the issuance of 20-year bonds results in $0.0015 tax rate over a 20-year period

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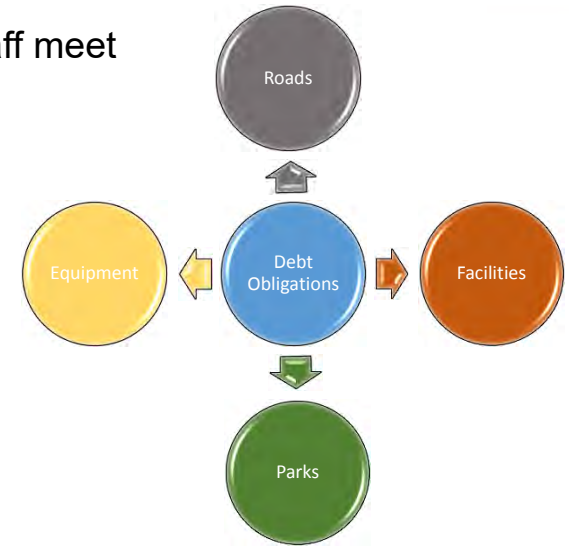
## Why Use Municipal Debt?

- Finance projects, capital assets, and major improvements to existing assets over their useful lives (useful lives must be at least 20 years) with a variety of repayment options
- Future beneficiaries pay their “fair share” for public improvements/service - debt is repaid overtime by citizens who are using the debt-financed asset
- Finance larger projects on a more timely basis as compared to ‘pay as you go’ funding
- Help minimize the volatility of the property tax collections and/or user rates as compared to ‘pay as you go’ funding
- Take advantage of tax-exempt, low-cost, long-term financing

5

## What are the Uses for Municipal Debt?

All projects presented by staff meet the criteria for debt funding




6

## Operating Expenses are NOT Funded by Debt

- Addison does not use debt to finance its operating expenses
- The Town's Charter and State law requires the Town to maintain a balanced budget
- Unlike the Federal government, Addison does NOT operate at a deficit



## Legal Requirements of Issuing Debt

- Texas cities have specific authorization to enter into legal debt obligations as provided in the 1876 State Constitution
- All debt obligations must be approved by the City Council and the Texas Attorney General
- The approval process for the most common debt obligations is as shown below:

| | General Obligation Bonds | Certificates of Obligation | Tax Notes | Revenue Bonds |
|---|---|---|---|---|
| **Public Approval/Notice Requirements** | Bond Election | Notice of Intent to Issue Published in Local Paper | None Required | None Required |
| **Security/Pledge** | Taxes Only | Taxes and/or Revenues | Taxes and/or Revenues | Revenues Only |
| **Other Considerations** | If Election fails*, how does Town address needs? | Subject to petition by 5% of Registered Voters | Maximum Maturity of 7 Years | Mandatory Bond convenants; higher interest rate than tax secured debt |

**Note: If bond election fails, Town cannot issue CO's for that same project for 3 years.*

## Review of Addison's Current Outstanding Debt

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## Addison's Tax Rate Components

- Addison's Fiscal Year 2019 total tax rate is $0.55000 per $100 of Taxable Assessed Valuation ("TAV").
- Addison's municipal Tax Rate is divided into four components:
  - **Interest and Sinking (I&S)** can only be used to pay the Town's annual bonded debt payments - **$0.142648**
  - **Maintenance and Operations (M&O)** used for operating expenses of the Town, such as compensation and benefits, parks, streets, facilities, and other on-going operating costs - **$0.377435**
  - **Economic Development Fund - $0.023716**
  - **Infrastructure Investment Fund - $0.006201**

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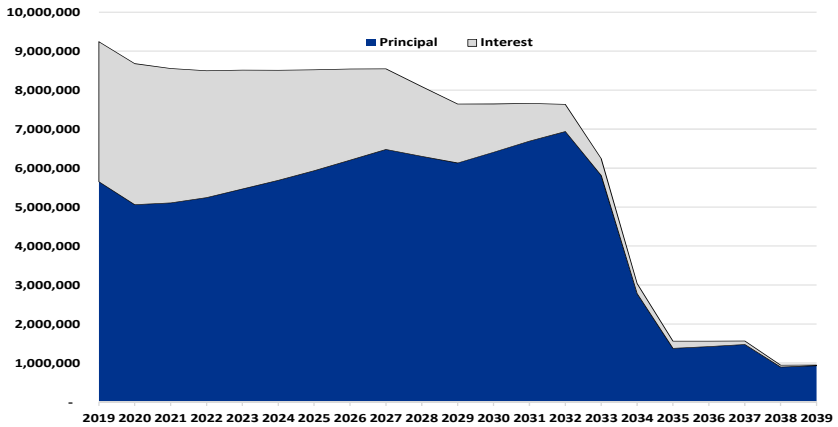
# Impact on Average Homeowner

- 85% of Addison's property tax collections are generated from commercial properties and 15% from residential homeowners.
- The average cost of a commercial property is difficult to determine because the use determines type and value.
- For an average homeowner the impact of a 1¢ increase in property taxes would be as follows:

| | FY2019 | Example for $.01 Increase |
|---|---|---|
| Average Home Value | $ 319,582 | $ 319,582 |
| Tax Rate | $ 0.550000 | $ 0.560000 |
| Annual Tax Bill | $ 1,757.70 | $ 1,789.66 |
| Additional Annual Taxes | | $ 31.96 |



# Existing Debt Overview




- As of January 31, 2019, the Town had $97,955,000 of principal and $34,169,255 of associated interest due from 2019-2039 for a total outstanding debt of $132,124,255
- Includes debt that is repaid by taxes, water/sewer revenue, airport, and stormwater revenues (when combined, the Town's revenue enterprise funds – water/sewer, airport and stormwater, all pay approximately 32% of the Town's debt service)

## Strategic Decision Making – Long Term

- Long-term financial plan – 10-year planning horizon
  - High level view of financial sustainability
  - Assumptions used – 4.1% annual growth in taxable property value, debt repayment schedule
  - Maintenance of strong financial outlook for Moody's Aaa and S&P's AAA ratings
- Bonds committed but not issued – General Obligation (GO) bonds
  - Midway - $13 million
  - Vitruvian - $16 million
  - Arts and Acquisitions - $3 million
- Upcoming Issuances, not yet sold – Certificates of Obligation (CO)
  - Midway - $25 million
  - Addison Grove - $3.25 million

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## Tax-Supported Debt – 10-Year Capacity at Current I&S Rate

### Estimated 10-Year debt capacity

- Committed, unused General Obligation Bonds and Certificates of Obligation
  - Vitruvian $10 million General Obligation (GOs) and $6 million Certificates of Obligation (Cos)
  - Midway Road $13 million GOs
  - Arts & Events Land Acquisition $3 million GOs
  - $25 million COs for Midway Road
  - $3.25 for COs for Addison Grove
- Remaining Tax-Supported Capacity
  - Underlying assumptions:
    - Based on the Town's existing Interest & Sinking tax rate of $0.142648 and Town Officials' tax base growth projections; Debt is assumed to be sold annually over a 10 year period
    - Each additional $0.01 of debt service tax rate equals approximately $9.1 million of additional capacity (the inverse applies as well) over a 10 year period

$63,940,000
−
$32,000,000
−
$28,250,000
=
$3,690,000

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# Basics of Bond Ratings

ADDISON

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## Bond Ratings – Credit Criteria

ADDISON

Bond rating based on several criteria:

- Revenue source and legal agreements pledged to the bonds
- Diversification and stability of the Town's tax/revenue base
- Ongoing capital needs
- Audited Financial Reports, fund balances and historical trends
- Managerial and Financial policies/procedures

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## Explanation of Bond Ratings

- Assessment of the ability and willingness of debt issuers to make full and timely payments, expressed as a grade
  - The *higher* the bond rating, the *lower* the interest rate
- Investment community can easily compare the soundness / competence of an investment.
  - Good ratings mean well run cities.
- Addison is 1 of 10 cities in Texas with Aaa and AAA ratings

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## Bond Ratings

- Bond ratings and interest rates have an inverse correlation, meaning that the *higher* the issuer's bond rating, the *lower* the interest rates on their borrowings and vice versa. The Town is rated "Aaa" by Moody's and "AAA" by S&P.

**Addison**

Moody's: Aaa

S&P: AAA

The higher the bond rating…

| Fitch | Moody's | S&P |
|---|---|---|
| AAA | Aaa | AAA |
| AA+ | Aa1 | AA+ |
| AA | Aa2 | AA |
| AA- | Aa3 | AA- |
| A+ | A1 | A+ |
| A | A2 | A |
| A- | A3 | A- |
| BBB+ | Baa1 | BBB+ |
| BBB | Baa2 | BBB |
| BBB- | Baa3 | BBB- |

BELOW BBB- or Baa3:
Non Investment Grade / Junk

The lower the interest rate

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# History of Bond Elections

ADDISON

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## Past Bond Election Results

ADDISON

### 2000 - $48M

- Extension of Arapaho and other street improvements
- Belt Line Road Utilities/Streetscape
- Town Hall purchase
- Athletic Club Expansion/Addition of outdoor pool

### 2008 - $58M

- New Theatre
- Parking
- Conference space
- Aviation museum

### 2012 - $55M

- Midway Road
- Vitruvian
- Belt Line Road signage
- Land acquisition
- Belt Line Road Underground Utilities
- Airport Land Acquisition
- Arts and Events Land Acquisition
- Wireless Network
- Pedestrian Connectivity

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## Lessons learned from prior issuances

- Develop complete project scope and high level cost estimates
  - Cost estimates from master plans and other evaluations and assessments
- Consider availability of project resources
  - Financial and staffing capacity
  - Consider disruption to businesses and public in timing of projects
- Align debt issuances with Town's strategic plan pillars and community needs
  - Entrepreneurship and business hub
  - Gold standard in financial health, customer service, and public safety
  - Excellence in asset management and transportation systems
  - Optimization of the Addison brand

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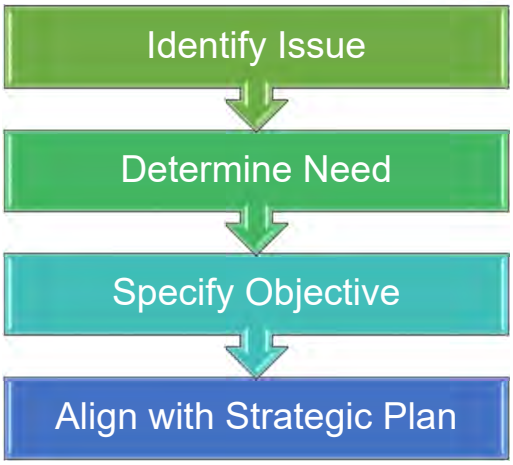
## Identify Long-term Needs

- **Evaluated Capital Improvement Projects**
  - Several large capital projects have been identified and it has been determined that there is an immediate need to address.
- **Completed Asset Management Plan**
  - Town has aging infrastructure that is in need of repair/replacement.
- **Completed ADA Transition Plan**
  - Make programs and services accessible to persons with disabilities.

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# Financial Capacity to Issue Debt

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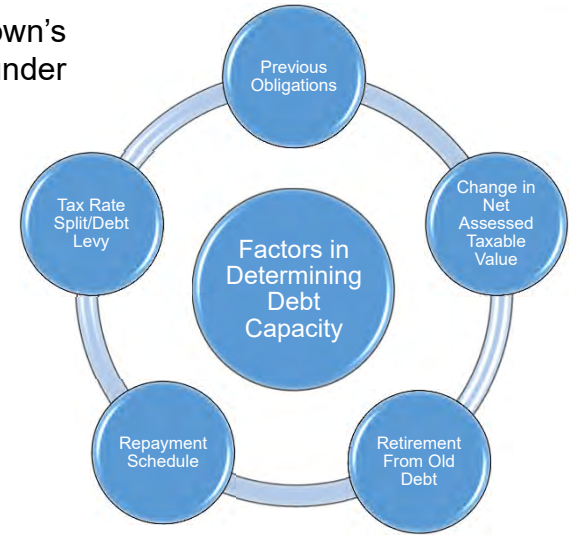
## Debt Capacity

- Debt capacity is the Town's ability to borrow funds under existing conditions.

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# Impact of 2012 $55 Million Bond Election

**Assumptions**
Town's Taxable Assessed Valuation grows 3% 2013-2015, 2% 2016 and thereafter (as provided by Town Staff).
Remainder of Town's 2000 bond authorization ($10,830,000) is sold August of 2012 (20 year amortization at 3.85%).
Town sells $16 million of Certificates of Obligation in August of 2013 (25 year amortization at 4.75%) to fund Vitruvian Park.
Town sells $5 million of Certificates of Obligation in August of 2014 (15 year amortization at 4.50%) to fund public safety radio upgrade.
For prospective 2012 Bond Election, assumes $5 million sold in August of 2014 @ 5%, $25 million sold in August of 2016 @ 5.25%, and $25 million sold in August of 2018 at 5.50% all on 20 year amortizations.

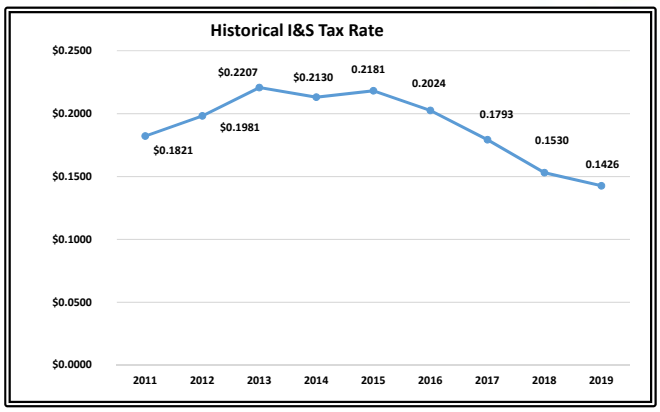
| | I&S Tax Rate Impact | | | |
|---|---|---|---|---|
| FYE | Existing | Future | Bond Election | Total Projected |
| 2012 | $ 0.1981 | $ - | $ - | $ 0.1981 |
| 2013 | 0.1899 | 0.0135 | - | 0.2035 |
| 2014 | 0.1696 | 0.0370 | - | 0.2067 |
| 2015 | 0.1652 | 0.0428 | 0.0121 | 0.2201 |
| 2016 | 0.1328 | 0.0746 | 0.0118 | 0.2192 |
| 2017 | 0.1302 | 0.0732 | 0.0501 | 0.2535 |
| 2018 | 0.0919 | 0.0716 | 0.0971 | 0.2606 |
| 2019 | 0.0904 | 0.0703 | 0.0996 | 0.2604 |
| 2020 | 0.0616 | 0.0689 | 0.1309 | 0.2614 |
| 2021 | 0.0605 | 0.0677 | 0.1284 | 0.2566 |
| 2022 | 0.0560 | 0.0662 | 0.1259 | 0.2481 |
| 2023 | 0.0550 | 0.0650 | 0.1235 | 0.2434 |
| 2024 | 0.0539 | 0.0636 | 0.1209 | 0.2384 |
| 2025 | 0.0528 | 0.0624 | 0.1187 | 0.2339 |
| 2026 | 0.0519 | 0.0611 | 0.1162 | 0.2292 |
| 2027 | 0.0508 | 0.0600 | 0.1141 | 0.2249 |
| 2028 | 0.0498 | 0.0588 | 0.1119 | 0.2204 |
| 2029 | 0.0401 | 0.0577 | 0.1096 | 0.2074 |
| 2030 | 0.0393 | 0.0457 | 0.1074 | 0.1924 |
| 2031 | 0.0384 | 0.0447 | 0.1054 | 0.1886 |
| 2032 | 0.0376 | 0.0438 | 0.1032 | 0.1846 |
| 2033 | 0.0369 | 0.0244 | 0.1013 | 0.1626 |
| 2034 | - | 0.0240 | 0.0993 | 0.1232 |

(1) Based on Town's existing debt.
(2) Based on Town's existing debt and future projects ($10.83M 2000 Bond Authorization, $16M Vitruvian Park and $5M Radio System Upgrade).
(3) Based on Town's existing debt, future projects and $55 million of voter approved bonds.



