Addison City Council Meeting

September 12, 2023
Addison Conference Centre
15650 Addison Road
Addison, Texas 75001
Amended: Addition Section 4 Council Questions/Answers
Addition 8(a) Updated Presentation

Email comments may be submitted using the Public Comment Form located on Addison's website by 3:00 PM on the meeting day. The meeting will be live-streamed at www.addisontexas.net.

WORK SESSION

The Addison City Council will convene for the Work Session in the Acacia Room beginning at 6:00 PM.

1. **Call Meeting to Order and Announce that a Quorum is Present.**

2. **Pledge of Allegiance.** United States and Texas Flags

3. **Citizen Comments on the Consent Agenda Items.** This item allows citizens to speak on any item listed on the Consent Agenda prior to its consideration. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the beginning of this item.

4. **Council Member Clarification Requests Regarding Consent Agenda Items.**

5. **Council Questions and Answers.**

6. **Closed Meeting.** The Addison City Council will enter a Closed Meeting pursuant to Texas Government Code Sections 551-071 through 090 to discuss the following items:

   a. Section 551.074 (a) (1) Personnel Matters to deliberate the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee.
      - City Secretary Recruitment Process.

7. **Open Meeting.** In accordance with Texas Government Code Chapter 551, the Addison City Council will reconvene in an Open Meeting to consider action, if any, on the matters discussed in the Closed Meeting.

8. **Work Session Reports**

   a. Present and discuss an update on the Les Lacs Pond Improvement Project.

COUNCIL MEETING

The Addison City Council will convene for the Council Meeting beginning at 7:30 PM in the Council Chambers - Buckthorn/Sycamore Rooms.

1. **Proclamations / Presentations**

   a. City Manager's Announcements

   b. Employee Recognition

2. **Public Comment.** The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.

3. **Consent Agenda.** All items listed under the Consent Agenda are considered routine by the City Council and will be enacted by one motion with no individual consideration. If individual consideration of an item is requested, it will be pulled from the Consent Agenda and discussed separately.

   a. Consider action on the Minutes from the August 22, 2023 City Council Meeting.

   b. Consider action on the Minutes from the September 5, 2023 Special City Council Meeting.

   c. Consider action on change order #2 to the contract with Rey-Mar Construction, LLC., for the fiscal year 2023 on-call water and sewer line repairs and authorize the City Manager to execute the change order in an amount not to exceed $100,000.

   d. Consider action on a Resolution approving an agreement for professional engineering services between the Town of Addison and Alliance Geotechnical Group Inc. to perform materials testing services as quality assurance for the materials utilized in the construction of the Keller Springs Reconstruction Project and authorize the City Manager to execute the agreement in an amount not to exceed $118,240.

   e. Consider action on a Resolution approving a Memorandum of Understanding (MOU) between the Town of Addison and the Dallas ISD Police Department setting forth the policies and procedures for the respective police departments when providing services at Dallas ISD facilities in Addison.

4. **Public Hearings.**

   a. Hold a public hearing, present, discuss, and consider action on a request to rezone 10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, from Planned Development (PD) to the Belt Line District, to allow a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and

associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements. Case 1877-Z/Trammell Crow Mixed Use.

b. Hold a public hearing, present, discuss, and consider action on a request to amend the permitted uses and development plans for Planned Development (PD) Ordinance No. O20-53, for a 0.57± acre property located at 4900 Arapaho Road, to allow multifamily residential use, not to exceed one dwelling unit, within a 5-story commercial building. Case 1890-Z/4900 Arapaho Road (One Addison Place PD Amendment).

c. Hold a public hearing, present, discuss, and consider action on a request for a Special Use Permit (SUP) for property located at 4021 Belt Line Road, Suite 107, that is currently zoned Planned Development (PD), through Ordinance No. O17-07, to allow a restaurant with the sale of alcoholic beverages for on-premises consumption. Case 1884-SUP/4021 Belt Line Road, Suite 107 (Luxe).

d. Hold a public hearing, present, discuss, and consider action on a request to amend Special Use Permit (SUP), Ordinance No. O14-022, for property located at 14960 Landmark Boulevard, that is currently zoned Commercial-1 (C-1), to allow the sale of beer and wine for off-premises consumption. Case 1889-SUP/14960 Landmark Boulevard (Holiday Inn Express & Suites).

e. Hold a public hearing, present, discuss, and consider action on an Ordinance of the Town of Addison, Texas approving and adopting the Annual Budget for the Fiscal Year beginning October 1, 2023 and ending September 30, 2024 and making appropriations for each office, department, agency and project of the Town, providing that expenditures for said Fiscal Year shall be made in accordance with the adopted budget, unless otherwise authorized by an Ordinance adopted by the City Council, and providing for emergency expenditures and expenditures as otherwise allowed by law.

f. Hold a public hearing, present, discuss, and consider action on an Ordinance to levy taxes for the Town of Addison, Texas, and to fix and adopt the tax rate of $0.609822 for the Town on all taxable property for the Fiscal Year beginning October 1, 2023 and ending September 30, 2024.

5. **Items for Individual Consideration.**

a. Present, discuss, and consider action on a Resolution approving a Memorandum of Understanding (MOU) between the Town of Addison and High Street Residential, Inc., adopting general development terms for the Trammell Crow Mixed Use project, providing for negotiation of Definitive Agreements that will set forth the specific obligations of the parties with regard to the project, and authorizing the City Manager to execute the MOU.

b. Present, discuss, and consider action on the Fiscal Year 2023-24 Property Tax Revenue Ratification Ordinance.

c. Present, discuss, and consider action on an Ordinance amending Chapter 82 (Utilities), Section 82-76 and Section 82-77 of the Code of Ordinances of the Town by amending sewer rates and water rates for all customer classifications and providing that the changes to the sewer rates and water rates made herein shall be applied to monthly customer bills beginning with the November 2023 billing cycle.

d. Present, discuss, and consider action on an Ordinance regarding the Town of Addison's Texas Municipal Retirement System benefits, adopting a non-retroactive repeating Cost of Living Adjustment (COLA) for retirees and their beneficiaries and authorizing Annually Accruing Update Service Credits and Transfer Updated Service Credits.

e. Present, discuss, and consider action on a Resolution approving a contract agreement between the Town of Addison and Tiseo Paving Company, Inc. for construction services for the Keller Springs Drainage, Utility, and Paving Improvements Project and authorize the City Manager to execute the agreement in an amount not to exceed $16,422,095.75.

f. Consider action on a Resolution accepting the Place 5 Planning & Zoning Commissioner resignation and appointing a new Place 5 member to fill the unexpired term.

6. **Items of Community Interest.** The City Council will have this opportunity to address items of community interest, including: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition; a reminder about an upcoming event organized or sponsored by the Town of Addison; information regarding a social, ceremonial, or community event that was or will be attended by an Addison City Council member or an official; and, announcements involving an eminent threat to public health and safety in Addison that has arisen since posting this agenda.

7. **Adjourn Meeting.**

NOTE: The City Council reserves the right to meet in a Closed Meeting at any time during this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551. Any decision held on such matters will be conducted in an Open Meeting following the conclusion of the Closed Meeting.

THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES. PLEASE CALL (972) 450-7017 AT LEAST 48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.

Posted by: _____
Date posted: _____ Time posted: _____
Date removed from bulletin board: _____
Removed by: _____

City Council **5.**

Meeting Date: 09/12/2023

Department: General Services

AGENDA CAPTION:

Council Questions and Answers.

BACKGROUND:

The Council Questions and Answer document, along with any handout(s) provided during the meeting, will be attached below. Due to the requirement to post the agenda prior to these attachments being created, the Council Questions and Answers document will be uploaded just prior to the meeting. Any handouts presented during the meeting will be added on the next business day.

RECOMMENDATION:

Information only. No action required.

Attachments

Questions/Answers 9-5

Questions/Answers: 9/12/2023

Answers to Council Questions – September 5, 2023

Public Hearing

Item #4. a: Hold a Public Hearing, present, and discuss the Town of Addison's proposed Property Tax Rate for the fiscal year commencing October 1, 2023 and ending September 30, 2024.

Question 1: What is the year over year percentage increase in taxes for the average resident if the proposed tax rate is approved?

Response: The year over year percentage increase in taxes for the average resident would be a 12.3% increase from FY2023 to FY2024. Provided below is a 5-year history of year-over-year percentage increases for the average resident.

	FY2020	FY2021	FY2022	FY2023	FY2024
Average Home Value	$430,659	$432,871	$450,399	$500,652	$587,455
Tax Rate	0.583500	0.608676	0.614660	0.609822	0.609822
Average Taxable Value	$331,280	$335,597	$349,637	$382,732	$429,731
Annual Tax Bill	$1,933.02	$2,042.70	$2,149.08	$2,333.98	$2,620.59
Percent Increase	10.0%	5.7%	5.2%	8.6%	12.3%

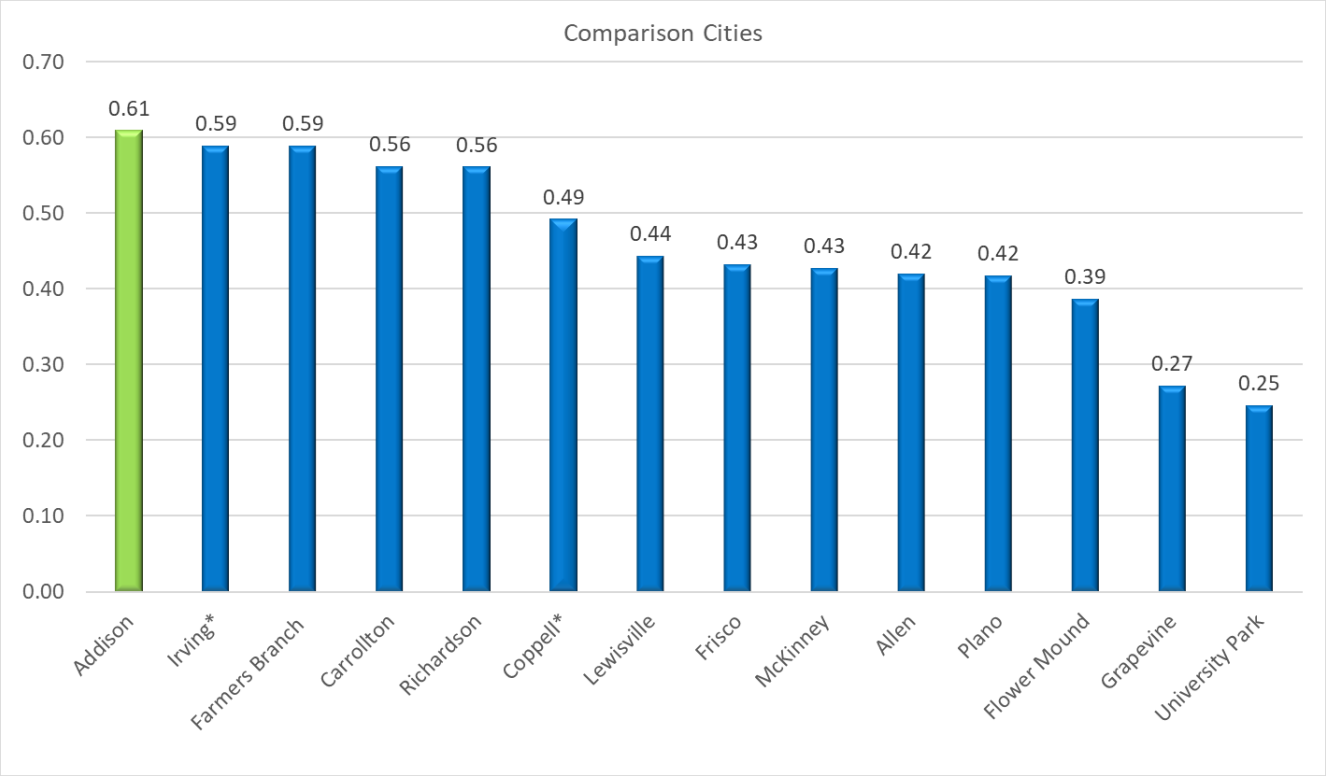
Question 2: Can you please provide the proposed tax rates for each of our comparator cities?