# Historical Interest & Sinking (I&S) Fund Tax Rate

- As the Town's taxable value has grown, the I&S tax rate has declined by over $0.075 from Fiscal Year End (FYE) 2015 to FYE 2018
- Each penny of I&S tax rate is equal to approximately $9.1 million of debt capacity (20 year amortization) over a 10-year period
- State Law 'Truth in Taxation' limits options available to preserve the Town's I&S tax rate



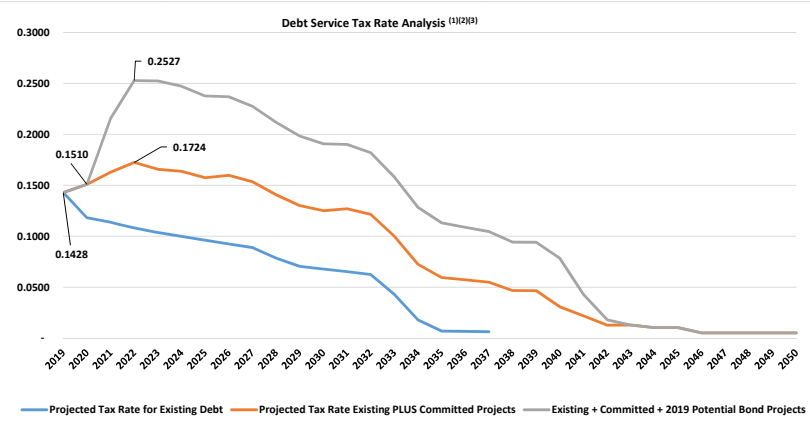
# Debt Issuance Analysis Assumptions & Summary

| 2019 Bond - Project | Funding Amount | Initial Issuance Date | Estimated Tax Rate Impact (1)(2)(3) | Annual Impact On Average Home Value (4) |
|---|---|---|---|---|
| Montfort Drive | $7,300,000 | Aug-22 | $0.0105 | $33.64 |
| Quorum Road | $26,302,000 | May-22 | $0.0359 | $114.84 |
| Addison Road | $64,600,000 | May-24 | $0.0769 | $245.75 |
| Keller Springs Road | $12,900,000 | May-20 | $0.0193 | $61.53 |
| Trail Expansion | $412,725 | May-20 | $0.0006 | $2.05 |
| Airport Parkway | $9,400,000 | Aug-22 | $0.0136 | $43.37 |
| Smart City | $5,000,000 | Aug-20 | $0.0076 | $24.44 |
| Roof Replacement | $4,100,000 | May-20 | $0.0063 | $20.10 |
| HVAC Replacement | $1,535,000 | Aug-20 | $0.0024 | $7.53 |
| Land Acquisition | $15,000,000 | Aug-20 | $0.0229 | $73.33 |
| ADA Improvements | $3,800,000 | Aug-20 | $0.0054 | $17.17 |
| Beltway to Inwood | $16,100,000 | Aug-25 | $0.0197 | $62.99 |
| North Beltwood to Inwood | $7,200,000 | Aug-25 | $0.0088 | $28.00 |
| Athletic Club Mater Plan | $4,961,326 | May-20 | $0.0074 | $23.65 |
| Athletic Club Associated Projects | $4,742,167 | May-20 | $0.0071 | $22.69 |
| Landmark Blvd to DNT | $1,500,000 | Aug-20 | $0.0023 | $7.43 |
| Beltway to Gillis Road | $20,300,000 | Aug-22 | $0.0281 | $89.68 |
| Artist Way to Addison Road | $1,400,000 | May-20 | $0.0022 | $6.93 |
| Les Lacs Pond | $3,282,110 | Aug-24 | $0.0041 | $13.13 |
| Police Gun Range Improvements | $360,000 | May-20 | $0.0005 | $1.71 |
| Beltway to Arapaho Road | $12,600,000 | Aug-26 | $0.0149 | $47.55 |
| | $222,795,328 | | | |

(1) Town's Future Taxable Assessed Valuations assume 4.1% annual growth through 2038 as supplied by Town officials.
(2) Assumes tax collection percentage of 99%
(3) Assumes 2019 issuances are current rates plus 0.75% = 4.50%; 2020 issuances are current rates plus 1.00% = 4.75%; 2021 issuances and beyond are current rates plus 1.25% = 5.00%. All insuances assumed to be amortized over 20 years.
(4) Assumes average home value of $319,582



# Estimated Impact of $60 Million Bond Election

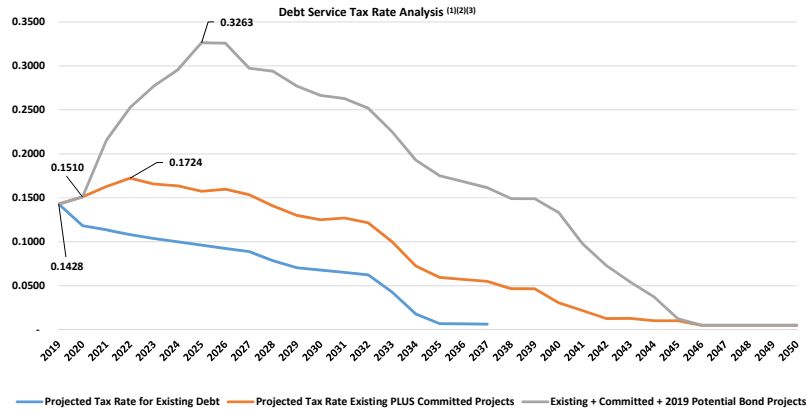



| | Estimated I&S Tax Rate Impact (1)(2)(3) | | | |
|---|---|---|---|---|
| FYE | Existing | "Committed" | 2019 Bond Projects | Total Projected |
| 2019 | $ 0.1428 | $ - | $ - | $ 0.1428 |
| 2020 | 0.1182 | 0.0328 | - | 0.1510 |
| 2021 | 0.1138 | 0.0491 | 0.0526 | 0.2155 |
| 2022 | 0.1080 | 0.0643 | 0.0803 | 0.2527 |
| 2023 | 0.1039 | 0.0618 | 0.0867 | 0.2524 |
| 2024 | 0.0998 | 0.0639 | 0.0835 | 0.2472 |
| 2025 | 0.0961 | 0.0614 | 0.0802 | 0.2377 |
| 2026 | 0.0925 | 0.0673 | 0.0772 | 0.2369 |
| 2027 | 0.0889 | 0.0646 | 0.0741 | 0.2276 |
| 2028 | 0.0786 | 0.0621 | 0.0713 | 0.2120 |
| 2029 | 0.0705 | 0.0595 | 0.0682 | 0.1983 |
| 2030 | 0.0678 | 0.0573 | 0.0656 | 0.1907 |
| 2031 | 0.0653 | 0.0618 | 0.0631 | 0.1901 |
| 2032 | 0.0624 | 0.0592 | 0.0605 | 0.1821 |
| 2033 | 0.0430 | 0.0570 | 0.0581 | 0.1581 |
| 2034 | 0.0179 | 0.0547 | 0.0559 | 0.1285 |
| 2035 | 0.0070 | 0.0526 | 0.0536 | 0.1131 |
| 2036 | 0.0066 | 0.0506 | 0.0516 | 0.1088 |
| 2037 | 0.0064 | 0.0486 | 0.0495 | 0.1046 |
| 2038 | - | 0.0467 | 0.0475 | 0.0942 |
| 2039 | - | 0.0466 | 0.0475 | 0.0941 |
| 2040 | - | 0.0308 | 0.0476 | 0.0784 |
| 2041 | | 0.0219 | 0.0210 | 0.0429 |
| 2042 | | 0.0128 | 0.0053 | 0.0181 |
| 2043 | | 0.0129 | - | 0.0129 |
| 2044 | | 0.0102 | - | 0.0102 |
| 2045 | | 0.0103 | - | 0.0103 |
| 2046 | | 0.0051 | - | 0.0051 |
| 2047 | | 0.0052 | - | 0.0052 |
| 2048 | | 0.0051 | - | 0.0051 |
| 2049 | | 0.0051 | - | 0.0051 |
| 2050 | | 0.0051 | - | 0.0051 |

**Assumptions:**

(1) Future Taxable Assessed Values assume 4.1% growth through 2038 as supplied by Town officials.
(2) Tax Collection Percentage: 99%
(3) Interest Rate Assumptions:
2019 Sales assume current rates plus 0.75% = 4.50%
2020 Sales assume current rates plus 1.00% = 4.75%
2021 Sales and beyond assume current rates plus 1.25% = 5.00%

# Estimated Impact of $130 Million Bond Election




**Estimated I&S Tax Rate Impact(1)(2)(3)**

| FYE | Existing | "Committed" | 2019 Bond Projects | Total Projected |
|---|---|---|---|---|
| 2019 | $ 0.1428 | $ - | $ - | $ 0.1428 |
| 2020 | 0.1182 | 0.0328 | - | 0.1510 |
| 2021 | 0.1138 | 0.0491 | 0.0526 | 0.2155 |
| 2022 | 0.1080 | 0.0643 | 0.0803 | 0.2527 |
| 2023 | 0.1039 | 0.0618 | 0.1114 | 0.2770 |
| 2024 | 0.0998 | 0.0639 | 0.1319 | 0.2956 |
| 2025 | 0.0961 | 0.0614 | 0.1688 | 0.3263 |
| 2026 | 0.0925 | 0.0673 | 0.1660 | 0.3258 |
| 2027 | 0.0889 | 0.0646 | 0.1439 | 0.2974 |
| 2028 | 0.0786 | 0.0621 | 0.1533 | 0.2939 |
| 2029 | 0.0705 | 0.0595 | 0.1471 | 0.2771 |
| 2030 | 0.0678 | 0.0573 | 0.1412 | 0.2663 |
| 2031 | 0.0653 | 0.0618 | 0.1359 | 0.2629 |
| 2032 | 0.0624 | 0.0592 | 0.1302 | 0.2518 |
| 2033 | 0.0430 | 0.0570 | 0.1252 | 0.2252 |
| 2034 | 0.0179 | 0.0547 | 0.1203 | 0.1929 |
| 2035 | 0.0070 | 0.0526 | 0.1154 | 0.1750 |
| 2036 | 0.0066 | 0.0506 | 0.1111 | 0.1683 |
| 2037 | 0.0064 | 0.0486 | 0.1066 | 0.1616 |
| 2038 | - | 0.0467 | 0.1024 | 0.1491 |
| 2039 | - | 0.0466 | 0.1024 | 0.1489 |
| 2040 | - | 0.0308 | 0.1024 | 0.1332 |
| 2041 | | 0.0219 | 0.0758 | 0.0977 |
| 2042 | | 0.0128 | 0.0602 | 0.0730 |
| 2043 | | 0.0129 | 0.0414 | 0.0543 |
| 2044 | | 0.0102 | 0.0273 | 0.0375 |
| 2045 | | 0.0103 | 0.0022 | 0.0125 |
| 2046 | | 0.0051 | - | 0.0051 |
| 2047 | | 0.0052 | - | 0.0052 |
| 2048 | | 0.0051 | - | 0.0051 |
| 2049 | | 0.0051 | - | 0.0051 |
| 2050 | | 0.0051 | - | 0.0051 |

**Assumptions:**

(1) Future Taxable Assessed Values assume 4.1% growth through 2038 as supplied by Town officials.

(2) Tax Collection Percentage: 99%

(3) Interest Rate Assumptions:

2019 Sales assume current rates plus 0.75% = 4.50%

2020 Sales assume current rates plus 1.00% = 4.75%

2021 Sales and beyond assume current rates plus 1.25% = 5.00%

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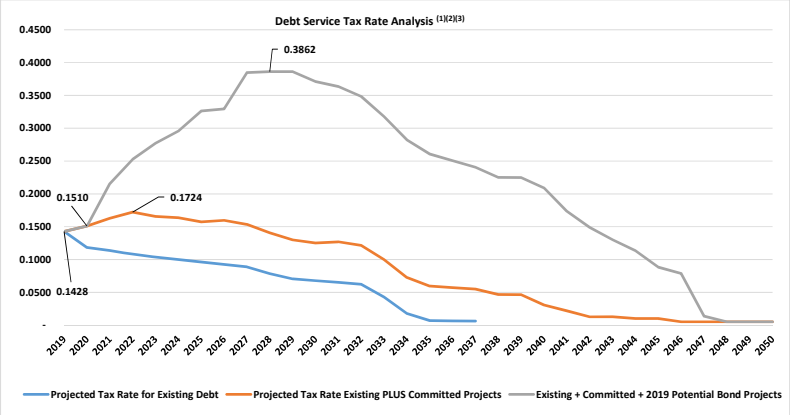
# Estimated Impact of $223 Million Bond Election




**Estimated I&S Tax Rate Impact(1)(2)(3)**

| FYE | Existing | "Committed" | 2019 Bond Projects | Total Projected |
|---|---|---|---|---|
| 2019 | $ 0.1428 | $ - | $ - | $ 0.1428 |
| 2020 | 0.1182 | 0.0328 | - | 0.1510 |
| 2021 | 0.1138 | 0.0491 | 0.0526 | 0.2155 |
| 2022 | 0.1080 | 0.0643 | 0.0803 | 0.2527 |
| 2023 | 0.1039 | 0.0618 | 0.1114 | 0.2770 |
| 2024 | 0.0998 | 0.0639 | 0.1319 | 0.2956 |
| 2025 | 0.0961 | 0.0614 | 0.1688 | 0.3263 |
| 2026 | 0.0925 | 0.0673 | 0.1696 | 0.3294 |
| 2027 | 0.0889 | 0.0646 | 0.2314 | 0.3849 |
| 2028 | 0.0786 | 0.0621 | 0.2455 | 0.3862 |
| 2029 | 0.0705 | 0.0595 | 0.2561 | 0.3862 |
| 2030 | 0.0678 | 0.0573 | 0.2460 | 0.3711 |
| 2031 | 0.0653 | 0.0618 | 0.2365 | 0.3635 |
| 2032 | 0.0624 | 0.0592 | 0.2269 | 0.3485 |
| 2033 | 0.0430 | 0.0570 | 0.2179 | 0.3179 |
| 2034 | 0.0179 | 0.0547 | 0.2095 | 0.2821 |
| 2035 | 0.0070 | 0.0526 | 0.2011 | 0.2607 |
| 2036 | 0.0066 | 0.0506 | 0.1934 | 0.2506 |
| 2037 | 0.0064 | 0.0486 | 0.1857 | 0.2407 |
| 2038 | - | 0.0467 | 0.1783 | 0.2250 |
| 2039 | - | 0.0466 | 0.1782 | 0.2248 |
| 2040 | - | 0.0308 | 0.1783 | 0.2091 |
| 2041 | | 0.0219 | 0.1518 | 0.1737 |
| 2042 | | 0.0128 | 0.1362 | 0.1490 |
| 2043 | | 0.0129 | 0.1173 | 0.1302 |
| 2044 | | 0.0102 | 0.1033 | 0.1135 |
| 2045 | | 0.0103 | 0.0781 | 0.0884 |
| 2046 | | 0.0051 | 0.0737 | 0.0788 |
| 2047 | | 0.0052 | 0.0087 | 0.0139 |
| 2048 | | 0.0051 | - | 0.0051 |
| 2049 | | 0.0051 | - | 0.0051 |
| 2050 | | 0.0051 | - | 0.0051 |

**Assumptions:**

(1) Future Taxable Assessed Values assume 4.1% growth through 2038 as supplied by Town officials.

(2) Tax Collection Percentage: 99%

(3) Interest Rate Assumptions:

2019 Sales assume current rates plus 0.75% = 4.50%

2020 Sales assume current rates plus 1.00% = 4.75%

2021 Sales and beyond assume current rates plus 1.25% = 5.00%

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# Bond Election Process and Schedule

ADDISON

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## Bond Election Process

ADDISON

| | |
|---|---|
| Inventory | • Project Inventory/Listing developed |
| Committee | • Bond Advisory Committee established by Council |
| Recommendations | • Bond Advisory Committee Provides Recommendations |
| Election Schedule | • Proceed According to Bond Election Schedule |
| Election | • Hold Election |
| Financing | • Consider Bond Issuance Options |

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# Bond Election Schedule

| Action | November 2019 Proposed Election Date |
|---|---|
| Call bond election | August 7 - 19 |
| Publish notice of election | October 6 - 22 |
| Post notice of election | October 15 |
| Early voting | October 21 - Nov 1 |
| Election Day | November 5 |
| Canvass election | November 8 - 18 |
| Bond Sale | December |

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# Post Election Activities

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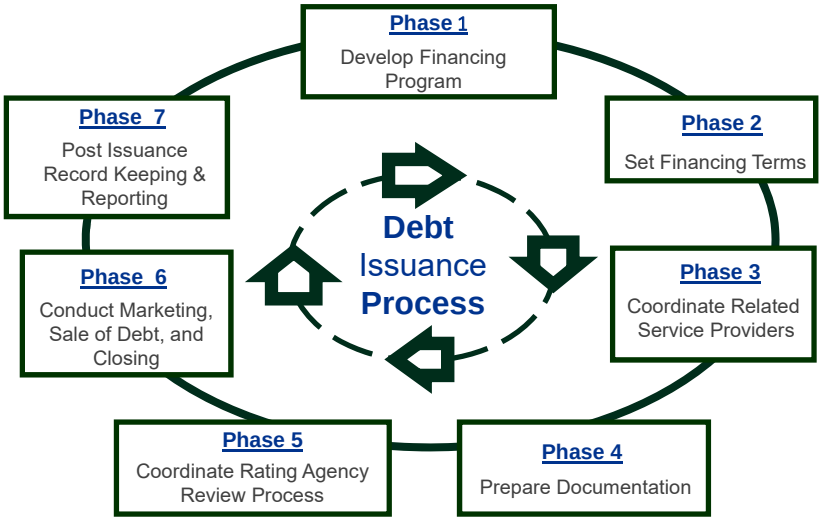
# Post-Election Process for Issuing Debt

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# Questions / Discussion

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**Community Bond Advisory Committee Meeting**
**Meeting Notes**
April 18, 2019

The sixth meeting of the Community Bond Advisory Committee was held on April 18, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Taylor Bowen, Juli Branson, Lary Brown, Colleen Campbell, Robert Catalani, Mary Jo Cater, Nancy Craig, Chris DeFrancisco, Ralph Doherty, Kent Domingue, Jerry Dougan, Darren Gardner, Brooks Haley, Susan Halpern, Edwin Keith, JT McPherson, Jimmy Niemann, Liz Oliphant, Suzann Oliver, Eileen Resnik, Craig Reynolds, Nancy Williams and Rob Wright.

**Staff members present**: Wes Pierson, Olivia Riley, Rob Bourestom, Hamid Khaleghipour, Ashley Mitchell, Shawn Cheairs, Janna Tidwell, Wilson Kakembo, Amanda Turner, Ashlee Powell, John Crawford, Charles Goff and Lisa Pyles.

**Council Members present:** Marlin Willesen and Ivan Hughes.

Lisa Pyles opened the meeting by introducing the financial team involved in the bond process.

Olivia Riley, Chief Financial Officer and Nick Bulaich, Hilltop Securities presented information on the Basics of Municipal Debt.

During and after the presentation, the Committee asked several questions.