Response: Tax rates for comparator cities are provided below. Please note, all tax rates are proposed tax rates unless otherwise indicated by an asterisk.

Comparison Cities	
City	FY2024 Tax Rate
Addison	0.609822
Irving*	0.589100
Farmers Branch	0.589000
Carrollton	0.562500
Richardson	0.560950

Coppell*	0.491818
Lewisville	0.443301
Frisco	0.432205
McKinney	0.427513
Allen	0.420500
Plano	0.417600
Flower Mound	0.387300
Grapevine	0.271775
University Park	0.245975

(*) = FY2023-24 Adopted Rate



Answers to Council Questions – September 12, 2023

Questions from 9/5 Budget Meeting

Public Hearing

Item #4. a: Hold a Public Hearing, present, and discuss the Town of Addison's proposed Property Tax Rate for the fiscal year commencing October 1, 2023 and ending September 30, 2024.

Question 1: What is the year over year percentage increase in taxes for the average resident if the proposed tax rate is approved?

Response: The year over year percentage increase in taxes for the average resident would be a 12.3% increase from FY2023 to FY2024. Provided below is a 5-year history of year-over-year percentage increases for the average resident.

	FY2020	FY2021	FY2022	FY2023	FY2024
Average Home Value	$430,659	$432,871	$450,399	$500,652	$587,455
Tax Rate	0.583500	0.608676	0.614660	0.609822	0.609822
Average Taxable Value	$331,280	$335,597	$349,637	$382,732	$429,731
Annual Tax Bill	$1,933.02	$2,042.70	$2,149.08	$2,333.98	$2,620.59
Percent Increase	10.0%	5.7%	5.2%	8.6%	12.3%

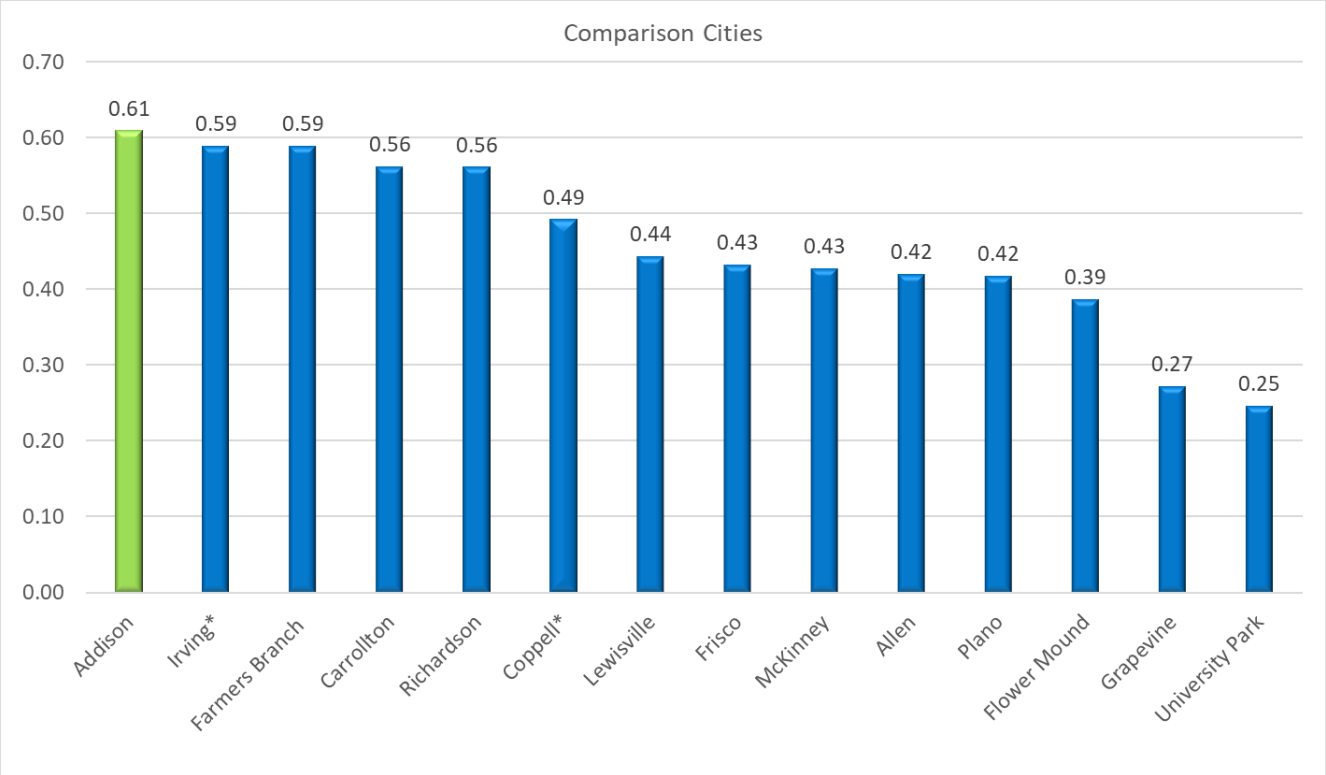
Question 2: Can you please provide the proposed tax rates for each of our comparator cities?

Response: Tax rates for comparator cities are provided below. Please note, all tax rates are proposed tax rates unless otherwise indicated by an asterisk.

Comparison Cities	
City	FY2024 Tax Rate
Addison	0.609822
Irving*	0.589100
Farmers Branch	0.589000
Carrollton	0.562500

Richardson	0.560950
Coppell*	0.491818
Lewisville	0.443301
Frisco	0.432205
McKinney	0.427513
Allen	0.420500
Plano	0.417600
Flower Mound	0.387300
Grapevine	0.271775
University Park	0.245975

(*) = FY2023-24 Adopted Rate



September 12th Council Meeting

Work Session

Item #8.a: Present and discuss an update on the Les Lacs Pond Improvement Project.

Question 1: Was the community update meeting recorded? If not, can we be provided

with:

- Summary
- Attendance numbers
- Questions asked and responses
- Documents presented

Response: The community meeting was not recorded; it is not standard to record informational meetings. However, the information presented in the meeting has been made available on the Town's Major Projects Web Page, which can be found here: https://addisontexas.net/parksrec/les-lacs-pond-improvement-project
Staff will also make an abridged version of the presentation to Council.

Summary: The presentation provided information about:

- **Project Background -** which explained the need for project, the public input process that was utilized to develop the project, and the bond funding that is available for the project.
- **Construction Document Overview -** It was explained there is a base project which includes an HDPE liner with optional costs provided by the contractor for a clay liner, deepening of the pond and alternate bid items. The bids will also include a price from the contractor and estimated construction days to complete the work along with bids for alternate bids items. Typical pond cross sections were presented during the meeting illustrating the existing conditions, proposed conditions and pond edge materials that are being specified.
- **Contractor Procurement Process -** The presentation gave an overview of the competitive sealed proposal process which will utilized for this project. It was explained that this process provides a path to select a contractor based on their bid pricing, qualifications and construction schedule.
- **Construction considerations** - The following information was provided: Working hours, construction access, road closures, construction schedule, fencing, and construction inconveniences such as noise. Diagrams for construction access and storage, perimeter fencing, and alternate walking paths were provided.
- **Conclusion** - Residents were informed that regular project information could be gathered at the Town's Major Projects Webpage, and they were encouraged to sign up for text updates by texting "LESLACS" to 888-777

Attendance Numbers

- There were 94 residents and 6 staff members in attendance.

Questions Asked

Staff did not record every question asked. Most of the questions were asked to clarify or expand on items included in the presentation. Questions not related to the content in the presentation are listed below:

- Are there any environmental safety concerns caused by the project such as construction dust etc.? Staff indicated the project will follow NCTCOG established standards.
- Will there be explosives used which could cause home foundation issues. Staff answered explosives would not be used.
- Could the path around the pond be widened? Staff indicated the walk around the path is not being replaced, only sections that do not meet ADA requirements are being replaced. Staff also indicated early feedback from residents was to not widen the path as to not attract pass through traffic from outside the neighborhood and to not impact the existing trees.
-

Documents Presented

The presentation included in the Council Agenda is a slightly abridged version of what was presented to the community. The full version can be found at the link provided above. At the end of the meeting attendees provide very positive feedback to staff regarding the information presented. Many members voiced support for installation of the clay liner in lieu of the HDPE liner.

Question 2: Can you please provide the line-item projected expenses for the Les Lacs Pond liner project including each alternative?

Response: Staff presented a proposed project to Council for development of a base bid project, that project was established by the $3,282,110 in 2019 bond funds that are available for the project, of which includes $736,100 for professional services. Below is a breakdown of the Opinion of Probable Costs for each item.

Line Item	Cost	Notes
Base Bid Project – HDPE Liner, combined pond edge, ADA improvements, landscape enhancements and retaining walls.	$2,546,010	One of these options will be selected as the base project. Staff will request Council direction once proposals are received.
Clay Liner Option – Base Bid Project with a clay liner in lieu of the HDPE liner.	$2,746,000	
Pond Deepening Option – The base bid project with clay liner in lieu of the HDPE liner and deepening of the pond to 8’	$2,961,000	
Alternate 1 – Fountain with lights	$160,000	These items will be considered individually.