**Why do we use Certificates of Obligation (CO) rather than General Obligation (GO) Bonds? What are the differences between the two? Is there a difference in the rate between them?**

The main difference is a CO does not require a public bond election whereas a GO does. There is a faster issuance time for CO's. CO's are also issued if the debt is repaid from an enterprise fund and therefore would not affect the tax rate. Generally, there is not a significant difference in the interest rate between the two different types. Interest rates are primarily impacted by the bond rating and the market.

**What all taxes are used in repaying a bond?**

Ad Valorem tax is utilized to repay a bond debt.

**Does the state govern the use of a CO? Who determines what a CO can be used for?**

The State has determined that bonds cannot be used for economic development incentives. All other bond policies are set and defined by the Town's financial and capital policies.

**How is the makeup of the $.55 tax rate determined? Is it a fixed rate?**

The Economic Development and the Infrastructure Investment Fund rates are set by City Council and can only be adjusted by City Council. The Interest and Sinking (I&S) and the Maintenance and Operations (M&O) rates are not fixed and will be adjusted according to what is needed to pay back the Town's debt. Whatever amount is needed to pay back the towns debt without excess will be set as the I&S rate and whatever is remaining is used to cover M&O.

**Is there a way to see if we would need to have recurring bond issuances?**

Yes, the asset management plan is the beginning of this, as it details when we would normally see all the different assets begin to fail and when they would need to be replaced. This will help us plan for future debt as we will have the data to support how much funding would be needed to maintain all the Town's assets in optimal condition.

**What is more important to new businesses, the tax rate or the amenities/ quality of life?**

Ultimately this will depend on the desires of each individual business. During an evaluation of where to place your home business both factors must be considered. Ideally a business owner would like to be someplace where the employees can enjoy a great quality of life and still be able to maintain their expenses partly due to a lower tax rate. The Town of Addison strives to provide both benefits to all their businesses both presently and in the future.

The next Committee meeting will be on May 2, 2019 at the Addison Tree House Event Room, 14681 Midway Road, Suite 200 from 5:30 to 7:30. The subject will be a review of the survey polling results.

The meeting was adjourned at 7:15.

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# Bond Advisory Committee

Agenda

May 2, 2019

5:30 – 7:30

| | | |
|---|---|---|
| 1. | Welcome | Ralph Doherty |
| 2. | Approval of Notes from April 18, 2019 Meeting | Ralph Doherty |
| 3. | Review Survey Results | Lisa Pyles and Karen Walz |
| 4. | Discussion of Propositions | Ralph Doherty |
| 5. | Next meeting –<br>a. May 9, 2019, 5:30 to 7:50 Addison Tree House<br>Drafting the Report to Council | |
| 6. | Closing | Ralph Doherty |

TO: Town of Addison and 2019 Addison Bond Committee

FROM: Karen Walz FAICP, Principal
Strategic Community Solutions LLC

DATE: April 13, 2019

RE: Results of April 4, 2019 Keypad Polling

STRATEGIC COMMUNITY SOLUTIONS

The City Council of the Town of Addison has appointed a Bond Committee to make recommendations related to a possible bond election for November 2019. The Bond Committee has held a series of meetings to learn about a wide range of projects that could be considered for inclusion in that bond program. The Town chose to use keypad polling as part of the Committee's discussion process. Strategic Community Solutions LLC was asked to provide the keypad polling system, design and analysis. Keypad polling was conducted as part of the Bond Committee's meeting on April 4, 2019. This report describes the technique and presents the results of the polling exercise. These are initial results, for use as the Bond Committee continues its deliberations.

## Keypad Polling

Keypad polling is a technique for obtaining input or feedback from a group of participants. It uses hand-held keypads and wireless technology to poll all participants at once. The polling is immediate and anonymous. The results are projected on the screen so participants can immediately see the results. As a result, all participants can quickly gain a sense of the group's degree of agreement and the extent to which an individual's own perspective is shared by other group members. This technique summarizes the input from all group members to specific questions, so it complements the individual comments received through other participation techniques, such as open-ended question and answer sessions.

After the session in which the keypad polling is used, the results are exported to an Excel spreadsheet, where they can be evaluated in more detail. This detailed analysis provides a more complete analysis than is possible during the session.

## Logistics for April 4th

The Committee met at 5:30 p.m. at the Addison Treehouse. Twenty-one Committee members participated in the keypad polling exercise. However, not all participants answered each question. The attachments to this report include the results of all polling, including the number of responses to each question. In order to gain a sense of the relative importance of each item, the ranking results discussed below are presented as percentages of those who did respond.

The keypad polling exercise considered twenty-one possible bond projects the Committee had discussed at prior meetings. These projects are listed in Exhibit 1 on the next page. The Committee had previously considered the criteria that should be used to evaluate the importance of each bond project. Committee members provided their suggested criteria to Committee Chair Ralph Doherty. Chair Doherty and Addison's Infrastructure and Development Services Director, Lisa Pyles, worked together to develop a set of criteria that reflected this Committee input. Eight criteria were defined. These criteria are presented in Exhibit 2. For the purposes of the April 4th keypad polling exercise, only the first four criteria were used. These four – improved transportation, economic vitality / development, safety and

| Exhibit 1: Possible 2019 Bond Program Projects |
|---|
| **Information Technology Proposed Bond Projects (1)** |
| **1. Information Technology Initiatives – Smart City** |
| **General Services Proposed Bond Projects (4)** |
| **2. Improvements needed to address Americans with Disabilities Act compliance** |
| **3. Roof Replacements on Town-owned Buildings** |
| **4. Police Gun Range Air Filtration System** |
| **5. HVAC Replacement at Town-Owned Buildings** |
| **Parks Department Proposed Bond Projects (4)** |
| **6. Projects recommended in the approved Athletic Club Update Master Plan** |
| **7. Additional recommended Athletic Club Improvement Projects** |
| **8. Les Lacs Pond Improvements** |
| **9. Trail Rehabilitation, Expansion, and addition of wayfinding elements** |
| **Infrastructure Department Proposed Street Reconstruction Bond Projects (11)** |
| **Current Roadways** |
| **10. Keller Springs Road** |
| **11. Airport Parkway** |
| **12. Quorum Drive** |
| **13. Montfort Drive** |
| **14. Addison Road** |
| **Future Roadways** |
| **15. Beltway to Gillis Road** |
| **16. Beltway Drive to Arapaho Road** |
| **17. Landmark Boulevard to Dallas North Tollway** |
| **18. North Beltwood Parkway to Inwood Road** |
| **19. Beltway Drive to Inwood Road** |
| **20. Artist Way to Addison Road** |
| **Special Area Studies (1)** |
| **21. Special Area Study Strategic Land Acquisition** |

security, and recreation and leisure – are criteria that relate most directly to the experience an Addison resident would have in the community. For this meeting, the Committee members focused just on this aspect of the evaluation. The complete list of criteria will be considered later in the Committee's deliberations.

Keypad polling slides were used to obtain initial Committee feedback about the importance of each possible project in terms of each of these four criteria. This approach allows the tabulation of feedback according to each criterion, and also permits an evaluation of the projects when all four criteria are considered together. With this format, 84 polling slides were used (as well as two 'practice' slides). The results of this polling are presented in the following sections of this report.

## Exhibit 2: Bond Committee Criteria

### Bond Committee Criteria

ADDISON

**Improved Transportation**
- Ingress and egress to TOA, ease of mobility
- Traffic Management
- Mobility, pedestrian safety
- Walkability

**Economic Vitality / Development**
- Commercial attractiveness
- Desirability
- Quality of Life
- Place to "be"
- New business recruitment
- Commercial attractiveness
- Addison means "..."
- Brand management
- Competitiveness

**Safety and Security**
- Public safety
- Crime, enforcement

**Recreation and Leisure**
- Programs for families/kids
- Add programs to Athletic Club
- Athletic Club expansion
- Size, quality, and capacity
- Invest in people

### Bond Committee Criteria

ADDISON

**Effective Management**
- Facility consolidation
- Interdependencies
- Reduce excess facilities
- Value proposition in all
- Aggregate small properties

**Strategic Direction**
- Priority – Most important first
- Timing of project
- When, multiple years
- Manage and spend funds judiciously
- Invest in future
- TOA acquire to develop

**Asset Management**
- Useful Life usage
- Asset management - Red, Yellow, Green
- Minimize "deferred maintenance'

**Fiscal Responsibility**
- Cost / Best estimate
- Future cost implications
- Consider encumbrances
- Fiscal management
- Corporate Sponsorships
- New avenues of funding
- Benefit to taxpayers
- Bonding capacity

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## Overall Results

Exhibit 3 below presents a ranking of the projects based on the combined set of criteria. This ranking is developed by sorting the projects based on the percentage of responses of "Very Important", and then the percentage of "Somewhat Important" responses.

**Exhibit 3: How Important is this Project in terms of All Criteria Combined? (Criteria Weighted Equally, Sorted by VI, then SI)**

| Project | Very important (VI) | Somewhat important (SI) | Somewhat unimportant (SU) | Very unimportant (VU) | I'm not sure (NS) |
|---|---|---|---|---|---|
| **12** | 47.6% | 25.0% | 15.5% | 11.9% | 0.0% |
| **13** | 46.6% | 29.0% | 7.4% | 17.0% | 0.0% |
| **10** | 45.2% | 26.2% | 15.5% | 13.1% | 0.0% |
| **14** | 42.4% | 30.1% | 10.8% | 16.8% | 0.0% |
| **3** | 33.2% | 20.0% | 15.1% | 30.4% | 1.3% |
| **6** | 31.0% | 13.1% | 17.9% | 38.1% | 0.0% |
| **18** | 29.8% | 17.0% | 11.0% | 37.4% | 4.8% |
| **19** | 28.1% | 19.3% | 15.8% | 36.8% | 0.0% |
| **5** | 27.7% | 25.5% | 15.9% | 30.8% | 0.0% |
| **11** | 27.4% | 32.1% | 15.5% | 25.0% | 0.0% |
| **1** | 23.4% | 32.2% | 20.3% | 17.7% | 6.4% |
| **7** | 22.9% | 16.9% | 14.6% | 45.7% | 0.0% |
| **21** | 22.6% | 28.6% | 9.5% | 34.5% | 4.8% |
| **9** | 21.5% | 43.4% | 10.8% | 23.0% | 1.3% |
| **4** | 18.9% | 11.4% | 10.1% | 58.3% | 1.3% |
| **17** | 17.1% | 21.8% | 19.1% | 40.8% | 1.2% |
| **2** | 15.3% | 33.2% | 16.9% | 34.6% | 0.0% |
| **8** | 14.6% | 15.9% | 22.9% | 46.5% | 0.0% |
| **15** | 11.9% | 20.4% | 18.2% | 48.3% | 1.2% |
| **20** | 8.3% | 23.8% | 17.9% | 40.5% | 9.5% |
| **16** | 8.3% | 15.5% | 17.9% | 54.8% | 3.6% |

This exhibit shows that none of the projects received a majority of responses that the project was "Very Important" when all criteria are considered. It also shows, however, that many projects are considered to be either "Very Important" or "Somewhat Important" by most of the participating Committee members.

Exhibit 4 presents a ranking that considers both the "Very Important" and "Somewhat Important" responses. This exhibit shows that ten of the twenty-one projects are important to a majority of the participating Committee members.

Both exhibits show that the top four projects for Committee members are those that involve reconstruction of current roadways – Keller Springs Road (#10), Quorum Drive (#12), Montfort Drive (#13) and Addison Road (#14). Over 40% of Committee members rated these projects as "Very

Important". Project #3, the Roof Replacements on Town Buildings, was the fifth-highest project in terms of "Very Important" responses. Project #9, for Trail Rehabilitation, Expansion and Way-finding, was the fifth-highest project in terms of overall "Important" responses.

| Exhibit 4: How Important is this Project in terms of All Criteria Combined? (Criteria Weighted Equally, Sorted by VI plus SI ratings) | | | | | | |
|---|---|---|---|---|---|---|
| **Project** | Very important (VI) | Somewhat important (SI) | Somewhat unimportant (SU) | Very unimportant (VU) | I'm not sure (NS) | VI + SI |
| **13** | 46.6% | 29.0% | 7.4% | 17.0% | 0.0% | 75.6% |
| **12** | 47.6% | 25.0% | 15.5% | 11.9% | 0.0% | 72.6% |
| **14** | 42.4% | 30.1% | 10.8% | 16.8% | 0.0% | 72.4% |
| **10** | 45.2% | 26.2% | 15.5% | 13.1% | 0.0% | 71.4% |
| **9** | 21.5% | 43.4% | 10.8% | 23.0% | 1.3% | 64.9% |
| **11** | 27.4% | 32.1% | 15.5% | 25.0% | 0.0% | 59.5% |
| **1** | 23.4% | 32.2% | 20.3% | 17.7% | 6.4% | 55.6% |
| **5** | 27.7% | 25.5% | 15.9% | 30.8% | 0.0% | 53.3% |
| **3** | 33.2% | 20.0% | 15.1% | 30.4% | 1.3% | 53.2% |
| **21** | 22.6% | 28.6% | 9.5% | 34.5% | 4.8% | 51.2% |
| **2** | 15.3% | 33.2% | 16.9% | 34.6% | 0.0% | 48.5% |
| **19** | 28.1% | 19.3% | 15.8% | 36.8% | 0.0% | 47.4% |
| **18** | 29.8% | 17.0% | 11.0% | 37.4% | 4.8% | 46.8% |
| **6** | 31.0% | 13.1% | 17.9% | 38.1% | 0.0% | 44.0% |
| **7** | 22.9% | 16.9% | 14.6% | 45.7% | 0.0% | 39.8% |
| **17** | 17.1% | 21.8% | 19.1% | 40.8% | 1.2% | 38.9% |
| **15** | 11.9% | 20.4% | 18.2% | 48.3% | 1.2% | 32.3% |
| **20** | 8.3% | 23.8% | 17.9% | 40.5% | 9.5% | 32.1% |
| **8** | 14.6% | 15.9% | 22.9% | 46.5% | 0.0% | 30.5% |
| **4** | 18.9% | 11.4% | 10.1% | 58.3% | 1.3% | 30.3% |
| **16** | 8.3% | 15.5% | 17.9% | 54.8% | 3.6% | 23.8% |

## Continuing Committee Deliberation

These results are initial responses to the information about these projects and the Committee's discussions through April 4, 2019. At the Bond Committee's next meeting, on April 18, 2019, Town staff will present additional information about financial issues related to bonds. This new information will add to the Committee's consideration and will enable them to consider all eight of the criteria for ranking possible bond projects.

After the April 18th meeting, all Committee members will be invited to use an online survey tool to provide input about all projects according to all eight criteria. The results of this added perspective will be provided to the Committee for discussion on May 2, 2019. The online survey will also ask Committee members to weight the various criteria, since some of them may be more important to the Committee

than others. The Committee will review these results as they finalize their recommendations to City Council.

## Background Information

Three tables with background information about the keypad polling results are attached to this memo.

Table 1 presents the results of all polling questions. The projects are listed individually. Columns in the table show the results for each project and each criterion. A final column shows the results when all criteria are combined and weighted equally. The table shows both the absolute number of responses and the percentage distribution of responses.

Table 2 presents these results, but only in terms of the percentage responses.

Table 3 ranks the projects according to the set of criteria. As in Exhibit 3 above, this ranking is developed by sorting the projects based on the percentage of responses of “Very Important”, and then the percentage of “Somewhat Important” responses.

Table 1: Keypad Polling Data

| 3. How important is project 1 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 26.3% | 42.1% | 15.8% | 10.5% | 5.3% | 100.0% |
| | Count | 5 | 8 | 3 | 2 | 1 | 19 |
| 4. How important is project 1 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 15.0% | 35.0% | 35.0% | 5.0% | 10.0% | 100.0% |
| | Count | 3 | 7 | 7 | 1 | 2 | 20 |
| 5. How important is project 1 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 47.4% | 31.6% | 10.5% | 5.3% | 5.3% | 100.0% |
| | Count | 9 | 6 | 2 | 1 | 1 | 19 |
| 6. How important is project 1 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 5.0% | 20.0% | 20.0% | 50.0% | 5.0% | 100.0% |
| | Count | 1 | 4 | 4 | 10 | 1 | 20 |
| 7. How important is project 2 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 26.3% | 15.8% | 21.1% | 36.8% | 0.0% | 100.0% |
| | Count | 5 | 3 | 4 | 7 | 0 | 19 |
| 8. How important is project 2 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 36.8% | 31.6% | 31.6% | 0.0% | 100.0% |
| | Count | 0 | 7 | 6 | 6 | 0 | 19 |
| 9. How important is project 2 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 25.0% | 45.0% | 5.0% | 25.0% | 0.0% | 100.0% |
| | Count | 5 | 9 | 1 | 5 | 0 | 20 |
| 10. How important is project 2 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 10.0% | 35.0% | 10.0% | 45.0% | 0.0% | 100.0% |
| | Count | 2 | 7 | 2 | 9 | 0 | 20 |
| 11. How important is project 3 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 27.8% | 0.0% | 5.6% | 66.7% | 0.0% | 100.0% |
| | Count | 5 | 0 | 1 | 12 | 0 | 18 |

Table 1: Keypad Polling Data

| 12. How important is project 3 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 35.0% | 25.0% | 10.0% | 25.0% | 5.0% | 100.0% |
| | Count | 7 | 5 | 2 | 5 | 1 | 20 |
| 13. How important is project 3 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 40.0% | 40.0% | 15.0% | 5.0% | 0.0% | 100.0% |
| | Count | 8 | 8 | 3 | 1 | 0 | 20 |
| 14. How important is project 3 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 30.0% | 15.0% | 30.0% | 25.0% | 0.0% | 100.0% |
| | Count | 6 | 3 | 6 | 5 | 0 | 20 |
| 15. How important is project 4 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 10.5% | 0.0% | 0.0% | 89.5% | 0.0% | 100.0% |
| | Count | 2 | 0 | 0 | 17 | 0 | 19 |
| 16. How important is project 4 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 5.0% | 10.0% | 20.0% | 65.0% | 0.0% | 100.0% |
| | Count | 1 | 2 | 4 | 13 | 0 | 20 |
| 17. How important is project 4 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 60.0% | 25.0% | 10.0% | 5.0% | 0.0% | 100.0% |
| | Count | 12 | 5 | 2 | 1 | 0 | 20 |
| 18. How important is project 4 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 10.5% | 10.5% | 73.7% | 5.3% | 100.0% |
| | Count | 0 | 2 | 2 | 14 | 1 | 19 |
| 19. How important is project 5 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 10.0% | 10.0% | 80.0% | 0.0% | 100.0% |
| | Count | 0 | 2 | 2 | 16 | 0 | 20 |
| 20. How important is project 5 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 30.0% | 35.0% | 25.0% | 10.0% | 0.0% | 100.0% |
| | Count | 6 | 7 | 5 | 2 | 0 | 20 |

Table 1: Keypad Polling Data

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 21. How important is project 5 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 42.9% | 28.6% | 14.3% | 14.3% | 0.0% | 100.0% |
| | Count | 9 | 6 | 3 | 3 | 0 | 21 |
| 22. How important is project 5 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 38.1% | 28.6% | 14.3% | 19.0% | 0.0% | 100.0% |
| | Count | 8 | 6 | 3 | 4 | 0 | 21 |
| 23. How important is project 6 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 4.8% | 0.0% | 0.0% | 95.2% | 0.0% | 100.0% |
| | Count | 1 | 0 | 0 | 20 | 0 | 21 |
| 24. How important is project 6 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 33.3% | 19.0% | 33.3% | 14.3% | 0.0% | 100.0% |
| | Count | 7 | 4 | 7 | 3 | 0 | 21 |
| 25. How important is project 6 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 14.3% | 19.0% | 33.3% | 33.3% | 0.0% | 100.0% |
| | Count | 3 | 4 | 7 | 7 | 0 | 21 |
| 26. How important is project 6 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 71.4% | 14.3% | 4.8% | 9.5% | 0.0% | 100.0% |
| | Count | 15 | 3 | 1 | 2 | 0 | 21 |
| 27. How important is project 7 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 0.0% | 0.0% | 100.0% | 0.0% | 100.0% |
| | Count | 0 | 0 | 0 | 21 | 0 | 21 |
| 28. How important is project 7 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 9.5% | 33.3% | 28.6% | 28.6% | 0.0% | 100.0% |
| | Count | 2 | 7 | 6 | 6 | 0 | 21 |
| 29. How important is project 7 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 20.0% | 20.0% | 25.0% | 35.0% | 0.0% | 100.0% |
| | Count | 4 | 4 | 5 | 7 | 0 | 20 |

Table 1: Keypad Polling Data

| 30. How important is project 7 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 61.9% | 14.3% | 4.8% | 19.0% | 0.0% | 100.0% |
| | Count | 13 | 3 | 1 | 4 | 0 | 21 |
| 31. How important is project 8 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 4.8% | 0.0% | 95.2% | 0.0% | 100.0% |
| | Count | 0 | 1 | 0 | 20 | 0 | 21 |
| 32. How important is project 8 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 9.5% | 9.5% | 38.1% | 42.9% | 0.0% | 100.0% |
| | Count | 2 | 2 | 8 | 9 | 0 | 21 |
| 33. How important is project 8 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 19.0% | 14.3% | 28.6% | 38.1% | 0.0% | 100.0% |
| | Count | 4 | 3 | 6 | 8 | 0 | 21 |
| 34. How important is project 8 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 30.0% | 35.0% | 25.0% | 10.0% | 0.0% | 100.0% |
| | Count | 6 | 7 | 5 | 2 | 0 | 20 |
| 35. How important is project 9 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 10.0% | 45.0% | 5.0% | 35.0% | 5.0% | 100.0% |
| | Count | 2 | 9 | 1 | 7 | 1 | 20 |
| 36. How important is project 9 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 9.5% | 42.9% | 19.0% | 28.6% | 0.0% | 100.0% |
| | Count | 2 | 9 | 4 | 6 | 0 | 21 |
| 37. How important is project 9 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 23.8% | 42.9% | 14.3% | 19.0% | 0.0% | 100.0% |
| | Count | 5 | 9 | 3 | 4 | 0 | 21 |
| 38. How important is project 9 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 42.9% | 42.9% | 4.8% | 9.5% | 0.0% | 100.0% |
| | Count | 9 | 9 | 1 | 2 | 0 | 21 |

Table 1: Keypad Polling Data

| 39. How important is project 10 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 85.7% | 0.0% | 9.5% | 4.8% | 0.0% | 100.0% |
| | Count | 18 | 0 | 2 | 1 | 0 | 21 |
| 40. How important is project 10 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 57.1% | 38.1% | 0.0% | 4.8% | 0.0% | 100.0% |
| | Count | 12 | 8 | 0 | 1 | 0 | 21 |
| 41. How important is project 10 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 33.3% | 42.9% | 14.3% | 9.5% | 0.0% | 100.0% |
| | Count | 7 | 9 | 3 | 2 | 0 | 21 |
| 42. How important is project 10 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 4.8% | 23.8% | 38.1% | 33.3% | 0.0% | 100.0% |
| | Count | 1 | 5 | 8 | 7 | 0 | 21 |
| 43. How important is project 11 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 57.1% | 28.6% | 4.8% | 9.5% | 0.0% | 100.0% |
| | Count | 12 | 6 | 1 | 2 | 0 | 21 |
| 44. How important is project 11 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 33.3% | 47.6% | 4.8% | 14.3% | 0.0% | 100.0% |
| | Count | 7 | 10 | 1 | 3 | 0 | 21 |
| 45. How important is project 11 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 19.0% | 33.3% | 19.0% | 28.6% | 0.0% | 100.0% |
| | Count | 4 | 7 | 4 | 6 | 0 | 21 |
| 46. How important is project 11 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 19.0% | 33.3% | 47.6% | 0.0% | 100.0% |
| | Count | 0 | 4 | 7 | 10 | 0 | 21 |
| 47. How important is project 12 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 81.0% | 4.8% | 9.5% | 4.8% | 0.0% | 100.0% |
| | Count | 17 | 1 | 2 | 1 | 0 | 21 |

Table 1: Keypad Polling Data

| 48. How important is project 12 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 61.9% | 23.8% | 9.5% | 4.8% | 0.0% | 100.0% |
| | Count | 13 | 5 | 2 | 1 | 0 | 21 |
| 49. How important is project 12 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 28.6% | 38.1% | 19.0% | 14.3% | 0.0% | 100.0% |
| | Count | 6 | 8 | 4 | 3 | 0 | 21 |
| 50. How important is project 12 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 19.0% | 33.3% | 23.8% | 23.8% | 0.0% | 100.0% |
| | Count | 4 | 7 | 5 | 5 | 0 | 21 |
| 51. How important is project 13 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 76.2% | 9.5% | 0.0% | 14.3% | 0.0% | 100.0% |
| | Count | 16 | 2 | 0 | 3 | 0 | 21 |
| 52. How important is project 13 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 61.9% | 19.0% | 4.8% | 14.3% | 0.0% | 100.0% |
| | Count | 13 | 4 | 1 | 3 | 0 | 21 |
| 53. How important is project 13 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 33.3% | 52.4% | 0.0% | 14.3% | 0.0% | 100.0% |
| | Count | 7 | 11 | 0 | 3 | 0 | 21 |
| 54. How important is project 13 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 15.0% | 35.0% | 25.0% | 25.0% | 0.0% | 100.0% |
| | Count | 3 | 7 | 5 | 5 | 0 | 20 |
| 55. How important is project 14 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 61.9% | 14.3% | 9.5% | 14.3% | 0.0% | 100.0% |
| | Count | 13 | 3 | 2 | 3 | 0 | 21 |
| 56. How important is project 14 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 60.0% | 25.0% | 5.0% | 10.0% | 0.0% | 100.0% |
| | Count | 12 | 5 | 1 | 2 | 0 | 20 |

Table 1: Keypad Polling Data

| 57. How important is project 14 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 38.1% | 33.3% | 9.5% | 19.0% | 0.0% | 100.0% |
| | Count | 8 | 7 | 2 | 4 | 0 | 21 |
| 58. How important is project 14 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 9.5% | 47.6% | 19.0% | 23.8% | 0.0% | 100.0% |
| | Count | 2 | 10 | 4 | 5 | 0 | 21 |
| 59. How important is project 15 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 28.6% | 28.6% | 9.5% | 33.3% | 0.0% | 100.0% |
| | Count | 6 | 6 | 2 | 7 | 0 | 21 |
| 60. How important is project 15 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 19.0% | 38.1% | 14.3% | 28.6% | 0.0% | 100.0% |
| | Count | 4 | 8 | 3 | 6 | 0 | 21 |
| 61. How important is project 15 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 15.0% | 25.0% | 60.0% | 0.0% | 100.0% |
| | Count | 0 | 3 | 5 | 12 | 0 | 20 |
| 62. How important is project 15 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 0.0% | 23.8% | 71.4% | 4.8% | 100.0% |
| | Count | 0 | 0 | 5 | 15 | 1 | 21 |
| 63. How important is project 16 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 19.0% | 28.6% | 14.3% | 33.3% | 4.8% | 100.0% |
| | Count | 4 | 6 | 3 | 7 | 1 | 21 |
| 64. How important is project 16 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 14.3% | 33.3% | 4.8% | 42.9% | 4.8% | 100.0% |
| | Count | 3 | 7 | 1 | 9 | 1 | 21 |
| 65. How important is project 16 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 0.0% | 28.6% | 66.7% | 4.8% | 100.0% |
| | Count | 0 | 0 | 6 | 14 | 1 | 21 |

Table 1: Keypad Polling Data

| 66. How important is project 16 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 0.0% | 23.8% | 76.2% | 0.0% | 100.0% |
| | Count | 0 | 0 | 5 | 16 | 0 | 21 |
| 67. How important is project 17 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 35.0% | 30.0% | 5.0% | 30.0% | 0.0% | 100.0% |
| | Count | 7 | 6 | 1 | 6 | 0 | 20 |
| 68. How important is project 17 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 33.3% | 28.6% | 14.3% | 23.8% | 0.0% | 100.0% |
| | Count | 7 | 6 | 3 | 5 | 0 | 21 |
| 69. How important is project 17 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 19.0% | 28.6% | 52.4% | 0.0% | 100.0% |
| | Count | 0 | 4 | 6 | 11 | 0 | 21 |
| 70. How important is project 17 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 9.5% | 28.6% | 57.1% | 4.8% | 100.0% |
| | Count | 0 | 2 | 6 | 12 | 1 | 21 |
| 71. How important is project 18 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 57.1% | 14.3% | 4.8% | 19.0% | 4.8% | 100.0% |
| | Count | 12 | 3 | 1 | 4 | 1 | 21 |
| 72. How important is project 18 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 57.1% | 9.5% | 4.8% | 23.8% | 4.8% | 100.0% |
| | Count | 12 | 2 | 1 | 5 | 1 | 21 |
| 73. How important is project 18 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 5.0% | 30.0% | 20.0% | 40.0% | 5.0% | 100.0% |
| | Count | 1 | 6 | 4 | 8 | 1 | 20 |
| 74. How important is project 18 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 14.3% | 14.3% | 66.7% | 4.8% | 100.0% |
| | Count | 0 | 3 | 3 | 14 | 1 | 21 |

Table 1: Keypad Polling Data

| 75. How important is project 19 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 60.0% | 5.0% | 10.0% | 25.0% | 0.0% | 100.0% |
| | Count | 12 | 1 | 2 | 5 | 0 | 20 |
| 76. How important is project 19 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 47.6% | 33.3% | 0.0% | 19.0% | 0.0% | 100.0% |
| | Count | 10 | 7 | 0 | 4 | 0 | 21 |
| 77. How important is project 19 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 4.8% | 19.0% | 38.1% | 38.1% | 0.0% | 100.0% |
| | Count | 1 | 4 | 8 | 8 | 0 | 21 |
| 78. How important is project 19 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 20.0% | 15.0% | 65.0% | 0.0% | 100.0% |
| | Count | 0 | 4 | 3 | 13 | 0 | 20 |
| 79. How important is project 20 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 23.8% | 38.1% | 0.0% | 33.3% | 4.8% | 100.0% |
| | Count | 5 | 8 | 0 | 7 | 1 | 21 |
| 80. How important is project 20 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 9.5% | 23.8% | 23.8% | 33.3% | 9.5% | 100.0% |
| | Count | 2 | 5 | 5 | 7 | 2 | 21 |
| 81. How important is project 20 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 19.0% | 33.3% | 38.1% | 9.5% | 100.0% |
| | Count | 0 | 4 | 7 | 8 | 2 | 21 |
| 82. How important is project 20 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 0.0% | 14.3% | 14.3% | 57.1% | 14.3% | 100.0% |
| | Count | 0 | 3 | 3 | 12 | 3 | 21 |
| 83. How important is project 21 in terms of Improved Transportation? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 14.3% | 38.1% | 14.3% | 28.6% | 4.8% | 100.0% |
| | Count | 3 | 8 | 3 | 6 | 1 | 21 |

Table 1: Keypad Polling Data

| 84. How important is project 21 in terms of Economic Vitality / Development? (Multiple Choice) | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 57.1% | 19.0% | 4.8% | 19.0% | 0.0% | 100.0% |
| | Count | 12 | 4 | 1 | 4 | 0 | 21 |
| 85. How important is project 21 in terms of Safety and Security? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 4.8% | 38.1% | 9.5% | 42.9% | 4.8% | 100.0% |
| | Count | 1 | 8 | 2 | 9 | 1 | 21 |
| 86. How important is project 21 in terms of Recreation and Leisure? (Multiple Choice) | | | | | | | |
| | | Very important | Somewhat important | Somewhat unimportant | Very unimportant | I'm not sure | Totals |
| | Percent | 14.3% | 19.0% | 9.5% | 47.6% | 9.5% | 100.0% |
| | Count | 3 | 4 | 2 | 10 | 2 | 21 |

Table 2: All Responses, By Percentage

| How Important is this Project in terms of this Criteria? | | | | | |
|---|---|---|---|---|---|
| | Criteria | | | | |
| | Improved Transportation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | All Criteria, Equal Weight |
| Project | 1 | 1 | 1 | 1 | 1 |
| Very important | 26.3% | 15.0% | 47.4% | 5.0% | 23.4% |
| Somewhat important | 42.1% | 35.0% | 31.6% | 20.0% | 32.2% |
| Somewhat unimportant | 15.8% | 35.0% | 10.5% | 20.0% | 20.3% |
| Very unimportant | 10.5% | 5.0% | 5.3% | 50.0% | 17.7% |
| I'm not sure | 5.3% | 10.0% | 5.3% | 5.0% | 6.4% |
| Project | 2 | 2 | 2 | 2 | 2 |
| Very important | 26.3% | 0.0% | 25.0% | 10.0% | 15.3% |
| Somewhat important | 15.8% | 36.8% | 45.0% | 35.0% | 33.2% |
| Somewhat unimportant | 21.1% | 31.6% | 5.0% | 10.0% | 16.9% |
| Very unimportant | 36.8% | 31.6% | 25.0% | 45.0% | 34.6% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 3 | 3 | 3 | 3 | 3 |
| Very important | 27.8% | 35.0% | 40.0% | 30.0% | 33.2% |
| Somewhat important | 0.0% | 25.0% | 40.0% | 15.0% | 20.0% |
| Somewhat unimportant | 5.6% | 10.0% | 15.0% | 30.0% | 15.1% |
| Very unimportant | 66.7% | 25.0% | 5.0% | 25.0% | 30.4% |
| I'm not sure | 0.0% | 5.0% | 0.0% | 0.0% | 1.3% |
| Project | 4 | 4 | 4 | 4 | 4 |
| Very important | 10.5% | 5.0% | 60.0% | 0.0% | 18.9% |
| Somewhat important | 0.0% | 10.0% | 25.0% | 10.5% | 11.4% |
| Somewhat unimportant | 0.0% | 20.0% | 10.0% | 10.5% | 10.1% |
| Very unimportant | 89.5% | 65.0% | 5.0% | 73.7% | 58.3% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 5.3% | 1.3% |

Table 2: All Responses, By Percentage

| How Important is this Project in terms of this Criteria? | | | | | |
|---|---|---|---|---|---|
| | Criteria | | | | |
| | Improved Transportation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | All Criteria, Equal Weight |
| Project | 5 | 5 | 5 | 5 | 5 |
| Very important | 0.0% | 30.0% | 42.9% | 38.1% | 27.7% |
| Somewhat important | 10.0% | 35.0% | 28.6% | 28.6% | 25.5% |
| Somewhat unimportant | 10.0% | 25.0% | 14.3% | 14.3% | 15.9% |
| Very unimportant | 80.0% | 10.0% | 14.3% | 19.0% | 30.8% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 6 | 6 | 6 | 6 | 6 |
| Very important | 4.8% | 33.3% | 14.3% | 71.4% | 31.0% |
| Somewhat important | 0.0% | 19.0% | 19.0% | 14.3% | 13.1% |
| Somewhat unimportant | 0.0% | 33.3% | 33.3% | 4.8% | 17.9% |
| Very unimportant | 95.2% | 14.3% | 33.3% | 9.5% | 38.1% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 7 | 7 | 7 | 7 | 7 |
| Very important | 0.0% | 9.5% | 20.0% | 61.9% | 22.9% |
| Somewhat important | 0.0% | 33.3% | 20.0% | 14.3% | 16.9% |
| Somewhat unimportant | 0.0% | 28.6% | 25.0% | 4.8% | 14.6% |
| Very unimportant | 100.0% | 28.6% | 35.0% | 19.0% | 45.7% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 8 | 8 | 8 | 8 | 8 |
| Very important | 0.0% | 9.5% | 19.0% | 30.0% | 14.6% |
| Somewhat important | 4.8% | 9.5% | 14.3% | 35.0% | 15.9% |
| Somewhat unimportant | 0.0% | 38.1% | 28.6% | 25.0% | 22.9% |
| Very unimportant | 95.2% | 42.9% | 38.1% | 10.0% | 46.5% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