Alternate 2 – Uplighting existing trees	$55,000	Staff will request Council direction on which items should be authorized in addition to the base project once proposals are received.
Alternate 3 – Rain Gardens	$71,000	
Alternate 4 – Brick wall along Beltway	$46,000	

Consent Items

Item #3.c: Consider action on change order #2 to the contract with Rey-Mar Construction, LLC., for the fiscal year 2023 on-call water and sewer line repairs and authorize the City Manager to execute the change order in an amount not to exceed $100,000.

Question 1: Understanding not all hydrant installations are the same, why did the hydrant repair at 3948 Beltway Drive cost $6200.00 more than the replacement at Ponte Avenue?

Response: Both fire hydrants were damaged by cars. The repair on Ponte Ave. was solely for the fire hydrant replacement. The hydrant on Beltway Drive required a new valve, hydrant and moving the hydrant further away from traffic.

Public Hearing

Item #4.a: Hold a public hearing, present, discuss, and consider action on a request to rezone 10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, from Planned Development (PD) to the Belt Line District, to allow a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements. Case 1877-Z/Trammell Crow Mixed Use.

Question 1: On slide 17, what is included in approved and what is the rough phasing? Specifically - example Vitruvian x of units estimated completion date.

Response: The Approved housing quantities on Slide 17 include the following:

- Ownership (182 lots): Addison Grove (120 lots), Cobalt Homes (31 lots), AMLI Treehouse (30 lots), Winnwood-Celestial Estate Lots (1 lot)
- Rental (3,632 units): Vitruvian townhomes (85 units), JPI Addison Heights (286

units), AMLI Treehouse (419 units), Addison Circle TOD (682 units), Vitruvian future development (3,157 new units – 997 existing units = 2,160 units)

UDR has not provided a timeline for the remainder of the project. It is anticipated that their near-term focus will be on the development of vacant land, which is primarily situated south of Farmers Branch creek. In this area, the master plan anticipates three buildings comprising 1,150 units. Based on the past history of this project, staff would anticipate a 7 – 10-year buildout for those buildings.

For the redevelopment of the existing multifamily, staff anticipates completion of that component of the master plan to be 10 – 20 years out.

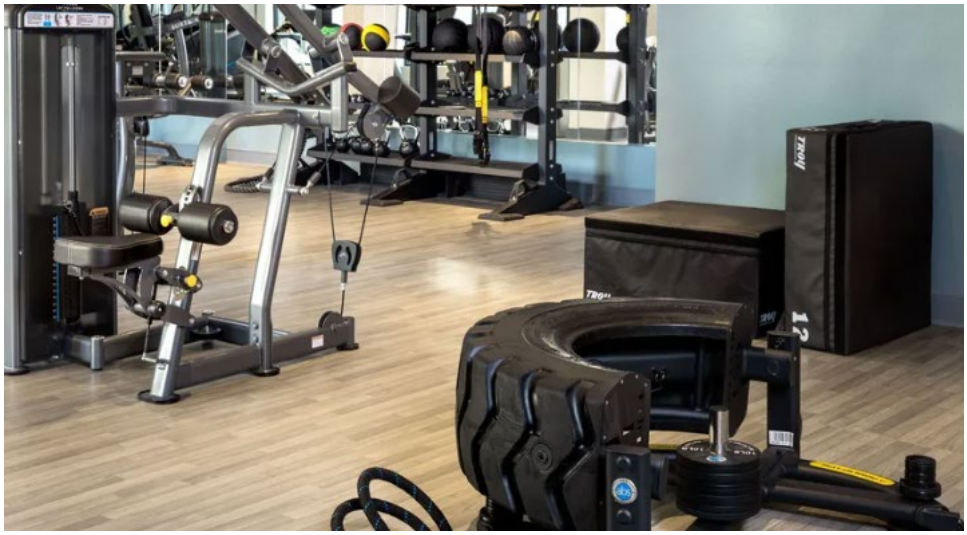
Note that UDR does not have any zoning or building plans in review at this time. To move forward with any new multifamily projects, they would require Development Plan review before P & Z and City Council prior to submitting construction drawings and building permits. As such, it is fair to assume we are unlikely to see construction of a new rental project in Vitruvian initiated prior to 2025.

Question 2: Is there a standard amenities requirement for the apartments? Is a gym a requirement and are the parameters such as square footage, etc.?

Response: No, the Town does not have standard amenity requirements for apartments. This is the typical approach that communities apply to this consideration. With this being a Class A project with adjacency to other Class A projects, high quality amenities are a necessity to justify the construction costs and to achieve the needed rents required for the financial viability of the project. The below images depict the fitness center for a project this developer recently completed in Allen, Texas.

Staff anticipates a similar fitness center for this project. If desired, City Council can seek more detail from the developer during the public hearing.

TRUE
TRUE
TRUE
TRUE


everlast

Question 3: What was the date of the P&Z and Council meetings approving Raising Cane's? It opened in March 2012.

Response: September 26, 2011 and October 11, 2011.

Question 4: Setting aside this project, what would the process look like if a developer wanted to buy a parcel (the Wells Fargo parcel for example) and build a Taco Bell (for example)? Zoning, etc.

Response: If a developer proposed a project that complied with existing zoning, they would need to obtain site development and building permits to proceed with their desired project. If a developer proposed a project that did not comply with the existing zoning, they would need to obtain approval of a rezoning application (similar to the process Trammell Crow is currently in) prior to obtaining site development and building permits for the project.

Question 5: What is the plan for the operation of the current businesses such as Back 9? What if the owner of Back 9 wanted to operate (possibly a new concept) in the new restaurants; what does that look like?

Response: These are private considerations between the current/future property owners and the Back 9. Town staff is not engaged in those private negotiations. If the Back 9 were to participate in this project, they would need to obtain an SUP for restaurant use and alcohol sales in one of the planned restaurant spaces. This consideration applies to any planned restaurant use.

Question 6: What are the expected rental rates for the apartment units? What is the income demographic for the apartment units?

Response: At the community meetings the developer hosted, they shared that the project was planned to have an average rental rate of $2,000 per month. Staff has not discussed income demographics with the developer. Given its surrounding competition and planned average rental rate, it is fair to assume that it would be consistent with other Class A multifamily projects in Addison. If desired, City Council can seek more detail from the developer during the public hearing.

Question 7: Can the developer include a multiuse area that can be used for pickleball and other uses?

Response: The developer has not proposed to include a pickleball court with their project. Instead, they propose the inclusion of three interior courtyards comprising 29,000 square feet in area (inclusive of a 16,000 square foot pool amenity area), 13,000 square feet in amenity/leasing space, a small dog park and a community open space that the townhomes will front on.

While pickleball is becoming a more common development amenity, it is primarily being accommodated with office projects and low-density garden apartments, where there is ample space for a court. If pickle ball courts were to be included, it would likely have to be interior to the multifamily building or in lieu of some of the commercial or townhome development. While pickle ball has rapidly risen in popularity, it is still a niche sport and its participants represent a very small segment of the population. For projects like this, developers need to be thoughtful in crafting amenities that draw the interest of a broad audience.

Question 8: Is the Townhomes traffic access separated from the apartments? Can apartment dwellers use the Townhome entrances to get to the parking garage?

Response: This project is a mixed-use development which benefits and would perform optimally from the highly connected environment presented in the proposed site design. The project includes three access points – Belt Line Road, Runyon Road (with connectivity to Belt Line Road), and Surveyor Boulevard. Access to the townhomes is not separated from the other uses. All residents and visitors to this site can use Surveyor Boulevard to access the site. To mitigate traffic impacts on Beltway Drive, the developer proposes to construct a median to force outbound traffic north on Surveyor Boulevard. They have also designed the parking structure access to allow multifamily residents to most efficiently access their reserved parking areas from the Belt Line Road and Runyon Road access drives.

Question 9: What are the options to postpone the consideration of zoning changes since we are creating a new Comprehensive Plan and have a new Economic Development Director hired that will have some responsibility for attracting housing developers that are aligned with the 2017 Housing Policy?

Response: While this is an approach that the Council could take, staff would not advise relying on either of these conditions as justification for denying this application. Both the Comprehensive Plan update and the initial efforts of the new Economic Development director will take time (the Comprehensive Plan update is a 12 – 15-month project), and not considering zoning changes during that time would have a negative impact on the Town's economic development activities, reputation, and our competitiveness in the region. If it is the Council's desire to deny this application, staff recommends that action be based on specific attributes of this proposal.

Question 10: What are the options if the zoning changes are not passed?

Response: The Town's options would be to: 1) do nothing and wait for the market to present a different opportunity for this property; 2) Carry out a Town-initiated study or rezoning process to account for a different vision for the future of this property and hope that the market will support that new vision; or 3) attempt to acquire the land and develop it via public private partnership.

As explained in the staff report, Option 1 is most likely to lead to fragmented development that presents similar development impacts without the cohesiveness and value presented by a master planned project such as this. Option 2 was already done via the Belt Line redevelopment vision and this proposal strongly meets the intent of that vision as well as the Town's Comprehensive Plan. Option 3 is a policy consideration for City Council;

however, the Town does not currently have funding allocated for this purpose.

Question 11: If this project is not approved. What does the timeline look like for a development including more fee simple units? Example:

- Could be 2 years or so before funding loosens up. [and/or deal timeline below] 2025
- Then 2-3 years before deal materializes - 2028
- Then 2-3 years for build out – 2031

Response: This is not possible to predict, as there may never be a market for a substantial quantity of fee simple housing for this property. The best indicator is the project adjacent to this site – Addison Grove – where the fee simple builder, InTown Homes, is struggling to complete units and sell them at a price point that is best suited for the DFW townhome market. The timeline presented in this question is not realistic. Based on recent moderately sized fee simple projects in Addison – Addison Grove and Meridian Square – 10+ years for planning and buildout would be likely.

Question 12: If this project is not approved, what are the options for the Town buying parcels and selling to a developer (example: with more fee simple housing components)?

Response: This is a policy consideration for the City Council. The Town does not currently have funding allocated for this purpose.

Question 13: Are the Addison Grove Townhomes on schedule? Is the demand strong for the Addison Grove Townhomes?

Response: No, work on the Addison Grove project continues to move at a slower pace than other projects in Town. While progress has been made on the three public parks, the park features are still not completed, and as such, the Town has not taken ownership of these public amenities. Those parks were supposed to be completed in April. Building 2, Block B is nearing completion while Buildings 3 and 4, Block B are in the process of installing drywall. Buildings 6 and 7, Block A are nearing completion while Buildings 1 – 5, Block A are addressing framing, masonry installation, and interior finish out. Buildings 4 and 5, Block A are closest to completion. The most recent phasing plan had Block B being completed in August 2023 and Block A being completed in January 2024. No measurable progress has been made related to the reconstruction of Runyon Road.

Town staff is not involved in the marketing and sales of this project. From what we have observed, homes priced in the $500 - $700K range will sell upon completion. When the

home costs get into the $700 - $900K range, the market for those homes contracts, making them a bit more challenging to sell. Staff has not observed any specific condition that would suggest demand is either weak or strong. It could possibly be inferred that if demand was very strong, there would be greater incentive to complete the project in a timelier manner.

The greatest challenge to the success of this project continues to be the builder, specifically the pace of their work and their ability to comply with the approved plans for the project. Due to the delays noted above, the builder has yet to meet the zoning phasing requirements needed to proceed to home construction on Block C and Block D.

Question 14: What is the expected price range for the Townhomes?

Response: This will be dependent on the townhome builder the developer partners with. Staff would anticipate that they would be similar in cost to the Cobalt Homes project ~ $500 - $600K.

Question 15: What are the options for the developer to increase the number of owned Townhomes?

Response: Staff pushed the developer throughout the review process to maximize the quantity of townhomes. The only economically viable option for the developer would be to eliminate the restaurant plaza and replace it with townhomes. Staff would not support that change as it would negatively impact the quality of the project and it would fail to appropriately buffer the ownership housing from Belt Line Road.

Question 16: What control will the Town have over quality and completion phasing of the Townhomes?

Response: The Town – like other communities – regulates construction quality through zoning and building codes. The proposed Belt Line district zoning, concept plan, and approval conditions will ensure that the form and character of the townhomes are consistent with what the developer is presenting, and the building permitting and inspection process will be utilized to ensure what is constructed meets Town code.

This project is unique from other projects in that it includes a Memorandum of Understanding (MOU) that places additional conditions on the project. One of these conditions is an agreement framework by which the Town would obtain an option to acquire the Townhome lots if a townhome builder does not initiate construction within 2

years of completion of the multifamily component of the project.

Like any other city, once a project is commenced, there is nothing the Town can do to force a builder to move at a certain pace, particularly if the Town is not a financial partner in the project. Trying to achieve this would likely be perceived as a barrier to entry for ownership housing developers, which would conflict with the Town's intent of promoting ownership housing.

Question 17: In the Commission findings,

3. Development Phasing and Property Management Conditions:

B.) The intent of this project is to timely execute a Class A mixed-use development in two phases. If the developer fails to substantially initiate construction for Phase 2 (townhomes) within two (2) years of issuance of a Certificate of Occupancy (CO) for the multifamily component of Phase 1, the developer shall extend an option to purchase to the Town.

Two years is a long time. What is the reasoning? Is this re-defined/updated elsewhere in the documents? Can this be shortened to 3 months?

Response: Feedback we have received from homebuilders suggests that they are best positioned to commit to a project like this once the majority of the site work and multifamily building construction has been substantially completed. This two-year timeframe is very reasonable in that it gives the developer sufficient time to engage a townhome builder, complete any needed development entitlements, and to mobilize for construction on the project. If our goal is to achieve ownership housing, we need to be reasonable with our timelines. As can be seen with Addison Grove and Cobalt Homes, ownership housing does not arrive as efficiently as commercial development in Addison.

Question 18: There were several comment cards read during the August 15, 2023 P&Z meeting, can or have you made these comments available for inclusion in the meeting minutes? (page 61)

Response: Written correspondence sent to Town staff prior to the meeting is attached to the agenda item. Speaker card submittals listing submitter name, address, and position on the case are provided on the last page of the staff report for this item.

Question 19: At the August 15, 2023 P&Z meeting, a 32+ year resident made a comment that Addison Circle is "now accepting section 8 housing" is this accurate? (page 91)

Response: When this topic last came up in January, 2023, staff reached out to property

managers for each of the Addison Circle rental communities. Each property manager said that they do not accept Section 8 housing vouchers, nor do they participate in the program.

Question 20: What are the reasons for requiring setbacks in general? Why does the removal of the setback requirement for the 4th level not pose a challenge? (page 154)

Response: Setbacks are generally required to define the character of the public and private frontage of a street. This is done by providing area for street trees and landscape, pedestrian features such as sidewalks and trails, and in some cases, off-street parking. They are also used to define the relationship between the building frontage and the street.

In this case, there is a both a building setback and building stepback requirement. The setback applies to the whole building, while the stepback only applies to the 4th floor at the Surveyor Boulevard frontage. The stepback requirement is intended to address building scale for buildings that are situated close to the street. Because this plan includes a larger setback of the entire building, the building stepback is not needed.

Question 21: Are there benefits to removing the raised stoop requirements? (page 154)

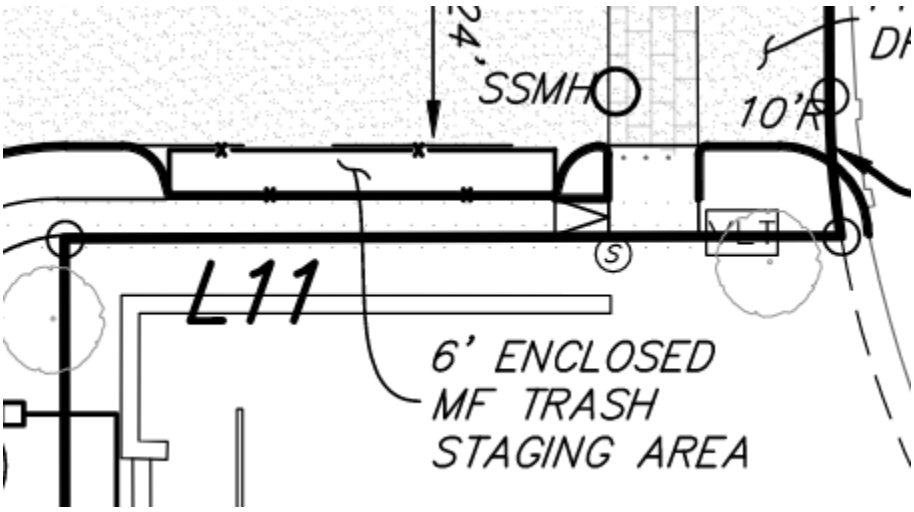
Response: Yes, substituting this condition with the proposed courtyard condition at grade provides more outdoor space to residents and it is also more compatible for occupants with limited mobility.

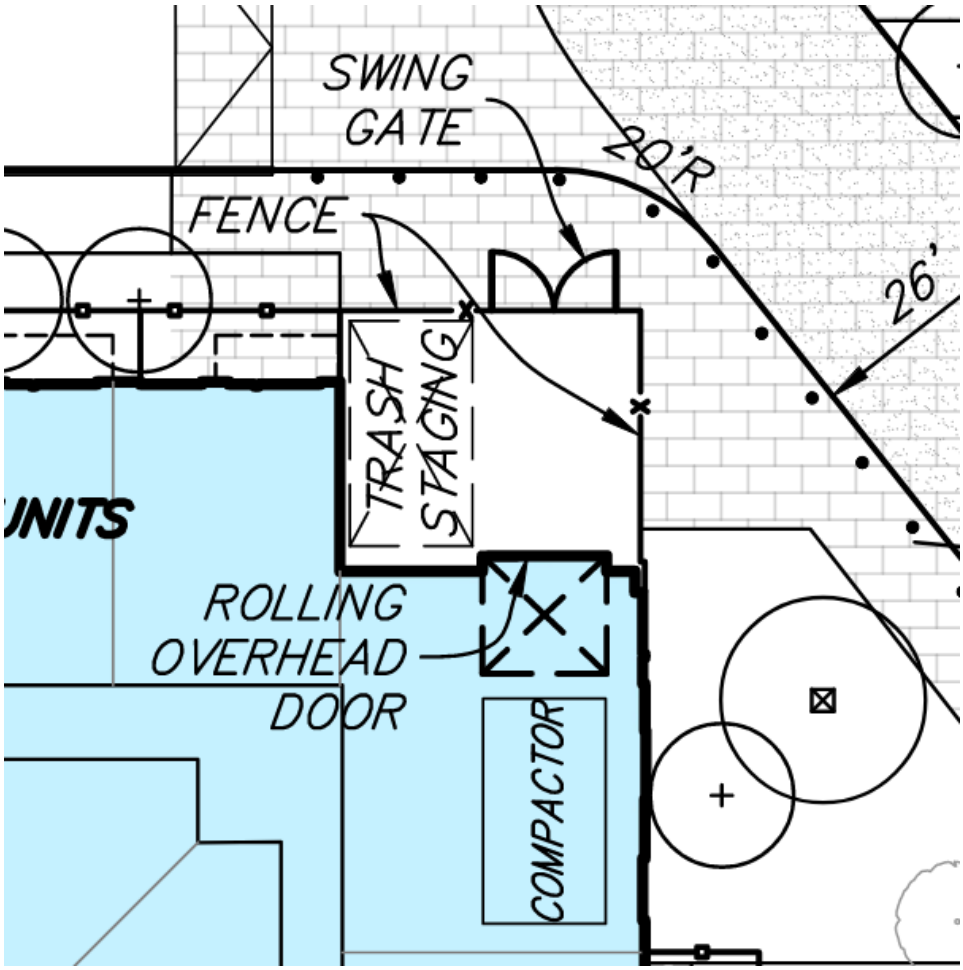
Question 22: Is there visitor parking for the townhomes? (page 158)

Response: Yes, there are 13 visitor parking spaces within the townhome block and another 9 spaces immediately to the north.

Question 23: How are the garbage collection / removal challenges (bins in the streets) at the Addison Groves Apartments avoided with this plan? (page 158)

Response: Trash staging areas throughout this project are situated within screened enclosures. See concept plan excerpts below.


SSMH
10'R
L11
6' ENCLOSED
MF TRASH
STAGING AREA


SWING
GATE
20'R
FENCE
26'
TRASH
STAGING
ROLLING
OVERHEAD
DOOR
COMPACTOR

Question 24: Please give an example of the reuse of a flat parking area. Are there any examples of this type of reuse in Addison? (page 160)

Response: Surface parking lots are the most common example of redevelopment in our region. This can be seen in Downtown/Deep Ellum/Uptown, Dallas, at Collin Creek Mall in Plano, and here in Addison at the AMLI Treehouse project, and in the past, Vitruvian Park.

Question 25: Who was the consultant team for the 2006 Belt Line Corridor Vision effort? Who were the P&Z commissioners during the 2006 Belt Line Corridor Vision effort and was the P&Z commission involved in this effort? (page 161)

Response: The primary consultant was Townscape, led by their principal, the since-deceased Dennis Wilson. RTKL provided urban design support to the project. The appointed Planning and Zoning Commission at that time included Commissioners Bernstein, Chafin, Daseke, Doepfner, Jandura, Meier, and Wood. Staff does not have documentation that details the level of involvement of the Commission. They did take action on the Belt Line district during their March 2006 meeting.