Table 2: All Responses, By Percentage

| How Important is this Project in terms of this Criteria? | | | | | |
|---|---|---|---|---|---|
| | Criteria | | | | |
| | Improved Transportation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | All Criteria, Equal Weight |
| Project | 9 | 9 | 9 | 9 | 9 |
| Very important | 10.0% | 9.5% | 23.8% | 42.9% | 21.5% |
| Somewhat important | 45.0% | 42.9% | 42.9% | 42.9% | 43.4% |
| Somewhat unimportant | 5.0% | 19.0% | 14.3% | 4.8% | 10.8% |
| Very unimportant | 35.0% | 28.6% | 19.0% | 9.5% | 23.0% |
| I'm not sure | 5.0% | 0.0% | 0.0% | 0.0% | 1.3% |
| Project | 10 | 10 | 10 | 10 | 10 |
| Very important | 85.7% | 57.1% | 33.3% | 4.8% | 45.2% |
| Somewhat important | 0.0% | 38.1% | 42.9% | 23.8% | 26.2% |
| Somewhat unimportant | 9.5% | 0.0% | 14.3% | 38.1% | 15.5% |
| Very unimportant | 4.8% | 4.8% | 9.5% | 33.3% | 13.1% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 11 | 11 | 11 | 11 | 11 |
| Very important | 57.1% | 33.3% | 19.0% | 0.0% | 27.4% |
| Somewhat important | 28.6% | 47.6% | 33.3% | 19.0% | 32.1% |
| Somewhat unimportant | 4.8% | 4.8% | 19.0% | 33.3% | 15.5% |
| Very unimportant | 9.5% | 14.3% | 28.6% | 47.6% | 25.0% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 12 | 12 | 12 | 12 | 12 |
| Very important | 81.0% | 61.9% | 28.6% | 19.0% | 47.6% |
| Somewhat important | 4.8% | 23.8% | 38.1% | 33.3% | 25.0% |
| Somewhat unimportant | 9.5% | 9.5% | 19.0% | 23.8% | 15.5% |
| Very unimportant | 4.8% | 4.8% | 14.3% | 23.8% | 11.9% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |

Table 2: All Responses, By Percentage

| How Important is this Project in terms of this Criteria? | | | | | |
|---|---|---|---|---|---|
| | Criteria | | | | |
| | Improved Transportation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | All Criteria, Equal Weight |
| Project | 13 | 13 | 13 | 13 | 13 |
| Very important | 76.2% | 61.9% | 33.3% | 15.0% | 46.6% |
| Somewhat important | 9.5% | 19.0% | 52.4% | 35.0% | 29.0% |
| Somewhat unimportant | 0.0% | 4.8% | 0.0% | 25.0% | 7.4% |
| Very unimportant | 14.3% | 14.3% | 14.3% | 25.0% | 17.0% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 14 | 14 | 14 | 14 | 14 |
| Very important | 61.9% | 60.0% | 38.1% | 9.5% | 42.4% |
| Somewhat important | 14.3% | 25.0% | 33.3% | 47.6% | 30.1% |
| Somewhat unimportant | 9.5% | 5.0% | 9.5% | 19.0% | 10.8% |
| Very unimportant | 14.3% | 10.0% | 19.0% | 23.8% | 16.8% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 15 | 15 | 15 | 15 | 15 |
| Very important | 28.6% | 19.0% | 0.0% | 0.0% | 11.9% |
| Somewhat important | 28.6% | 38.1% | 15.0% | 0.0% | 20.4% |
| Somewhat unimportant | 9.5% | 14.3% | 25.0% | 23.8% | 18.2% |
| Very unimportant | 33.3% | 28.6% | 60.0% | 71.4% | 48.3% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 4.8% | 1.2% |
| Project | 16 | 16 | 16 | 16 | 16 |
| Very important | 19.0% | 14.3% | 0.0% | 0.0% | 8.3% |
| Somewhat important | 28.6% | 33.3% | 0.0% | 0.0% | 15.5% |
| Somewhat unimportant | 14.3% | 4.8% | 28.6% | 23.8% | 17.9% |
| Very unimportant | 33.3% | 42.9% | 66.7% | 76.2% | 54.8% |
| I'm not sure | 4.8% | 4.8% | 4.8% | 0.0% | 3.6% |

Table 2: All Responses, By Percentage

| How Important is this Project in terms of this Criteria? | | | | | |
|---|---|---|---|---|---|
| | Criteria | | | | |
| | Improved Transportation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | All Criteria, Equal Weight |
| Project | 17 | 17 | 17 | 17 | 17 |
| Very important | 35.0% | 33.3% | 0.0% | 0.0% | 17.1% |
| Somewhat important | 30.0% | 28.6% | 19.0% | 9.5% | 21.8% |
| Somewhat unimportant | 5.0% | 14.3% | 28.6% | 28.6% | 19.1% |
| Very unimportant | 30.0% | 23.8% | 52.4% | 57.1% | 40.8% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 4.8% | 1.2% |
| Project | 18 | 18 | 18 | 18 | 18 |
| Very important | 57.1% | 57.1% | 5.0% | 0.0% | 29.8% |
| Somewhat important | 14.3% | 9.5% | 30.0% | 14.3% | 17.0% |
| Somewhat unimportant | 4.8% | 4.8% | 20.0% | 14.3% | 11.0% |
| Very unimportant | 19.0% | 23.8% | 40.0% | 66.7% | 37.4% |
| I'm not sure | 4.8% | 4.8% | 5.0% | 4.8% | 4.8% |
| Project | 19 | 19 | 19 | 19 | 19 |
| Very important | 60.0% | 47.6% | 4.8% | 0.0% | 28.1% |
| Somewhat important | 5.0% | 33.3% | 19.0% | 20.0% | 19.3% |
| Somewhat unimportant | 10.0% | 0.0% | 38.1% | 15.0% | 15.8% |
| Very unimportant | 25.0% | 19.0% | 38.1% | 65.0% | 36.8% |
| I'm not sure | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Project | 20 | 20 | 20 | 20 | 20 |
| Very important | 23.8% | 9.5% | 0.0% | 0.0% | 8.3% |
| Somewhat important | 38.1% | 23.8% | 19.0% | 14.3% | 23.8% |
| Somewhat unimportant | 0.0% | 23.8% | 33.3% | 14.3% | 17.9% |
| Very unimportant | 33.3% | 33.3% | 38.1% | 57.1% | 40.5% |
| I'm not sure | 4.8% | 9.5% | 9.5% | 14.3% | 9.5% |

Table 2: All Responses, By Percentage

| How Important is this Project in terms of this Criteria? | | | | | |
|---|---|---|---|---|---|
| | Criteria | | | | |
| | Improved Transportation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | All Criteria, Equal Weight |
| Project | 21 | 21 | 21 | 21 | 21 |
| Very important | 14.3% | 57.1% | 4.8% | 14.3% | 22.6% |
| Somewhat important | 38.1% | 19.0% | 38.1% | 19.0% | 28.6% |
| Somewhat unimportant | 14.3% | 4.8% | 9.5% | 9.5% | 9.5% |
| Very unimportant | 28.6% | 19.0% | 42.9% | 47.6% | 34.5% |
| I'm not sure | 4.8% | 0.0% | 4.8% | 9.5% | 4.8% |

Table 3: Project Ranking by Criteria

| How Important is this Project in terms of Improved Transportation? (Sorted by VI, then SI) | | | | | |
|---|---|---|---|---|---|
| Project | Very important (VI) | Somewhat important (SI) | Somewhat unimportant (SU) | Very unimportant (VU) | I'm not sure (NS) |
| 10 | 85.7% | 0.0% | 9.5% | 4.8% | 0.0% |
| 12 | 81.0% | 4.8% | 9.5% | 4.8% | 0.0% |
| 13 | 76.2% | 9.5% | 0.0% | 14.3% | 0.0% |
| 14 | 61.9% | 14.3% | 9.5% | 14.3% | 0.0% |
| 19 | 60.0% | 5.0% | 10.0% | 25.0% | 0.0% |
| 11 | 57.1% | 28.6% | 4.8% | 9.5% | 0.0% |
| 18 | 57.1% | 14.3% | 4.8% | 19.0% | 4.8% |
| 17 | 35.0% | 30.0% | 5.0% | 30.0% | 0.0% |
| 15 | 28.6% | 28.6% | 9.5% | 33.3% | 0.0% |
| 3 | 27.8% | 0.0% | 5.6% | 66.7% | 0.0% |
| 1 | 26.3% | 42.1% | 15.8% | 10.5% | 5.3% |
| 2 | 26.3% | 15.8% | 21.1% | 36.8% | 0.0% |
| 20 | 23.8% | 38.1% | 0.0% | 33.3% | 4.8% |
| 16 | 19.0% | 28.6% | 14.3% | 33.3% | 4.8% |
| 21 | 14.3% | 38.1% | 14.3% | 28.6% | 4.8% |
| 4 | 10.5% | 0.0% | 0.0% | 89.5% | 0.0% |
| 9 | 10.0% | 45.0% | 5.0% | 35.0% | 5.0% |
| 6 | 4.8% | 0.0% | 0.0% | 95.2% | 0.0% |
| 5 | 0.0% | 10.0% | 10.0% | 80.0% | 0.0% |
| 8 | 0.0% | 4.8% | 0.0% | 95.2% | 0.0% |
| 7 | 0.0% | 0.0% | 0.0% | 100.0% | 0.0% |

Table 3: Project Ranking by Criteria

| How Important is this Project in terms of Economic Vitality / Development? (Sorted by VI, then SI) | | | | | |
|---|---|---|---|---|---|
| Project | Very important (VI) | Somewhat important (SI) | Somewhat unimportant (SU) | Very unimportant (VU) | I'm not sure (NS) |
| 12 | 61.9% | 23.8% | 9.5% | 4.8% | 0.0% |
| 13 | 61.9% | 19.0% | 4.8% | 14.3% | 0.0% |
| 14 | 60.0% | 25.0% | 5.0% | 10.0% | 0.0% |
| 10 | 57.1% | 38.1% | 0.0% | 4.8% | 0.0% |
| 21 | 57.1% | 19.0% | 4.8% | 19.0% | 0.0% |
| 18 | 57.1% | 9.5% | 4.8% | 23.8% | 4.8% |
| 19 | 47.6% | 33.3% | 0.0% | 19.0% | 0.0% |
| 3 | 35.0% | 25.0% | 10.0% | 25.0% | 5.0% |
| 11 | 33.3% | 47.6% | 4.8% | 14.3% | 0.0% |
| 17 | 33.3% | 28.6% | 14.3% | 23.8% | 0.0% |
| 6 | 33.3% | 19.0% | 33.3% | 14.3% | 0.0% |
| 5 | 30.0% | 35.0% | 25.0% | 10.0% | 0.0% |
| 15 | 19.0% | 38.1% | 14.3% | 28.6% | 0.0% |
| 1 | 15.0% | 35.0% | 35.0% | 5.0% | 10.0% |
| 16 | 14.3% | 33.3% | 4.8% | 42.9% | 4.8% |
| 9 | 9.5% | 42.9% | 19.0% | 28.6% | 0.0% |
| 7 | 9.5% | 33.3% | 28.6% | 28.6% | 0.0% |
| 20 | 9.5% | 23.8% | 23.8% | 33.3% | 9.5% |
| 8 | 9.5% | 9.5% | 38.1% | 42.9% | 0.0% |
| 4 | 5.0% | 10.0% | 20.0% | 65.0% | 0.0% |
| 2 | 0.0% | 36.8% | 31.6% | 31.6% | 0.0% |

Table 3: Project Ranking by Criteria

| How Important is this Project in terms of Safety and Security? (Sorted by VI, then SI) | | | | | |
|---|---|---|---|---|---|
| Project | Very important (VI) | Somewhat important (SI) | Somewhat unimportant (SU) | Very unimportant (VU) | I'm not sure (NS) |
| 4 | 60.0% | 25.0% | 10.0% | 5.0% | 0.0% |
| 1 | 47.4% | 31.6% | 10.5% | 5.3% | 5.3% |
| 5 | 42.9% | 28.6% | 14.3% | 14.3% | 0.0% |
| 3 | 40.0% | 40.0% | 15.0% | 5.0% | 0.0% |
| 14 | 38.1% | 33.3% | 9.5% | 19.0% | 0.0% |
| 13 | 33.3% | 52.4% | 0.0% | 14.3% | 0.0% |
| 10 | 33.3% | 42.9% | 14.3% | 9.5% | 0.0% |
| 12 | 28.6% | 38.1% | 19.0% | 14.3% | 0.0% |
| 2 | 25.0% | 45.0% | 5.0% | 25.0% | 0.0% |
| 9 | 23.8% | 42.9% | 14.3% | 19.0% | 0.0% |
| 7 | 20.0% | 20.0% | 25.0% | 35.0% | 0.0% |
| 11 | 19.0% | 33.3% | 19.0% | 28.6% | 0.0% |
| 8 | 19.0% | 14.3% | 28.6% | 38.1% | 0.0% |
| 6 | 14.3% | 19.0% | 33.3% | 33.3% | 0.0% |
| 18 | 5.0% | 30.0% | 20.0% | 40.0% | 5.0% |
| 21 | 4.8% | 38.1% | 9.5% | 42.9% | 4.8% |
| 19 | 4.8% | 19.0% | 38.1% | 38.1% | 0.0% |
| 17 | 0.0% | 19.0% | 28.6% | 52.4% | 0.0% |
| 20 | 0.0% | 19.0% | 33.3% | 38.1% | 9.5% |
| 15 | 0.0% | 15.0% | 25.0% | 60.0% | 0.0% |
| 16 | 0.0% | 0.0% | 28.6% | 66.7% | 4.8% |

Table 3: Project Ranking by Criteria

| How Important is this Project in terms of Recreation and Leisure? (Sorted by VI, then SI) | | | | | |
|---|---|---|---|---|---|
| Project | Very important (VI) | Somewhat important (SI) | Somewhat unimportant (SU) | Very unimportant (VU) | I'm not sure (NS) |
| 6 | 71.4% | 14.3% | 4.8% | 9.5% | 0.0% |
| 7 | 61.9% | 14.3% | 4.8% | 19.0% | 0.0% |
| 9 | 42.9% | 42.9% | 4.8% | 9.5% | 0.0% |
| 5 | 38.1% | 28.6% | 14.3% | 19.0% | 0.0% |
| 8 | 30.0% | 35.0% | 25.0% | 10.0% | 0.0% |
| 3 | 30.0% | 15.0% | 30.0% | 25.0% | 0.0% |
| 12 | 19.0% | 33.3% | 23.8% | 23.8% | 0.0% |
| 13 | 15.0% | 35.0% | 25.0% | 25.0% | 0.0% |
| 21 | 14.3% | 19.0% | 9.5% | 47.6% | 9.5% |
| 2 | 10.0% | 35.0% | 10.0% | 45.0% | 0.0% |
| 14 | 9.5% | 47.6% | 19.0% | 23.8% | 0.0% |
| 1 | 5.0% | 20.0% | 20.0% | 50.0% | 5.0% |
| 10 | 4.8% | 23.8% | 38.1% | 33.3% | 0.0% |
| 19 | 0.0% | 20.0% | 15.0% | 65.0% | 0.0% |
| 11 | 0.0% | 19.0% | 33.3% | 47.6% | 0.0% |
| 18 | 0.0% | 14.3% | 14.3% | 66.7% | 4.8% |
| 20 | 0.0% | 14.3% | 14.3% | 57.1% | 14.3% |
| 4 | 0.0% | 10.5% | 10.5% | 73.7% | 5.3% |
| 17 | 0.0% | 9.5% | 28.6% | 57.1% | 4.8% |
| 15 | 0.0% | 0.0% | 23.8% | 71.4% | 4.8% |
| 16 | 0.0% | 0.0% | 23.8% | 76.2% | 0.0% |

TO: Town of Addison and 2019 Addison Bond Committee

FROM: Karen Walz FAICP, Principal
Strategic Community Solutions LLC

DATE: May 2, 2019

RE: Results of Online Surveys

STRATEGIC COMMUNITY SOLUTIONS

The City Council of the Town of Addison has appointed a Bond Committee to make recommendations related to a possible bond election for November 2019. After the Bond Committee's April 18, 2019 meeting, an online survey was used to gain input from committee members and Town staff about the 21 potential bond program projects. This report describes the technique and presents the results of the online survey. These results are intended to inform the Bond Committee's continuing discussions; they are not intended to provide an automatic final ranking of projects.

## Online Survey Methodology

SurveyMonkey was used to deliver an online survey to participants. The questions were designed so that each person would rate each of the 21 potential projects according to each of the 8 criteria previously developed by the Committee. For each project and criteria, participants chose a rating on a scale from 1 to 10, with 10 being most important. Participants could also choose 'NA' for 'not applicable'. There was also an opportunity for participants to make written comments about individual projects and about the bond program in general. The possible projects are listed in Attachment 1 and the list of criteria are presented in Attachment 2.

Lastly, participants were asked about the importance they attached to each of the 8 criteria. The responses to this question were used to develop a weighting system for the criteria, used in this analysis.

Attachment 3 is the set of all questions used in the survey.

The survey was available through a link provided to participants in email messages; it was available from Friday, April 19th through Thursday, April 25th. Twenty-five of the twenty-eight Committee members took part in the survey.

The survey was also provided to Town staff for their input. However, these responses were provided through a different email link. In this way, the staff and Committee responses can be evaluated separately. Seven staff members took part.

## Committee Weighting of Criteria

Attachment 4 presents the Committee's input about the weighting of criteria. In this table, a weight of 4 is "Extremely Important", a weight of 3 is "Very Important", a weight of 2 is "Somewhat Important", a weight of 1 is "Not Very Important", and a response of "I'm Not Sure" was weighted "0".

A weight of 4 would mean that all Committee members felt that criteria was "Extremely Important". Three criteria were weighted 3.52 – Economic Vitality/Development, Safety and Security and Fiscal

Responsibility. Recreation and Leisure received the least weight among the criteria, but it was still weighted higher than 2.0, which would have meant everyone thought it was "Somewhat Important".

Attachment 5 shows the results of the same weighting exercise, but for the input from Town staff. Staff weighted "Improved Transportation" most highly at 3.57. Economic Vitality / Development, Strategic Direction and Asset Management all were weighted over 3.0. Recreation and Leisure and Effective Management received the least weight at 2.43.

## Project Rankings

The ratings by criteria, for each project, were tabulated and an average was calculated based on the number of quantitative responses. These ratings were then weighted using the values for 'average weight' from Attachment 4 (for the Committee) and from Attachment 5 (for staff). Attachment 6 provides the detailed rankings by individual criteria for the Committee and Attachment 7 provides this information for the staff input.

Exhibit 2 shows the overall ranking of possible bond projects. It is ordered based on the Committee's ratings, with the highest-rated project listed first. The exhibit also includes the rankings by staff.

| Project | Committee | Staff |
|---|---|---|
| **3. Roof Replacements on Town-Owned Buildings** | 1 | 1 |
| **5. HVAC Replacement at Town-Owned Buildings** | 2 | 4 |
| **10. Keller Springs Road** | 3 | 5 |
| **12. Quorum Drive** | 4 | 2 |
| **11. Airport Parkway** | 5 | 6 |
| **13. Montfort Drive** | 6 | 7 |
| **14. Addison Road** | 7 | 3 |
| **4. Police Gun Range Air Filtration System** | 8 | 15 |
| **21. Special Area Study Strategic Land Acquisition** | 9 | 13 |
| **6. Projects recommended in the approved Athletic Club Update Master Plan** | 10 | 8 |
| **1. Information Technology Initiatives – Smart City** | 11 | 11 |
| **2. Improvements needed to address Americans with Disabilities Act compliance** | 12 | 10 |
| **7. Additional recommended Athletic Club Improvement Projects** | 13 | 9 |
| **9. Trail Rehabilitation, Expansion, and addition of wayfinding elements** | 14 | 12 |
| **19. Beltway Drive to Inwood Road** | 15 | 17 |
| **8. Les Lacs Pond Improvements** | 16 | 14 |
| **18. North Beltwood Parkway to Inwood Road** | 17 | 20 |
| **17. Landmark Boulevard to Dallas North Tollway** | 18 | 19 |
| **16. Beltway Drive to Arapaho Road** | 19 | 16 |
| **20. Artist Way to Addison Road** | 20 | 21 |
| **15. Beltway to Gillis Road** | 21 | 18 |

For the Committee, Project 3 (roof replacement) was most important, followed by Project 5 (HVAC). The next five projects were those that relate to improvements to existing roadways. Of these, Project 10 (Keller Springs Road) was most important. After these roadway improvements, the rest of the Committee's top ten include Project 4 (Police Gun Range), Project 21 (Strategic Land Acquisition), and Project 6 (Athletic Club Master Plan improvements).

For the staff, the top ten projects are very similar, though the order is different. Staff included Project 2 (ADA) rather than Project 21 (Strategic Land Acquisition).

Four of the five top projects are the same for both groups. Project 3 (roof replacement) was the top project for the Committee and for staff. Projects 5 (HVAC), 10 (Keller Springs Road) and 12 (Quorum Drive) were also in the top five for both groups.

## Other Comments

Attachment 8 includes the written comments provided by Committee members about each project and the overall bond program. The last comment on this list, related to the Police Gun Range, is the only written comment from a staff member.

## Next Steps

The purpose of this survey is to provide the Committee information on their individual perspectives about the projects. It is not intended to be the Committee's recommendation on the projects. At the Committee meeting on May 2nd, this information will be considered, along with other comments and discussion, and the Committee will make its recommendations to Council based on all this input.

## ATTACHMENT 1: POTENTIAL BOND PROGRAM PROJECTS

| Information Technology Proposed Bond Projects (1) |
|---|
| 1. Information Technology Initiatives – Smart City |
| General Services Proposed Bond Projects (4) |
| 2. Improvements needed to address Americans with Disabilities Act compliance |
| 3. Roof Replacements on Town-owned Buildings |
| 4. Police Gun Range Air Filtration System |
| 5. HVAC Replacement at Town-Owned Buildings |
| Parks Department Proposed Bond Projects (4) |
| 6. Projects recommended in the approved Athletic Club Update Master Plan |
| 7. Additional recommended Athletic Club Improvement Projects |
| 8. Les Lacs Pond Improvements |
| 9. Trail Rehabilitation, Expansion, and addition of wayfinding elements |
| Infrastructure Department Proposed Street Reconstruction Bond Projects (11) |
| Current Roadways |
| 10. Keller Springs Road |
| 11. Airport Parkway |
| 12. Quorum Drive |
| 13. Montfort Drive |
| 14. Addison Road |
| Future Roadways |
| 15. Beltway to Gillis Road |
| 16. Beltway Drive to Arapaho Road |
| 17. Landmark Boulevard to Dallas North Tollway |
| 18. North Beltwood Parkway to Inwood Road |
| 19. Beltway Drive to Inwood Road |
| 20. Artist Way to Addison Road |
| Special Area Studies (1) |
| 21. Special Area Study Strategic Land Acquisition |

## Bond Committee Criteria

ADDISON

### Improved Transportation

- Ingress and egress to TOA, ease of mobility
- Traffic Management
- Mobility, pedestrian safety
- Walkability

### Economic Vitality / Development

- Commercial attractiveness
- Desirability
- Quality of Life
- Place to "be"
- New business recruitment
- Commercial attractiveness
- Addison means "..."
- Brand management
- Competitiveness

### Safety and Security

- Public safety
- Crime, enforcement

### Recreation and Leisure

- Programs for families/kids
- Add programs to Athletic Club
- Athletic Club expansion
- Size, quality, and capacity
- Invest in people

## Bond Committee Criteria

ADDISON

### Effective Management

- Facility consolidation
- Interdependencies
- Reduce excess facilities
- Value proposition in all
- Aggregate small properties

### Strategic Direction

- Priority – Most important first
- Timing of project
- When, multiple years
- Manage and spend funds judiciously
- Invest in future
- TOA acquire to develop

### Asset Management

- Useful Life usage
- Asset management - Red, Yellow, Green
- Minimize "deferred maintenance'

### Fiscal Responsibility

- Cost / Best estimate
- Future cost implications
- Consider encumbrances
- Fiscal management
- Corporate Sponsorships
- New avenues of funding
- Benefit to taxpayers
- Bonding capacity

9

## ATTACHMENT 3: ONLINE SURVEY

### Addison Bond Program 2019

#### Bond Project Evaluation

**Now that the Committee has received information on the individual projects and the fiscal aspects of a bond program, this survey will allow each Committee member to assess the importance of each project. Please use the questions below to share your assessment of each project. Rate each project from 1 (not important) to 10 (very important) for each of the eight criterion. The responses from all Committee members will be tabulated and provided to the Committee as its recommendations to City Council are finalized.**

1. How important is Project 1 (Smart City Initiatives) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Economic Vitality / Development | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Safety and Security | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Recreation and Leisure | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Effective Management | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Strategic Direction | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Asset Management | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Fiscal Responsibility | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

If you have additional comments about this project, please add them here.

2. How important is Project 2 (Americans with Disabilities Act Compliance Improvements) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

3. How important is Project #3 (Town-Owned Building Roof Replacements) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

4. How important is Project #4 (Police Gun Range Air Filtration System) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

5. How important is Project #5 (HVAC Replacements at Town-Owned Buildings) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

6. How important is Project #6 (Athletic Club Update Master Plan Improvements) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

7. How important is Project #7 (Additional Athletic Club Improvements) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

8. How important is Project #8 (Les Lacs Pond Improvements) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

9. How important is Project #9 (Trail Rehabilitation, Expansion, Wayfinding Elements) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

10. How important is Project #10 (Street Reconstruction Projects – Keller Springs) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

11. How important is Project #11 (Street Reconstruction Projects – Airport Parkway) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

12. How important is Project #12 (Street Reconstruction Projects – Quorum Road) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

13. How important is Project #13 (Street Reconstruction Projects – Montfort Drive) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

14. How important is Project #14 (Street Reconstruction Projects – Addison Road) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

15. How important is Project #15 (Land Acquisitions – Beltway to Gillis Road) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

16. How important is Project #16 (Land Acquisitions – Beltway to Arapaho Road) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

17. How important is Project #17 (Land Acquisitions – Landmark Blvd to DNT) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

18. How important is Project #18 (Land Acquisitions – North Beltwood Pkwy to Inwood Road) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

19. How important is Project #19 (Land Acquisitions – Beltway Drive to Inwood Road) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

20. How important is Project #20 (Land Acquisitions – Artist Way to Addison Road) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

21. How important is Project #21 (Special Area Study Strategic Land Acquisitions) in terms of each Committee criterion? Rate this project from 1 (not important) to 10 (very important) for each of the eight criterion.

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | N/A |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Improved Transportation | | | | | | | | | | | |
| Economic Vitality / Development | | | | | | | | | | | |
| Safety and Security | | | | | | | | | | | |
| Recreation and Leisure | | | | | | | | | | | |
| Effective Management | | | | | | | | | | | |
| Strategic Direction | | | | | | | | | | | |
| Asset Management | | | | | | | | | | | |
| Fiscal Responsibility | | | | | | | | | | | |

If you have additional comments about this project, please add them here.

## Addison Bond Program 2019

### Criteria Weighting

**Please indicate the relative importance of each criteria, in your view. The weightings of all Committee members will be averaged and used to provide a weighted project ranking for the Committee's consideration.**

22. What weight should the Bond Committee give to each of its eight criterion?

| | Extremely Important (4) | Very Important (3) | Somewhat Important (2) | Not Very Important (1) | I'm not sure (0) |
|---|---|---|---|---|---|
| Improved Transportation | | | | | |
| Economic Vitality / Development | | | | | |
| Safety and Security | | | | | |
| Recreation and Leisure | | | | | |
| Effective Management | | | | | |
| Strategic Direction | | | | | |
| Asset Management | | | | | |
| Fiscal Responsibility | | | | | |

Please add any other comments about these criteria here,.

## ATTACHMENT 4: COMMITTEE WEIGHTING OF CRITERIA

| Person | What weight should the Bond Committee give to each of its eight criterion? | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Improved Transport-ation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | Effective Manage-ment | Strategic Direction | Asset Manage-ment | Fiscal Respon-sibility |
| 1 | 4 | 4 | 4 | 3 | 0 | 4 | 3 | 2 |
| 2 | 3 | 3 | 4 | 2 | 3 | 1 | 2 | 4 |
| 3 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 4 |
| 4 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 4 |
| 5 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 3 |
| 6 | 4 | 4 | 3 | 2 | 2 | 4 | 4 | 3 |
| 7 | 2 | 4 | 3 | 3 | 3 | 2 | 2 | 3 |
| 8 | 4 | 4 | 4 | 1 | 3 | 2 | 3 | 4 |
| 9 | 4 | 4 | 3 | 3 | 2 | 3 | 4 | 4 |
| 10 | 3 | 2 | 4 | 1 | 2 | 2 | 4 | 4 |
| 11 | 2 | 4 | 4 | 2 | | 3 | 4 | 4 |
| 12 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 4 |
| 13 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 14 | 4 | 3 | 3 | 2 | 2 | 4 | 4 | 3 |
| 15 | 3 | 4 | 3 | 1 | 4 | 4 | 4 | 4 |
| 16 | 4 | 4 | 4 | 2 | 2 | 4 | 4 | 4 |
| 17 | 4 | 4 | 4 | 3 | 4 | 3 | 4 | 4 |
| 18 | 3 | 4 | 4 | 3 | 3 | 3 | 4 | 4 |
| 19 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 3 |
| 20 | 4 | 4 | 4 | 2 | 3 | 3 | 3 | 4 |
| 21 | 4 | 4 | 4 | 3 | 2 | 4 | 3 | 4 |
| 22 | 3 | 3 | 4 | 2 | 3 | 3 | 3 | 4 |
| 23 | 2 | 4 | 2 | 1 | 1 | 1 | 1 | 1 |
| 24 | 2 | 2 | 3 | 1 | 1 | 1 | 3 | 4 |
| 25 | 4 | 3 | 3 | 2 | 1 | 3 | 3 | 3 |
| Average Weight | 3.32 | 3.52 | 3.52 | 2.24 | 2.50 | 2.84 | 3.36 | 3.52 |

## ATTACHMENT 5: STAFF WEIGHTING OF CRITERIA

| Person | What weight should the Bond Committee give to each of its eight criterion? | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Improved Transport-ation | Economic Vitality / Develop-ment | Safety and Security | Recreation and Leisure | Effective Manage-ment | Strategic Direction | Asset Manage-ment | Fiscal Respon-sibility |
| 1 | 2 | 3 | 4 | 3 | 4 | 4 | 4 | 4 |
| 2 | 4 | 4 | 4 | 2 | 2 | 4 | 4 | 4 |
| 3 | 4 | 3 | 2 | 1 | 3 | 3 | 4 | 4 |
| 4 | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 4 |
| 5 | 4 | 4 | 2 | 2 | 2 | 3 | 2 | 3 |
| 6 | 3 | 2 | 2 | 2 | 1 | 3 | 2 | 2 |
| 7 | 4 | 4 | 2 | 3 | 2 | 3 | 3 | 2 |
| Average weighting | 3.57 | 3.43 | 2.86 | 2.43 | 2.43 | 3.29 | 3.14 | 3.29 |

## ATTACHMENT 6: COMMITTEE RANKINGS BY PROJECT AND CRITERIA

| Project | Improved Transport-ation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | Effective Manage-ment | Strategic Direction | Asset Manage-ment | Fiscal Respon-sibility | Overall | Rank |
|---|---|---|---|---|---|---|---|---|---|---|
| 3. Roof Replacements on Town-owned Buildings | 2.74 | 6.13 | 7.58 | 4.94 | 7.13 | 7.33 | 9.17 | 9.04 | 177.46 | 1 |
| 5. HVAC Replacement at Town-Owned Buildings | 2.53 | 6.20 | 7.56 | 6.22 | 6.96 | 7.17 | 8.88 | 8.76 | 168.11 | 2 |
| 10. Keller Springs Road | 8.82 | 8.22 | 7.86 | 3.80 | 5.92 | 7.72 | 8.56 | 8.12 | 155.10 | 3 |
| 12. Quorum Drive | 8.58 | 8.25 | 6.90 | 4.40 | 5.75 | 7.33 | 8.00 | 7.92 | 142.51 | 4 |
| 11. Airport Parkway | 8.04 | 7.24 | 6.54 | 3.59 | 5.48 | 6.75 | 7.32 | 7.50 | 124.40 | 5 |
| 13. Montfort Drive | 8.40 | 7.94 | 6.90 | 4.22 | 5.46 | 6.69 | 7.54 | 7.10 | 122.78 | 6 |
| 14. Addison Road | 7.74 | 7.12 | 6.66 | 5.26 | 5.46 | 6.58 | 7.42 | 6.79 | 117.13 | 7 |
| 4. Police Gun Range Air Filtration System | 2.16 | 3.65 | 7.24 | 2.71 | 5.02 | 5.63 | 6.25 | 6.27 | 89.46 | 8 |
| 21. Special Area Study Strategic Land Acquisition | 5.34 | 7.20 | 4.20 | 3.73 | 5.20 | 6.56 | 5.60 | 5.92 | 87.57 | 9 |
| 6. Projects recommended in the approved Athletic Club Update Master Plan | 1.89 | 5.71 | 4.36 | 8.02 | 4.83 | 5.23 | 6.52 | 5.88 | 86.59 | 10 |
| 1. Information Technology Initiatives – Smart City | 6.87 | 6.24 | 8.00 | 4.17 | 6.18 | 6.27 | 5.35 | 5.03 | 84.48 | 11 |
| 2. Improvements needed to address Americans with Disabilities Act compliance | 5.73 | 5.24 | 7.22 | 4.78 | 4.61 | 5.54 | 5.59 | 5.54 | 77.65 | 12 |
| 7. Additional recommended Athletic Club Improvement Projects | 1.84 | 5.02 | 4.44 | 7.16 | 4.65 | 5.06 | 5.75 | 5.23 | 72.26 | 13 |
| 9. Trail Rehabilitation, Expansion, and addition of wayfinding elements | 5.39 | 5.56 | 6.01 | 7.36 | 4.38 | 5.46 | 4.83 | 5.04 | 66.61 | 14 |

| Project | Improved Transport-ation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | Effective Manage-ment | Strategic Direction | Asset Manage-ment | Fiscal Respon-sibility | Overall | Rank |
|---|---|---|---|---|---|---|---|---|---|---|
| 19. Beltway Drive to Inwood Road | 6.32 | 6.44 | 4.44 | 2.79 | 4.21 | 5.80 | 4.64 | 5.08 | 64.72 | 15 |
| 8. Les Lacs Pond Improvements | 1.95 | 4.36 | 4.74 | 6.73 | 3.81 | 4.00 | 5.92 | 4.69 | 61.28 | 16 |
| 18. North Beltwood Parkway to Inwood Road | 6.08 | 6.08 | 3.80 | 2.91 | 3.91 | 6.00 | 4.68 | 4.54 | 59.95 | 17 |
| 17. Landmark Boulevard to Dallas North Tollway | 6.00 | 5.70 | 4.16 | 3.04 | 3.71 | 5.63 | 4.04 | 4.33 | 52.09 | 18 |
| 16. Beltway Drive to Arapaho Road | 5.04 | 4.50 | 3.33 | 2.77 | 3.50 | 5.04 | 3.65 | 4.22 | 44.75 | 19 |
| 20. Artist Way to Addison Road | 5.16 | 4.78 | 3.90 | 3.00 | 3.44 | 4.50 | 3.88 | 4.21 | 44.67 | 20 |
| 15. Beltway to Gillis Road | 5.40 | 5.08 | 3.25 | 2.77 | 3.36 | 4.96 | 3.46 | 3.78 | 40.83 | 21 |