Question 26: Which Comprehensive Plan was amended to adopt the 2006 Belt Line Corridor Vision? (page 161)

Response: The Belt Line Corridor Vision was initially adopted through the amendment of the 1991 Comprehensive Plan. This action went a step further through the codification of the Belt Line zoning district and the identification of planned mixed-use areas along Belt Line (to include the Trammell Crow site) in the 2013 Comprehensive Plan.

Question 27: What issue triggered the amending of the 2015 housing plan? Discussions had at the September 29th, 2016 Council meeting point to a request by Staff and not an outpouring of resident's concerns. (page163)

Response: At the July 12, 2016 City Council meeting, staff sought direction from City Council on the future application of the 2015 Housing Policy. Specifically, staff sought feedback on whether that policy still reflected City Council's goals for future housing development and how density should be considered in any future residential development request. That discussion carried on over the course of several meetings and ultimately resulted in an amendment approved through what is now known as the 2017 Housing Policy.

Question 28: Will the bus transit shelter be of the enhanced design selected during Beltline 1.5 beautification effort? (page 171).

Response: yes, it will be consistent with the design of other bus shelters in the Belt Line

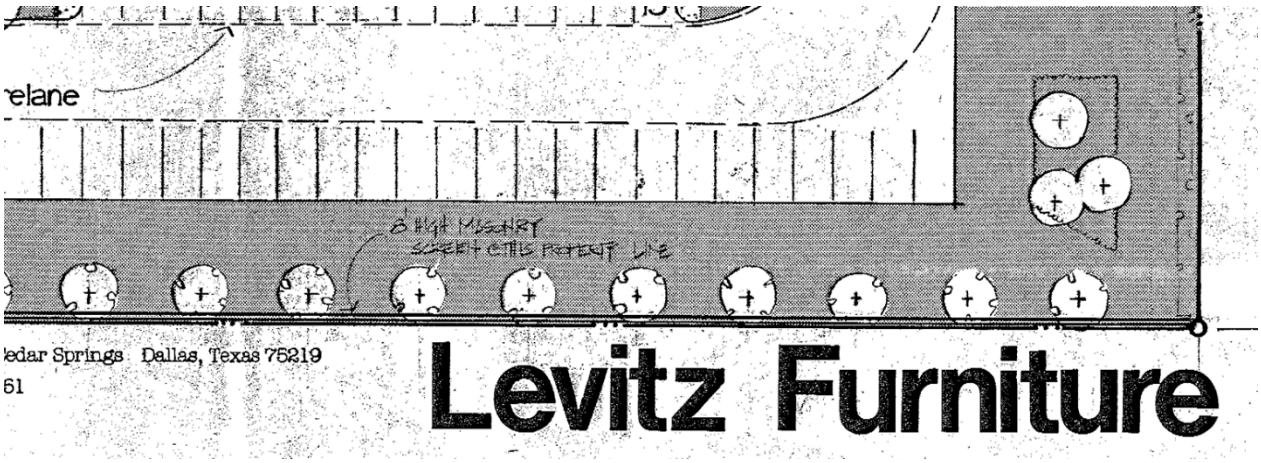
corridor. See example below.

Question 29: In the presentation package slide #15 in regard to the Housing Policy-2017 there is reference to "exceptional projects". With Staff's recommendation of this project, would you share some of the particular features of this project that goes toward meeting this "exceptional" test, or pushing it toward…all the while considering market factors and timing?

Response: In lieu of increasing the proportion of fee simple ownership, the applicant has proposed a true mixed-use development that includes a unique restaurant node and civic space, and a market supported offering of fee simple townhomes. This development proposal models an appropriate mix of uses for future mixed-use projects in Addison, and as such, it merits consideration as an exceptional project that should be considered in spite of the market dynamics that do not position it to comply with all aspects of the policy.

Question 30: It is my understanding from representations made to me as well as contents of presentation/agenda packet, that there are no plans to make any changes to the brick fence already in existence to the south of the property along the north boundary of the existing Walnut Square and Pecan Square projects; and further that the fence is not included in the applicant's acquisition. Do you have any differing information on this?

Response: Based on the initial office site plan from 1982, it appears that this masonry screening wall was constructed with the office project, at the common boundary with what is now Walnut Square and Pecan Square. The developer intends to preserve and maintain this wall and is comfortable with including that as a required condition in their zoning.



Item #4.b: Hold a public hearing, present, discuss, and consider action on a request to amend the permitted uses and development plans for Planned Development (PD) Ordinance No. O20-53, for a 0.57± acre property located at 4900 Arapaho Road, to allow multifamily residential use, not to exceed one dwelling unit, within a 5-story commercial building. Case 1890-Z/4900 Arapaho Road (One Addison Place PD Amendment).

Question 1: Is any part of this building inside the 65 LDN contours? (page 354).

Response: No.

Question 2: Please provide a copy of the current contour map for inclusion in the meeting minutes. (page 354).

Response: A copy of the noise contour map is linked to below.

2023 Addison Airport Noise Contours

Item #4.c: Hold a public hearing, present, discuss, and consider action on a request for a Special Use Permit (SUP) for property located at 4021 Belt Line Road, Suite 107, that is currently zoned Planned Development (PD), through Ordinance No. O17-07, to allow a restaurant with the sale of alcoholic beverages for on-premises consumption. Case 1884-SUP/4021 Belt Line Road, Suite 107 (Luxe).

Question 1: Regarding the aspects of future operators of the property, in your experience have you found this type of endeavor through conditions of standards encumbering future operators to be highly and successfully enforceable, as well as effective?

Response: It is largely dependent on the quality of the operator and property manager. In most cases, compliance is not an issue; however, when there are bad actors, these

conditions at least give the Town more enforcement provisions to address issues that may arise.

Note that on Friday, this applicant requested to withdraw their application. There was additional discussion on this issue on Monday, but the applicant has yet to rescind their withdrawal request.

Items for Individual Consideration

Item #5.a: Present, discuss, and consider action on a Resolution approving a Memorandum of Understanding (MOU) between the Town of Addison and High Street Residential, Inc., adopting general development terms for the Trammell Crow Mixed Use project, providing for negotiation of Definitive Agreements that will set forth the specific obligations of the parties with regard to the project, and authorizing the City Manager to execute the MOU.

Question 1: Will we limit the end of construction hours further to much earlier than 10 pm?

Response: No. That has been the Town's construction work hours since 1982 and it is a common allowance for North Texas municipalities.

City Council **6. a.**

Meeting Date: 09/12/2023

Department: City Manager

AGENDA CAPTION:

Section 551.074 (a) (1) Personnel Matters to deliberate the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee.

- City Secretary Recruitment Process.

BACKGROUND:

Staff will discuss the upcoming City Secretary recruitment process with the Council.

RECOMMENDATION:

Information only. No action required.

City Council **8. a.**

Meeting Date: 09/12/2023

Department: Parks & Recreation
Pillars: Excellence in Asset Management
Milestones: Implement the Asset Management Plan in accordance with the Asset Management Policy, utilizing information systems

---

AGENDA CAPTION:

Present and discuss an update on the Les Lacs Pond Improvement Project.

BACKGROUND:

On August 23, 2023, staff made a presentation to community members regarding information about the Les Lacs Pond Improvement Project. The presentation was made at the Addison Athletic Club and over 90 people were in attendance. The presentation included the following:

- Background information for the project.
- An overview of the construction documents.
- The contractor procurement process and proposed construction schedule.
- Construction considerations.
- Diagrams for construction access and storage, perimeter fencing and alternate walking paths.

The presentation is attached to this agenda and staff will give Council a condensed version of this presentation.

RECOMMENDATION:

Information only, no action required.

Attachments

Presentation - Les Lacs Pond Project

Update presentation

Les Lacs Pond Liner Replacement and Site Improvements Project

Addison City Council 9-12-23

Background

- In 2016 & 2017 Staff made several presentations to Council regarding the failing pond edge and life expectancy of the existing pond liner at Les Lacs Pond. As a result of these presentations, it was determined that staff select a consultant to provide a proposal to begin Schematic level design solutions for:
  - A base project that would remove and replace the pond liner with a simple earthen edge treatment.
  - Look at alternative pond edge treatments for their aesthetic value and durability.
  - Look at additional site and landscape enhancements.
  - Gather public feedback related to the proposed pond edge, site and landscape enhancements.
  - Develop an Opinion of Probable Cost for the options.
- May 23, 2017, Council awarded a contract to Westra Consultants for initial development of Schematic Design and stakeholder involvement for the replacement Les Lacs Pond liner, edge treatments and potential site enhancements.

Background

LEGEND

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

DESIGN TIMELINE: 4 - 6 MONTHS

CONSTRUCTION TIMELINE: 6 - 8 MONTHS

BASE COST - POND DEMOLITION, NEW LINER AND NATURAL EDGE: $790,000

CONCEPT OPTION 1 - POND LANDSCAPE, AMENITY AND SITE IMPROVEMENTS: $297,000

MATERIALS TESTING, CONSTRUCTION ADMINISTRATION, PERMITTING, LANDSCAPE ARCHITECTURE AND ENGINEERING, & SURVEYING SERVICES: $271,750

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 TBG ADDISON LES LACS POND / **ILLUSTRATIVE SITE PLAN - OPTION 1 "BASE CONSTRUCTION ITEM"**

Town of Addison, Texas · Town of Addison · Westra / TBG · 09 April 2019

- Westra Consultants developed a plan for a Base Project which recommended the minimum work that would need to be completed to replace the pond liner, address the failing pond edge, address ADA issues and correct erosion / maintenance concerns.

Background

1 EDGE CONDITIONS

Description - Earthen edge with sod gently sloping and terminating at water line.

Cost - $0

Description - Formed concrete border approximately 12" wide. Color and finish to be determined.