## ATTACHMENT 7: STAFF RANKINGS BY PROJECT AND CRITERIA

| Project | Improved Transport-ation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | Effective Manage-ment | Strategic Direction | Asset Manage-ment | Fiscal Respon-sibility | Overall | Rank |
|---|---|---|---|---|---|---|---|---|---|---|
| 3. Roof Replacements on Town-owned Buildings | 1.57 | 5.71 | 6.29 | 4.00 | 7.29 | 7.29 | 9.29 | 8.57 | 162.29 | 1 |
| 12. Quorum Drive | 9.43 | 8.43 | 6.86 | 6.43 | 6.43 | 7.57 | 8.57 | 8.67 | 156.66 | 2 |
| 14. Addison Road | 9.86 | 8.71 | 8.29 | 6.00 | 6.29 | 7.00 | 8.86 | 8.17 | 150.17 | 3 |
| 5. HVAC Replacement at Town-Owned Buildings | 1.00 | 4.57 | 5.14 | 4.29 | 7.43 | 6.14 | 9.14 | 8.14 | 147.16 | 4 |
| 10. Keller Springs Road | 9.57 | 8.14 | 7.57 | 4.43 | 5.86 | 7.71 | 8.57 | 7.83 | 143.55 | 5 |
| 11. Airport Parkway | 9.57 | 8.00 | 7.43 | 4.00 | 5.57 | 7.57 | 8.57 | 7.83 | 140.31 | 6 |
| 13. Montfort Drive | 9.00 | 7.29 | 6.14 | 5.29 | 6.00 | 6.57 | 7.71 | 7.67 | 126.61 | 7 |
| 6. Projects recommended in the approved Athletic Club Update Master Plan | 1.71 | 5.43 | 3.14 | 9.71 | 7.14 | 7.57 | 7.86 | 6.43 | 126.31 | 8 |
| 7. Additional recommended Athletic Club Improvement Projects | 1.71 | 4.86 | 3.00 | 8.86 | 6.29 | 7.29 | 7.43 | 6.14 | 111.19 | 9 |
| 2. Improvements needed to address Americans with Disabilities Act compliance | 5.43 | 5.29 | 8.14 | 6.00 | 5.17 | 6.50 | 7.50 | 6.29 | 103.77 | 10 |

| Project | Improved Transport-ation | Economic Vitality / Development | Safety and Security | Recreation and Leisure | Effective Manage-ment | Strategic Direction | Asset Manage-ment | Fiscal Respon-sibility | Overall | Rank |
|---|---|---|---|---|---|---|---|---|---|---|
| 1. Information Technology Initiatives – Smart City | 8.00 | 5.29 | 7.86 | 5.00 | 6.57 | 8.17 | 5.14 | 5.86 | 102.57 | 11 |
| 9. Trail Rehabilitation, Expansion, and addition of wayfinding elements | 4.86 | 6.71 | 6.00 | 7.00 | 5.57 | 5.86 | 5.57 | 5.00 | 77.82 | 12 |
| 21. Special Area Study Strategic Land Acquisition | 6.57 | 8.14 | 4.71 | 4.71 | 4.71 | 8.29 | 3.00 | 5.57 | 70.07 | 13 |
| 8. Les Lacs Pond Improvements | 2.00 | 3.14 | 3.43 | 5.43 | 5.86 | 5.14 | 6.14 | 4.29 | 69.14 | 14 |
| 4. Police Gun Range Air Filtration System | 1.00 | 2.00 | 7.43 | 1.00 | 4.86 | 3.57 | 5.57 | 4.71 | 55.47 | 15 |
| 16. Beltway Drive to Arapaho Road | 7.57 | 7.86 | 4.14 | 4.29 | 4.29 | 6.43 | 2.71 | 4.00 | 51.02 | 16 |
| 19. Beltway Drive to Inwood Road | 8.29 | 7.57 | 3.86 | 3.43 | 4.00 | 5.86 | 2.57 | 5.14 | 49.80 | 17 |
| 15. Beltway to Gillis Road | 7.29 | 6.29 | 3.57 | 3.29 | 4.86 | 6.14 | 2.14 | 3.71 | 48.25 | 18 |
| 17. Landmark Boulevard to Dallas North Tollway | 7.86 | 5.57 | 4.71 | 3.14 | 3.71 | 5.14 | 2.86 | 4.14 | 42.87 | 19 |
| 18. North Beltwood Parkway to Inwood Road | 7.57 | 6.00 | 4.14 | 3.86 | 3.71 | 5.29 | 2.57 | 4.14 | 41.94 | 20 |
| 20. Artist Way to Addison Road | 6.14 | 5.00 | 3.14 | 3.57 | 3.43 | 4.86 | 2.29 | 4.43 | 36.77 | 21 |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 1. Information Technology Initiatives – Smart City | | | the technology will become cheaper later and will be perfected later | | Interested in learning more about Mesh wireless network & automated meter reading |
| 2. Improvements needed to address Americans with Disabilities Act compliance | | This seems like the project lest necessary in the bond issue. While very important, esp for the lives of those with special needs to lead full lives, I feel the projects could easily be inserted into the Town budget over time and included in other projects, such as curbs inserted in roadway projects and door handles lowered with maintenance projects. | cheaper now than later | Improved transportation as it relates to handicapped persons | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 1. Information Technology Initiatives – Smart City | | Not suitable for bond funding. Technology normally has an expected life of 3 to 5 years. | not all of these individual items are of equal importance. | |
| 2. Improvements needed to address Americans with Disabilities Act compliance | | High in moral responsibility, not listed as a criteria. | I realize we have a 20-year timeframe to get this done. | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 1. Information Technology Initiatives – Smart City | | LPR and ATMS are the most important here. Meter reading, drone and mesh network would be nice. | |
| 2. Improvements needed to address Americans with Disabilities Act compliance | ADA should be done as each repair, maintenance or replace is accomplished, not as a stand alone. Pricing for anything must include applicable ADA requirements. | Most of the access can be handled via other street projects. Elevators are very important though a grant might be available for Town Hall since it is a historic building (and might NOT be required to be upgraded). | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 3. Roof Replacements on Town-owned Buildings | | This seems extremely important given the new AC units we will be installing soon. They need to be on sturdy, up-to-date roofs! | Water getting into buildings leads to mold remediation- guys in white suits and masks tearing into walls etc to treat mold- EXPENSIVE. Water inside buildings leads to more cost later such as mold remediation (men in white suits wearing masks) which is EXTREMELY EXPENSIVE.0 Replace roofs pronto! | It's imperative to budget maintenance dollars to ensure we're able to get the full estimated life value from these improvements. | |
| 4. Police Gun Range Air Filtration System | | This is important to the police, and having a well-trained force is important to our community, even though it doesn't fit neatly into the criteria we set. | Need to remove toxins from firing guns. the largest of which is lead from the gun range and exercise room. Remove the toxins from the gun range and exercise room- keep first responders healthy. Get the toxic fumes our of gun range and exercise room to protect first responders and reduce potential health costs. | If we are able to address other maintenance issues through a bond, I would hope we are able to use dollars saved to address this item. This project is important to ensure our awesome officers are motivated to stay in Addison. | Can the police outsource or use another gun range? |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 3. Roof Replacements on Town-owned Buildings | this item should be considered along with Special Area Study Strategic Land Acquisition in that a consolidation of Town employees would be effective, while repurposing land for sale to private individuals or developers would take a very valuable asset that could be used for Town revenues. Such a windfall could be used strategically for many purposes. | | This is a MUST HAVE for the city. We cannot afford to have our buildings collapse or be comprised in any way more than they may already be!!! | I think first and foremost, we must address our own infrastructure. This provides bang for the buck. |
| 4. Police Gun Range Air Filtration System | | High in moral responsibility, not a criteria | This is a "nice" to have. | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 3. Roof Replacements on Town-owned Buildings | Since there has been an absolute absence of maintenance, for the safety and well being of our employees and visitors as well as to cut down on maintenance as well as FURTHER deterioration, Roof replacement is critical and a must. | Asset management plan says most of these are critical. Probably one of my top 3 concerns. | |
| 4. Police Gun Range Air Filtration System | Buy memberships in the closest gun range which will have up to date air quality, range layout and practices, with out any town maintenance. Cheaper for a third party to have than the Town of Addison. | IFF could be used | This seems something like we could easily contract with another city or private provider to allow PD access to gun ranges. |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 5. HVAC Replacement at Town-Owned Buildings | | Given that freon is illegal to make, use and even to import, plus the fact that these are 20-25% past expected use, this is the single most important project being proposed for the bond issue. | | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 5. HVAC Replacement at Town-Owned Buildings | | | This is another MUST HAVE! We cannot Town assets comprised, period!!! | Again, this provides bang for the buck. We must have appropriately maintained facilities. |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 5. HVAC Replacement at Town-Owned Buildings | Ditto this with item 3 Roofs. Town has foregone this WAY TOO LONG. Fix now, save further maintenance costs and lets make a living atmosphere for our employees and visitors to these buildings. | One of my top concerns | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 6. Projects recommended in the approved Athletic Club Update Master Plan | | Our club is a point of pride for economic development, but it is still a nice-to-have. | | | Increase fee for non-resident use? Is there capacity to run 3rd party camps / instructional programs out of the fitness center to help increase revenue? |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 6. Projects recommended in the approved Athletic Club Update Master Plan | | | I realize the Athletic Club is a great asset for the Town, but need to find another way to improve this asset. Currently, only a small %age of the Town residents use it. | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 6. Projects recommended in the approved Athletic Club Update Master Plan | Based on the 216,000 number of visits and membership of 4,000+ in the club ( less than or near 25% of Town population), plus we know that not all of the 4,000 members use the club, it would leave approximately 2.5 to 3.0 visits per month for all of the active members. Moving the front desk to face the doors with a larger space does not answer the question of "we may have non members entering". If we cannot take care of and watch the 7-8 feet in front of the present desk to the elevator wall, how does moving the reception desk enhance anything. | While these are master plan projects, fixing the pool and hot tub are more important in day to day operations. | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 7. Additional recommended Athletic Club Improvement Projects | | Our club is a point of pride for economic development, but it is still a nice-to-have. | | | |
| 8. Les Lacs Pond Improvements | How many bodies of water do we have in Addison ? What is the status of the others? | I feel this is a nice-to-have and if it is as much trouble as people say, why not just fill it in? | | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 7. Additional recommended Athletic Club Improvement Projects | | | I would be in favor of the Pool upgrades the other cost is a Nice to have in my opinion. | |
| 8. Les Lacs Pond Improvements | | | Les Lacs Pond needs another solution. | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 7. Additional recommended Athletic Club Improvement Projects | Updating a massive list, rather than doing obvious improvements only spends money. Again the amount spent to the member usage is way too low to address this, when there are other needs that could use the financing better. | Fixing pool and hot tub are important. These lobby reconfigure projects are more important that those in master plan. | |
| 8. Les Lacs Pond Improvements | This area basically only had any oversight by the residences bordering the pond. The pond is a pond and should look like a natural pond, to heck with the curbs etc. Many ponds have dirt walkways as in national and state parks. Why is this necessary? Plus again, usage to population is too low to spend this recommended amount of funds | Le Lacs will continue to deteriorate without repairs. | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 9. Trail Rehabilitation, Expansion, and addition of wayfinding elements | | While rating high on our criteria, I feel this is a nice-to-have. I believe this $415k pricetag is something that might be a good target for a fundraising project through the Arbor Foundation and/or the Addison Legacy Foundation. I wonder if companies in town would be willing to make donations for signage recognition and a PR/Thank You event and campaign. | | | |
| 10. Keller Springs Road | | | | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 9. Trail Rehabilitation, Expansion, and addition of wayfinding elements | | | | |
| 10. Keller Springs Road | | | I rated this #3 overall of all of the projects. | We must maintain our roads, and there are several road projects that are important. |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 9. Trail Rehabilitation, Expansion, and addition of wayfinding elements | A trail is a trail, leave all alone. 'Trail' designates a path it is not intended to be a sidewalk. Provide maps of the trails, with "wayfinding" and descriptions of sculptures etc. | Nice to have but not priority. | |
| 10. Keller Springs Road | Based on the current property owners on this street, why redo a short distance. And differently do not obtain additional right of way or broader side walks and median. | A priority from Asset management plan | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 11. Airport Parkway | | | | | |
| 12. Quorum Drive | | | | | Quorum is a critical connection for the future Cotton Belt |
| 13. Montfort Drive | | | | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 11. Airport Parkway | | | | |
| 12. Quorum Drive | | | | |
| 13. Montfort Drive | | | The Monfort Road project does not rise to the same level of importance of Keller Springs, Airport, Quorum and Addison Road projects. | We must maintain our roads. |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 11. Airport Parkway | Not even on the city infrastructure top two list. Post office and delivery service business can do with what is there. This has the smallest daily vehicle usage of the streets presented for reconstruction. Drop from list entirely. | A priority of asset management plan, particularly traffic signal. Less interest in transportation plan elements | |
| 12. Quorum Drive | If this is a designated route to the expected Dart complex where Town provided transportation from Dart terminal to business along Belt line etc will be to maintain our business environment, this is a MUST. If not a vital path to from Dart, forget this project. Second smallest daily vehicle usage, | Traffic signals replacement a priority. Less interest in master plan elements | |
| 13. Montfort Drive | Montfort is vital to our business partners. FIX | flooding issue a concern here | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 14. Addison Road | | Since we cannot break out basic necessary repairs from the beatification, I recommend all of the roads/transportation issues being separated from the other projects in a bond election. I am concerned that the big numbers for roads will cause a voting down of the whole bond election if everything is lumped together. At the same time, pulling out each road project as a separate vote would be too confusing, cumbersome and distracting for voters. | Rebuilt 2015 | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 14. Addison Road | | | While I realize Addison Road is a yellow and not red, it is also our Town's name and for that reason I would prefer not to wait to make the necessary improvements. I realize this is a tremendous amount of money.... | Addison Road is a critical location and project, given proximity to the theater and conference center. |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 14. Addison Road | This must have been just thrown in to make the list longer for street reconstruction. The CONDITION of this roadway is too good to do anything, when other roadways are in dire need of financing. | Not as critical as other road projects | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 15. Beltway to Gillis Road | | I was not convinced that any of the land acquisitions for road building was necessary. They all seemed nice-to-have and part of the strategic plan for the city. However, I believe we find ourselves in a financial position that requires us to focus on must-haves. | | | |
| 16. Beltway Drive to Arapaho Road | | I was not convinced that any of the land acquisitions for road building was necessary. They all seemed nice-to-have and part of the strategic plan for the city. However, I believe we find ourselves in a financial position that requires us to focus on must-haves. | | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 15. Beltway to Gillis Road | | | Nice to have, not a necessity! | |
| 16. Beltway Drive to Arapaho Road | | | Nice to have | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 15. Beltway to Gillis Road | NOT a single additional property of any kind should be undertaken until the Town can prove that it can maintain what it has, can properly budget for maintenance and upkeep and has a use for the additional property. This is NOT NECESSARY and the timing is highly inappropriate to consider with the other more demanding needs for financing. | Can Farmers Branch help? If not, don't bother. | |
| 16. Beltway Drive to Arapaho Road | See number 15 comment | Don't waste time on this project as Dallas would probably reject. | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 17. Landmark Boulevard to Dallas North Tollway | | I was not convinced that any of the land acquisitions for road building was necessary. They all seemed nice-to-have and part of the strategic plan for the city. However, I believe we find ourselves in a financial position that requires us to focus on must-haves. | | | |
| 18. North Beltwood Parkway to Inwood Road | | I was not convinced that any of the land acquisitions for road building was necessary. They all seemed nice-to-have and part of the strategic plan for the city. However, I believe we find ourselves in a financial position that requires us to focus on must-haves. | If a developer thinks it is important let them roll it into their proposal to the city. Little need for access to Inwood from the west. Costly right of way acquisition. | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 17. Landmark Boulevard to Dallas North Tollway | | | While this also could be a nice to have its not much money and it makes sense to me. | |
| 18. North Beltwood Parkway to Inwood Road | | | While this also could be a nice to have, it makes sense to me too include. | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 17. Landmark Boulevard to Dallas North Tollway | See number 15 comment | | |
| 18. North Beltwood Parkway to Inwood Road | See number 15 comment | Inwood study recommends | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 19. Beltway Drive to Inwood Road | | I was not convinced that any of the land acquisitions for road building was necessary. They all seemed nice-to-have and part of the strategic plan for the city. However, I believe we find ourselves in a financial position that requires us to focus on must-haves. | If a developer thinks it is important let him roll it into his proposal to the city. | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 19. Beltway Drive to Inwood Road | | | | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 19. Beltway Drive to Inwood Road | See number 15 comment | | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 20. Artist Way to Addison Road | | I was not convinced that any of the land acquisitions for road building was necessary. They all seemed nice-to-have and part of the strategic plan for the city. However, I believe we find ourselves in a financial position that requires us to focus on must-haves. *I am especially not convinced of this one. When we created the dog park, we wanted it to be community only. this move would bring in more traffic to that park, making it less safe for everyone who walks over with their dogs. | Most calls for service to Addison police are at intersections along Addison Rd. Don't add another intersection. If a developer wants the street, let him roll it into proposal to the city. Calls for service from Addison Police is predominately at intersections along Addison Rd- why add another intersection? | | Important for future Cotton Belt development |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 20. Artist Way to Addison Road | | | | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 20. Artist Way to Addison Road | see comment number 15 | Not critical | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| 21. Special Area Study Strategic Land Acquisition | | While this meets our criteria for good, effective management and would help with econ dev, I believe the market should decide the best and highest use with the city's advise and consent. I would not vote for this project, and feel that if it is included, that those who disagree philosophically with the city helping developers buy land will vote down the entire bond package. This is the sort of project that makes the news and gets negative attention. | Developers can also acquire land | | $15M is a lot of $ but with the proper development will greatly increase the tax base |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| 21. Special Area Study Strategic Land Acquisition | | | This is "opportunity" money that the Town needs to have in order to acquire valuable assets. | |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| 21. Special Area Study Strategic Land Acquisition | Town has not "strategically studied what, where, why and use of what we have NOW. Do not need any SPECIAL study as outlined, since if the present structures/property are reviewed there will be plenty to "STUDY". | Revitalizing Inwood Road could benefit from strategic land acquisition as could Midway. Possibly some by airport. | |