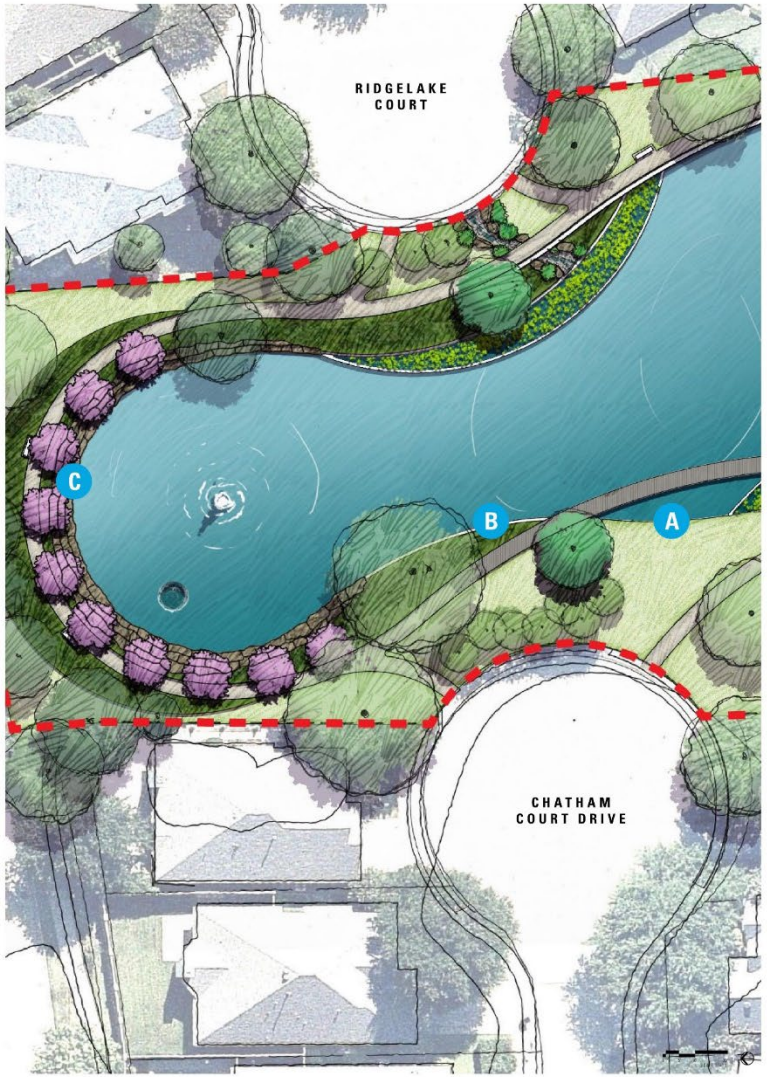
Cost - $632,185

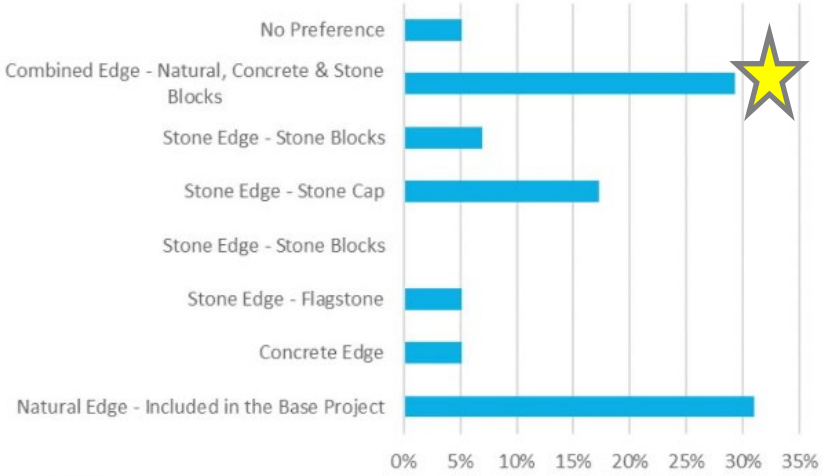
Description - Decorative stone edge to be chosen per residents' preferences. C1) Flagstone edge at consistent width ($). C2) Stone cap, 18" wide, to hang over water's edge ($$). C3) Stone blocks provide seating along edge ($$$).

Cost - $632,185

Description - All three materials (36% Natural / 42% Concrete / 22% Stone Blocks) to be used throughout the site as shown in Option 2.

Cost - $493,200





1

Star denotes staff recommendation made to Council April 2019

Background

2 PLANTING

Description - Variety of container grown native Texas grasses to undulate along the pond edge varying from 24"-36" in height.

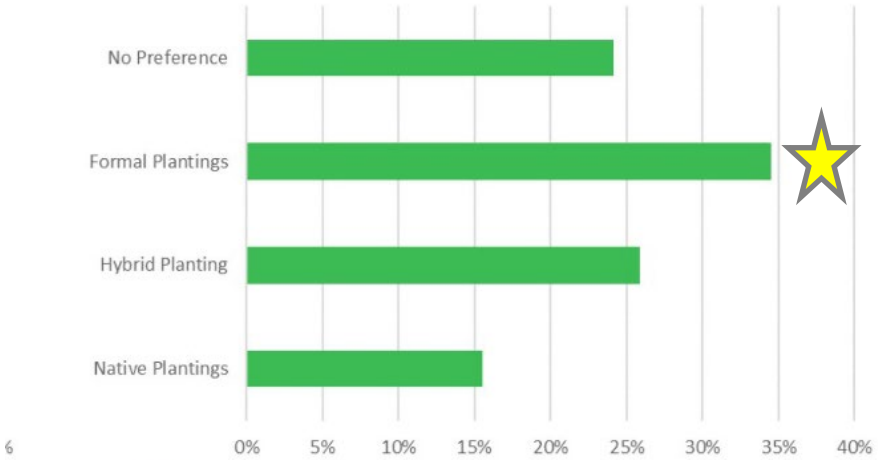
Cost - $792,600

Description - Variety of native Texas grasses and formal planting. Pockets of native Texas grasses integrated with formal planting to meander along the pond edge.

Cost - $792,600

Description - 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.

Cost - $792,600



2

Star denotes staff recommendation made to Council April 2019

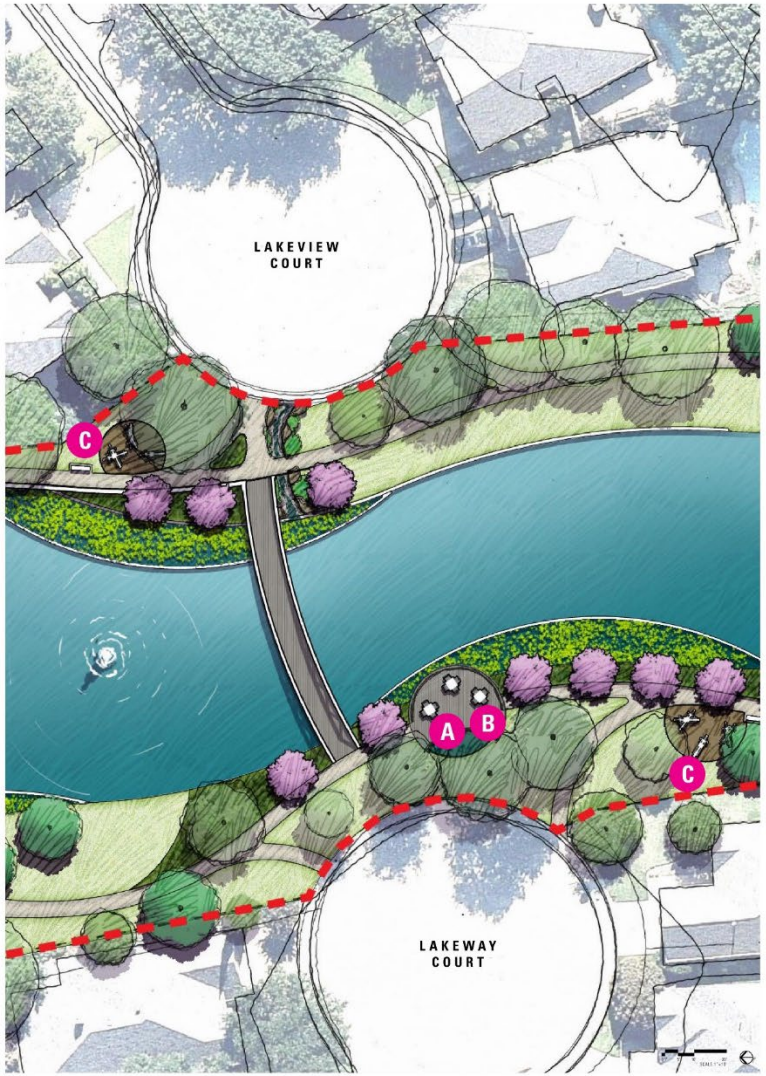
Background

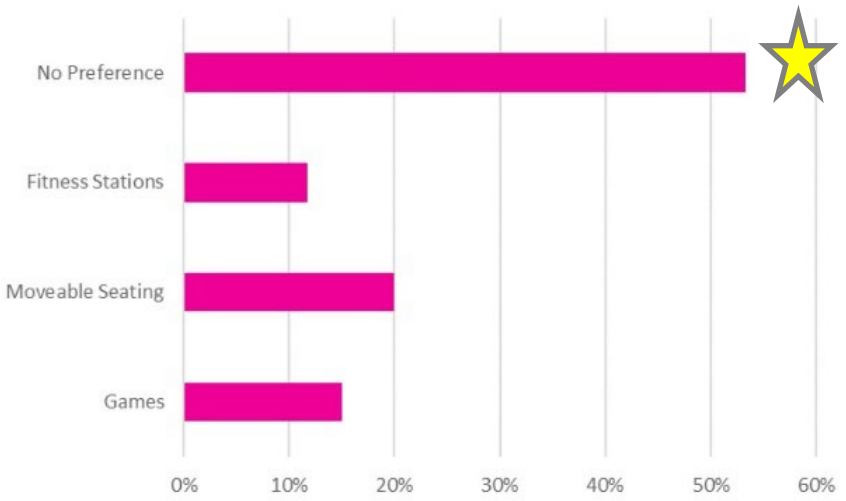
3 INTERACTIVE AMENITIES

Description - Table games to promote community engagement.
Cost - $36,250

Description - Moveable chairs, benches, and tables located on existing decking.
Cost - $81,500

Description - Groupings of two to three metal fitness stations along walking path to provide exercise opportunities.
Cost - $101,500





3

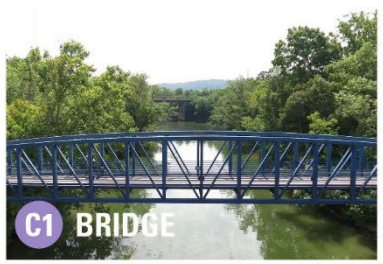
Star denotes staff recommendation made to Council April 2019