Comments on Individual Projects

| Person | 1 | 2 | 4 | 6 | 7 |
|---|---|---|---|---|---|
| Please add any other comments about these criteria here,. | | I haven't seen/heard any reference to the impact our new DART Cotton Belt station is expected to have on these various assets and how that impacts the towns previously approved strategic plans and transportation plans. Those might make some of the transport projects more important. | | | |

Comments on Individual Projects

| Person | 11 | 15 | 18 | 21 |
|---|---|---|---|---|
| Please add any other comments about these criteria here,. | | | We want to improve the quality of life for all the Addison residents. We want to live in a safe and secure Town that is fiscally responsible. | I found this format to be difficult... It is hard to make such weighty decisions in this format. |

Comments on Individual Projects

| Person | 23 | 25 | Staff |
|---|---|---|---|
| Please add any other comments about these criteria here,. | "Transportation" had "walkability" - listed, I guess this for all 250 that walk anywhere.<br>"Economic" etc- left off The Town must be the PARTNER for each business or Addison becomes a ghost town.<br>"Management", "Direction", "Asset", "Fiscal"- these are directly the result of our city council, directors and employees doing the right thing, morally and ethically, not a BOND issue. | | |

**Community Bond Advisory Committee Meeting**
**Meeting Notes**
May 2, 2019

The seventh meeting of the Community Bond Advisory Committee was held on May 2, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Taylor Bowen, Lary Brown, Colleen Campbell, Robert Catalani, Mary Jo Cater, Nancy Craig, Chris DeFrancisco, Ralph Doherty, Kent Domingue, Jerry Dougan, Darren Gardner, Margie Gunther, Brooks Haley, Susan Halpern, Edwin Keith, JT McPherson, Jimmy Niemann, Liz Oliphant, Suzann Oliver, Eileen Resnik, Craig Reynolds, Jason Rivera, Nancy Williams and Rob Wright.

**Staff members present**: Olivia Riley, Rob Bourestom, Hamid Khaleghipour, Shawn Cheairs, Janna Tidwell, Amanda Turner, Ashlee Powell, Charles Goff and Lisa Pyles.

**Council Members present:** Marlin Willesen and Ivan Hughes.

Ralph Doherty opened the meeting with the approval of the April 18th meeting notes.

Karen Walz from Strategic Community Solutions reviewed the survey results from the online survey given to both committee members and Town staff.

During and after the presentation, the Committee asked several questions.

**Is it common for a bond committee and municipal staff to have such similar results on a proposed bond survey?**

While it is not uncommon for staff and committee members to have similar ideals for what a municipality needs, the similarity in the results from Addison were higher than usual.

**With a bond committee that is as small as this one, could one person's voting input sway the results?**

No outlier data was evaluated for the results of our study. We took an overall average of all the voting results to score the proposed projects. With this, a singular vote to one extreme would not alter the overall average to the point of significantly affecting the associated projects rank.

**How much does the Town have in cash or liquid assets? Why would we borrow money if we have enough cash on hand to pay for the proposed projects?**

Currently the Town has approximately $90 Million in liquid assets and cash, most of that money is designated for current projects and the rest is reserved as an operational safeguard. We issue debt to spread out payments over a long period of time and share the tax burden over generations.

The committee discussed which projects to include in the bond propositions and at what level to include them. Attached is a summary of those projects selected.

The next Committee meeting will be on May 9, 2019 at the Addison Tree House Event Room, 14681 Midway Road, Suite 200 from 5:30 to 7:30. The subject will be a discussion of propositions to propose.

The meeting was adjourned at 7:30.

## Community Bond Advisory Committee
## Projects Under Consideration

| # | Projects | $M |
|---|---|---|
| 3 | Roof Replacements on Town-owned Buildings | 4.000 |
| 4 | Police Gun Range Air Filtration System | 0.360 |
| 5 | HVAC Replacement at Town-owned Buildings | 1.535 |
| 8 | Les Lacs Pond Improvements | 3.282 |
| 9 | Trail Rehabilitation, Expansion, and Wayfinding Elements | 0.413 |
| 10 | Keller Springs Road | 12.900 |
| 11 | Airport Parkway | 9.400 |
| 12 | Quorum Drive | 26.302 |
| 13 | Montfort Drive | 7.300 |
| 21 | Special Area Study Strategic Land Acquisition | 15.000 |
| | **Recommended Project Sub-Total** | **80.492** |

## Modified Projects Under Consideration

| # | Projects | $M |
|---|---|---|
| 1 | Advanced Traffic Management System | 0.600 |
| 2 | Improvements needed to address ADA compliance | 1.500 |
| 6 | AAC Locker Room and Gymnasium/Track Improvements | 1.919 |
| 7 | AAC Pool Modernization | 1.009 |
| | **Modified Project Sub-Total** | **5.028** |

## Deferred Projects

| # | Projects | $M |
|---|---|---|
| 14 | Addison Road | 64.600 |
| 15 | Beltway to Gillis Road | 20.300 |
| 16 | Beltway Drive to Arapahoe Road | 12.600 |
| 17 | Landmark Boulevard to Dallas North Tollway | 1.500 |
| 18 | North Beltwood Parkway to Inwood Road | 7.200 |
| 19 | Beltway Drive to Inwood Road | 16.100 |
| 20 | Artist Way to Addison Road | 1.400 |
| | **Deferred Project Sub-Total** | **123.700** |

## Total

| | | |
|---|---|---|
| | **Total Recommended** | **85.520** |

# MEETING MAY 09, 2019 299

AGENDA 300
NOTES 301

# Bond Advisory Committee

Agenda

May 9, 2019

5:30 – 7:30

| | | |
|---|---|---|
| 1. | Welcome | Ralph Doherty |
| 2. | Approval of Notes from May 2, 2019 Meeting | Ralph Doherty |
| 3. | Discuss Final Project Selection | Ralph Doherty, Committee |
| 4. | Discussion of Propositions | Ralph Doherty, Committee |
| 5. | Discussion of DRAFT Final Report | Ralph Doherty, Committee |
| 6. | Next meeting –<br>a. May 23, 2019, 5:30 to 7:50 Addison Tree House Final Report to Council | |
| 7. | Closing | Ralph Doherty |

**Community Bond Advisory Committee Meeting**
**Meeting Notes**
May 9, 2019

The seventh meeting of the Community Bond Advisory Committee was held on May 9, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Taylor Bowen, Juli Branson, Lary Brown, Colleen Campbell, Robert Catalani, Mary Jo Cater, Nancy Craig, Chris DeFrancisco, Ralph Doherty, Kent Domingue, Jerry Dougan, Margie Gunther, Brooks Haley, Edwin Keith, JT McPherson, Jimmy Niemann, Liz Oliphant, Suzann Oliver, Eileen Resnik, Craig Reynolds, Jason Rivera, Virginia Wallace, Nancy Williams and Rob Wright.

**Staff members present**: Wes Pierson, Ashley Mitchell, Olivia Riley, Rob Bourestom, Hamid Khaleghipour, Shawn Cheairs, Janna Tidwell, Amanda Turner, Ashlee Powell, Charles Goff and Lisa Pyles.

**Council Members present:** Marlin Willesen and Ivan Hughes.

Ralph Doherty opened the meeting proposing approval of the May 2nd meeting notes. Minor changes will be made to the notes and they will be presented again for approval.

The committee discussed which projects to include in their recommendation to the Council and how to divide them into propositions.

During and after the presentation, the Committee asked several questions.

**Can the Town acquire land without money from bond proceeds?**

The Town can purchase land without a bond proposition, however, this will be a difficult task as the Town may then not have the money on hand to purchase the property when it becomes available. Having bond monies set aside for land purchase allows the Town the flexibility to be proactive in purchasing available land when it is first on the market. If the Town must wait for or find the necessary funding, an opportunity to purchase the property might be lost.

**Why do we include all the different roads into one bond program when the work will not be started on some projects for 6 or more years, and we could potentially have another bond issuance by that time?**

Yes, the decision could be made to include only those roads that could be done in the near future and the rest could be reserved for a subsequent bond election. Putting a number of streets in one

bond program, however, allows staff to plan for the future design and then construction more efficiently.

**Would the Town issue bond money for all roads in one proposition at the same time?**

No, the debt would only be issued when the funding is needed for a specified project and not before.

The committee discussed which projects to include in the bond propositions and at what level to include them. Attached is a summary of the projects selected, and the associated propositions to include them in.

The next Committee meeting will be on May 23, 2019 at the Addison Tree House Event Room, 14681 Midway Road, Suite 200 from 5:30 to 7:30. The subject will be the final report.

The meeting was adjourned at 7:00.

| | | |
|---|---|---|
| **Proposition 1: Roads (East West)** | **$** | **22,900,000** |
| Advanced Traffic Management System | $ | 600,000 |
| Reconstruction of Keller Springs Road | $ | 12,900,000 |
| Reconstruction of Airport Parkway | $ | 9,400,000 |
| **Proposition 2: Roads (North South)** | **$** | **33,602,000** |
| Reconstruction of Quorum Drive | $ | 26,302,000 |
| Reconstruction of Montfort Drive | $ | 7,300,000 |
| **Proposition 3: Buildings** | **$** | **7,395,000** |
| Improvements Needed to Address Americans with Disabilities Act Compliance | $ | 1,500,000 |
| Roof Replacements | $ | 4,000,000 |
| Police Gun Range Air Filtration System | $ | 360,000 |
| HVAC Replacements | $ | 1,535,000 |
| **Proposition 4: Recreation and Lifestyle** | **$** | **6,723,002** |
| Athletic Club Improvements – | | |
| Locker Room Reconfiguration and Firewall Improvement | $ | 1,556,035 |
| Gymnasium and Track Improvements | $ | 462,679 |
| Pool Modernization | $ | 1,009,453 |
| Les Lacs Pond Improvements | $ | 3,282,110 |
| Trail Rehabilitation, Expansion, and Addition of Wayfinding Elements | $ | 412,725 |
| **Proposition 5: Investment in the Future** | **$** | **15,000,000** |
| Special Area Study – Strategic Land Acquisition | $ | 15,000,000 |
| | | |
| **Total all Propositions** | **$** | **85,620,002** |

# MEETING MAY 23, 2019 304

**AGENDA** 305
**NOTES** 306

# Bond Advisory Committee

Agenda

May 23, 2019

5:30 – 7:30

| | | |
|---|---|---|
| 1. | Welcome | Ralph Doherty |
| 2. | Approval of Notes from May 9, 2019 Meeting | Ralph Doherty |
| 3. | Discussion of DRAFT Final Report | Ralph Doherty, Committee |
| 4. | Final Report to Council – June 11, 2019 | Ralph Doherty |
| 5. | Plans for June 11, 2019 Meeting | Ralph Doherty |
| 5. | Closing | Ralph Doherty |

**Community Bond Advisory Committee Meeting**
**Meeting Notes**
May 23, 2019

The ninth meeting of the Community Bond Advisory Committee was held on May 23, 2019 at the Addison Treehouse Event Room.

**The committee members present**: Bruce Arfsten, Taylor Bowen, Juli Branson, Lary Brown, Robert Catalani, Mary Jo Cater, Chris DeFrancisco, Ralph Doherty, Kent Domingue, Jerry Dougan, Darren Gardner, Margie Gunther, Susan Halpern, Edwin Keith, JT McPherson, Denise Quintanilla, Craig Reynolds, Jason Rivera, Virginia Wallace, Nancy Williams and Rob Wright.

**Staff members present**: Wes Pierson, Ashley Mitchell, Olivia Riley, Rob Bourestom, Hamid Khaleghipour, Janna Tidwell, Amanda Turner, Ashlee Powell, Wilson Kakembo, Charles Goff and Lisa Pyles.

**Council Members present:** Marlin Willesen and Ivan Hughes.

The committee discussed the final Community Bond Advisory Committee Report to be presented to City Council.

This was the last Committee meeting to be held. The Committee will next present the final report to the City Council on June 11, 2019.

The meeting was adjourned at 7:15.

**PRESENTED PROJECT COSTS AND ASSET MANAGEMENT SCORE 307**

| | Project | Asset Management Score | Cost |
|---|---|---|---|
| 1 | Smart City | N/A | $ 5,000,000 |
| 2 | ADA Improvements | YELLOW | $ 3,800,000 |
| 3 | Roof Replacements | RED | $ 4,100,000 |
| 4 | Police Gun Range Air Filtration | N/A | $ 360,000 |
| 5 | HVAC Replacements | RED | $ 1,535,000 |
| 6 | Athletic Club Master Plan | YELLOW | $ 4,961,326 |
| 7 | Athletic Club Associated Projects | N/A | $ 4,742,167 |
| 8 | Les Lacs Pond | YELLOW | $ 3,282,110 |
| 9 | Trail Rehab, Expansion, Wayfinding | N/A | $ 412,725 |
| 10 | Keller Springs Reconstruction | RED | $ 12,900,000 |
| 11 | Airport Parkway Reconstrution | RED | $ 9,400,000 |
| 12 | Quorum Drive Reconstruction | RED | $ 26,302,000 |
| 13 | Montfort Drive Reconstruction | RED | $ 7,300,000 |
| 14 | Addison Road Reconstruction | YELLOW | $ 64,600,000 |
| 15 | Beltway to Gillis Road | N/A | $ 20,300,000 |
| 16 | Beltway to Arapaho Road | N/A | $ 12,600,000 |
| 17 | Landmark Blvd to DNT | N/A | $ 1,500,000 |
| 18 | North Beltwood Drive to Inwood Road | N/A | $ 7,200,000 |
| 19 | Beltway Drive to Inwood Road | N/A | $ 16,100,000 |
| 20 | Artist Way to Addison Road | N/A | $ 1,400,000 |
| 21 | Special Area Studies Land Acquisition | N/A | $ 15,000,000 |
| | | | **$ 222,795,328** |

# FINAL PROPOSITION RECOMMENDATIONS WITH ASSET MANAGEMENT SCORES AND PROJECTED COSTS 309

| | | |
|---|---|---|
| **Proposition 1: Roads (East West)** | **Asset Management Score** | **$ 22,900,000** |
| Advanced Traffic Management System | N/A | $ 600,000 |
| Reconstruction of Keller Springs Road | RED | $ 12,900,000 |
| Reconstruction of Airport Parkway | RED | $ 9,400,000 |
| **Proposition 2: Roads (North South)** | | **$ 33,602,000** |
| Reconstruction of Quorum Drive | RED | $ 26,302,000 |
| Reconstruction of Montfort Drive | RED | $ 7,300,000 |
| **Proposition 3: Buildings** | | **$ 7,395,000** |
| Improvements Needed to Address Americans with Disabilities Act Compliance | YELLOW | $ 1,500,000 |
| Roof Replacements | RED | $ 4,000,000 |
| Police Gun Range Air Filtration System | N/A | $ 360,000 |
| HVAC Replacements | RED | $ 1,535,000 |
| **Proposition 4: Recreation and Lifestyle** | | **$ 6,723,002** |
| Athletic Club Improvements – | | |
| Locker Room Reconfiguration and Firewall Improvement | YELLOW | $ 1,556,035 |
| Gymnasium and Track Improvements | YELLOW | $ 462,679 |
| Pool Modernization | RED | $ 1,009,453 |
| Les Lacs Pond Improvements | YELLOW | $ 3,282,110 |
| Trail Rehabilitation, Expansion, and Addition of Wayfinding Elements | N/A | $ 412,725 |
| **Proposition 5: Investment in the Future** | | **$ 15,000,000** |
| Special Area Study – Strategic Land Acquisition | N/A | $ 15,000,000 |
| | | |
| **Total all Propositions** | | **$ 85,620,002** |