Background

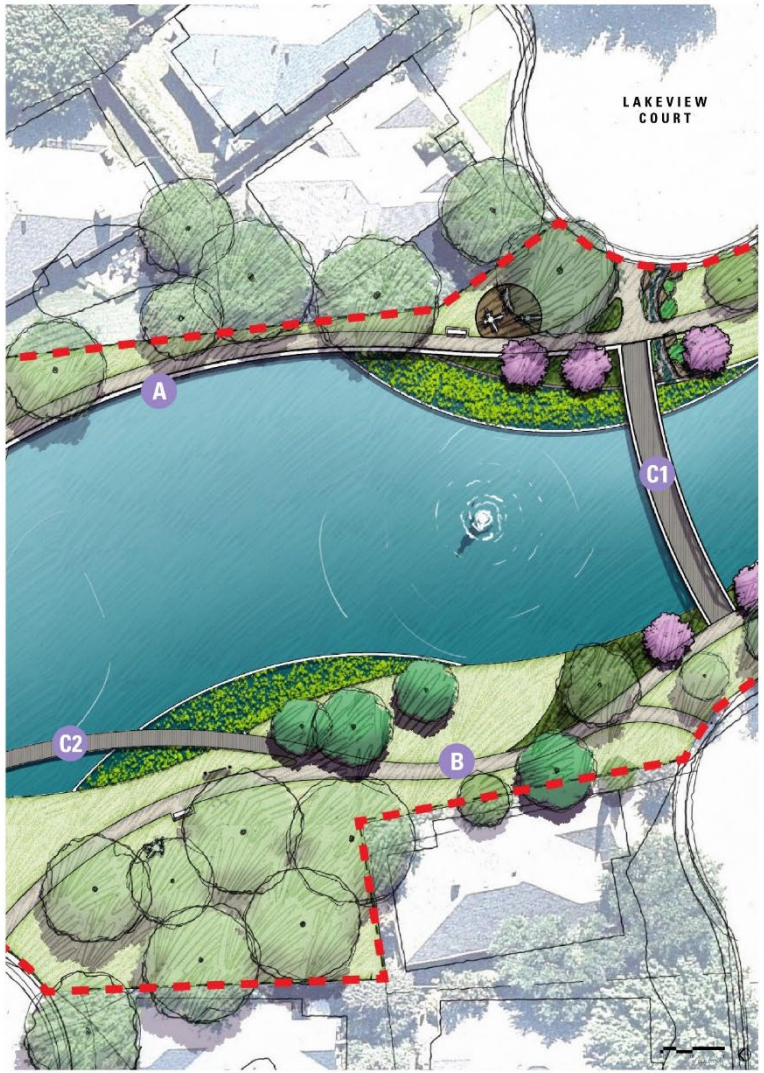
4 SITE IMPROVEMENT AMENITIES

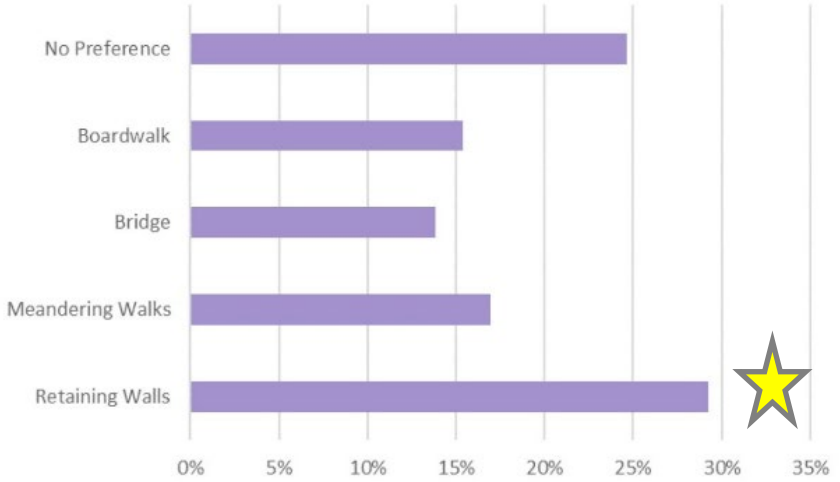
Description - Utilize stone block walls to provide gentle grade change along pond edge.
Cost - $96,300

Description - Undulate straight portions of the concrete walk to provide enhanced walking experience.
Cost - $401,665



Description - 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 to be concrete with wooden rails.
Cost - C1 Bridge $188,500 / C2 Boardwalk $290,000





4

Star denotes staff recommendation made to Council April 2019

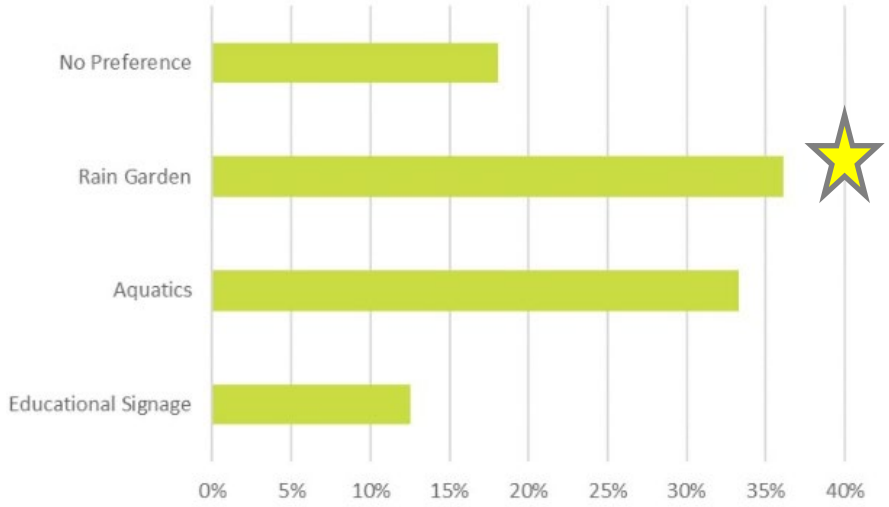
Background

5 ENVIRONMENTAL AMENITIES

Description - Attractive, durable, pedestal signage along trail to educate users about the pond ecosystem.
Cost - $29,000

Description - Aquatic plant material set within the pond to catch and filter stormwater runoff from the neighborhood.
Cost - $229,000

Description - Catch and filter stormwater runoff from the streets by converting concrete flumes into rain-gardens.
Cost - $43,500

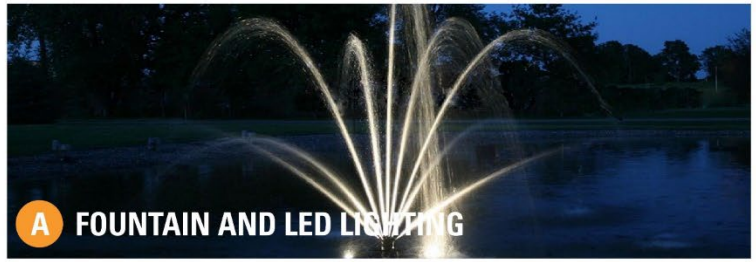


5

Star denotes staff recommendation made to Council April 2019

Background

6 AESTHETIC IMPROVEMENT AMENITIES



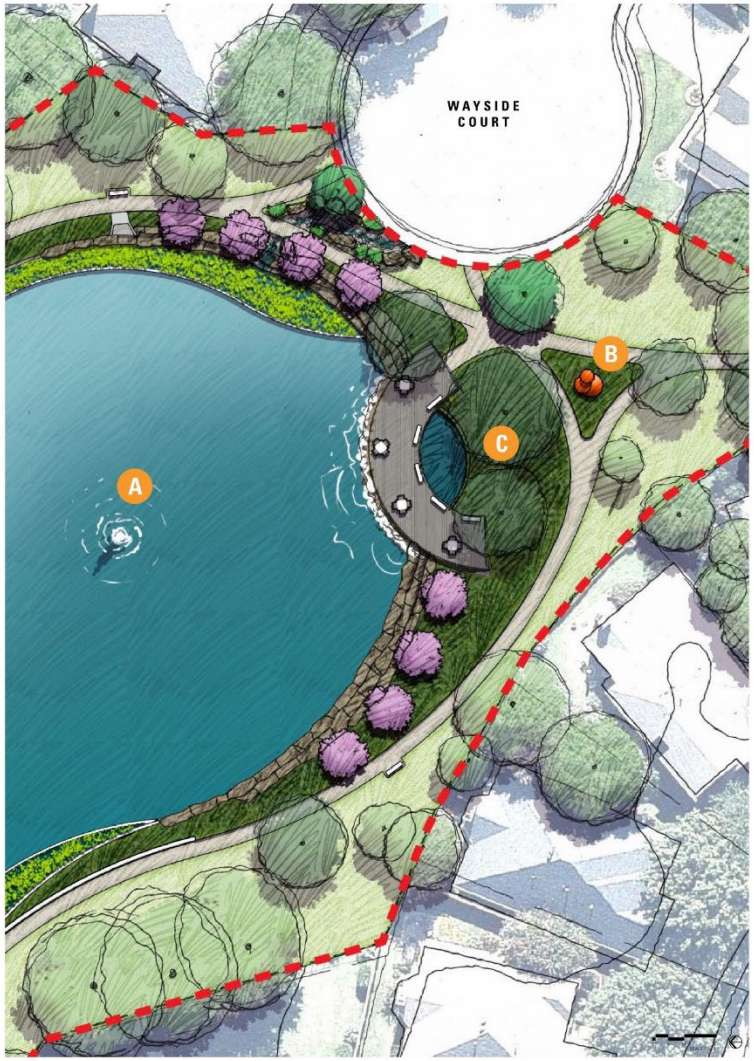
Description - Provide an attractive and functional fountain for water aeration and circulation. Add LED lights.
Cost - $61,625

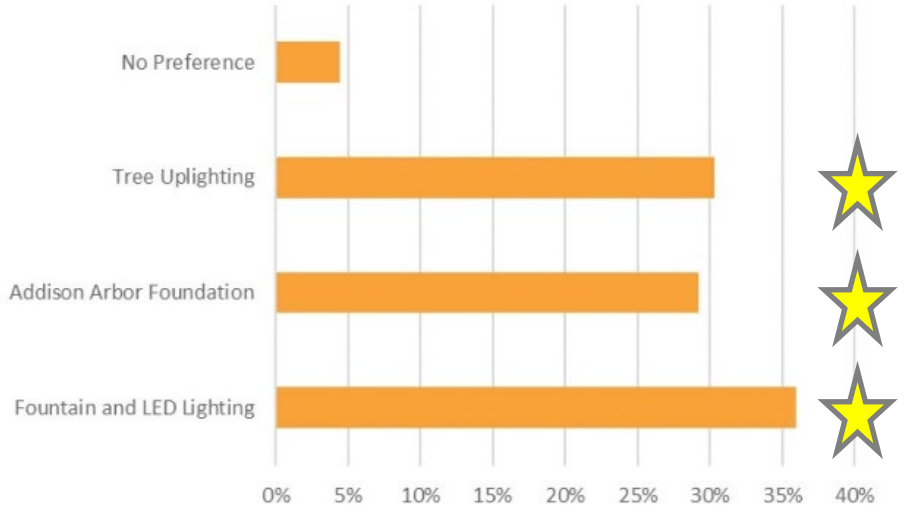
ADDISON ARBOR FOUNDATION

B ART

Description - Provide visual interest with art chosen by the Addison Arbor Foundation.
Cost - $0

Description - Provide tree uplights to enhance evening park experience.
Cost - $68,150





6

Star denotes staff recommendation made to Council April 2019

Background

- Staff used the community's preferences for amenities gathered in Imagine Addison to present a recommended project to the 2019 Bond Election Committee.

- The November 5th, 2019, Bond Election approved $3,282,110 for the Les Lacs Pond Improvements Project as a part of Proposition C. Approved elements of the project, if budget allows are as follows:

  - **BASE BID-POND LINER REPLACEMENT WITH HDPE LINER-(CLAY LINER- ALTERNATE BID 1, CLAY LINER AND DEEPING TO 8'- ALTERNATE BID 2)**

  - **ADA IMPROVEMENTS AND RETAINING WALLS (INCLUDED IN POND LINER BASE BID AND ALTERNATE BIDS 2 AND 3)**

  - **BASE BID- LANDSCAPE (LAKE EDGE COMBINATION OF NATURAL, CONCRETE AND STONE & LANDSCAPE BEDS)**

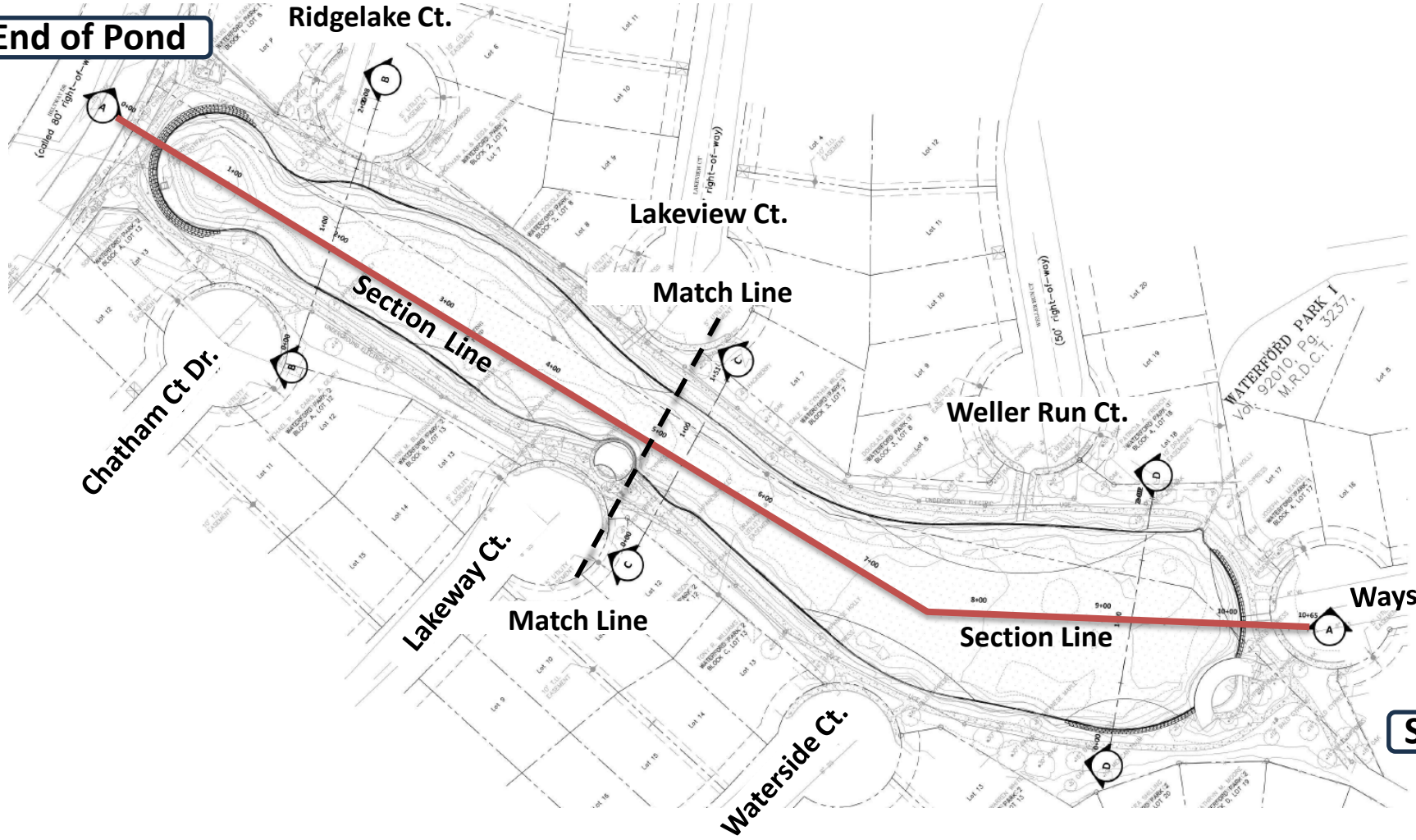
  - **LANDSCAPE ALTERNATE 1- (POND FOUNTAINS & LIGHTS)**

  - **LANDSCAPE ALTERNATE 2- (TREE UPLIGHTS ON EXISTING TREES)**

  - **LANDSCAPE ALTERNATE 3- (RAIN GARDENS AND SIDEWALK CROSSINGS)**

  - **LANDSCAPE ALTERNATE 4- (SCREENING WALL DECORATIVE MOSAIC ALONG BELTWAY DRIVE)**

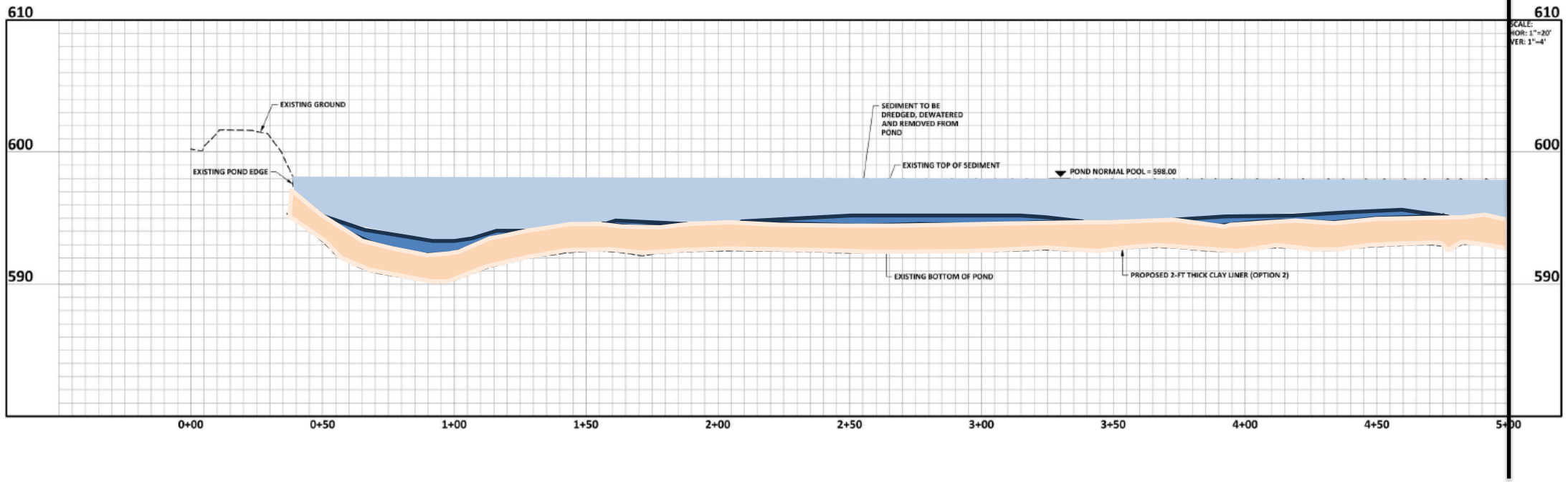
Design- Bathymetric (underwater) Survey



Design- Bathymetric (underwater) Survey

Match Line
North | South

Pond Liner Cross Section A -North End of Pond



Pond- Average depth is approximately 3’

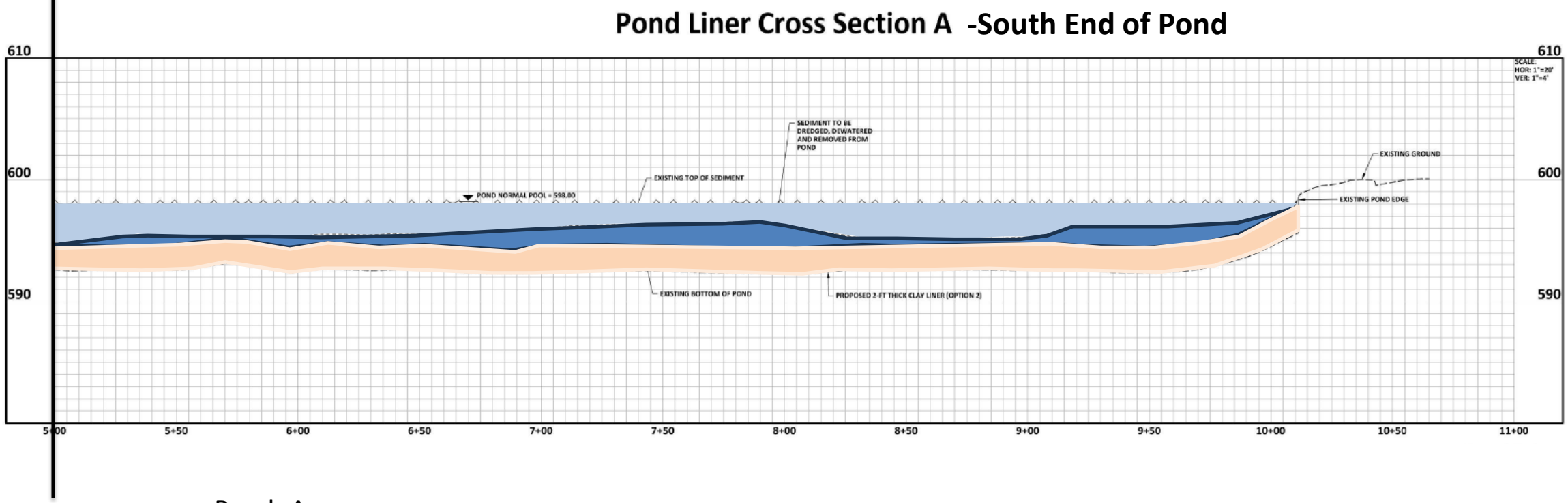
Existing Sediment- Depth varies

Clay Liner- Requires 2’ additional excavation depth

Design- Bathymetric (underwater) Survey

Match Line

North | South



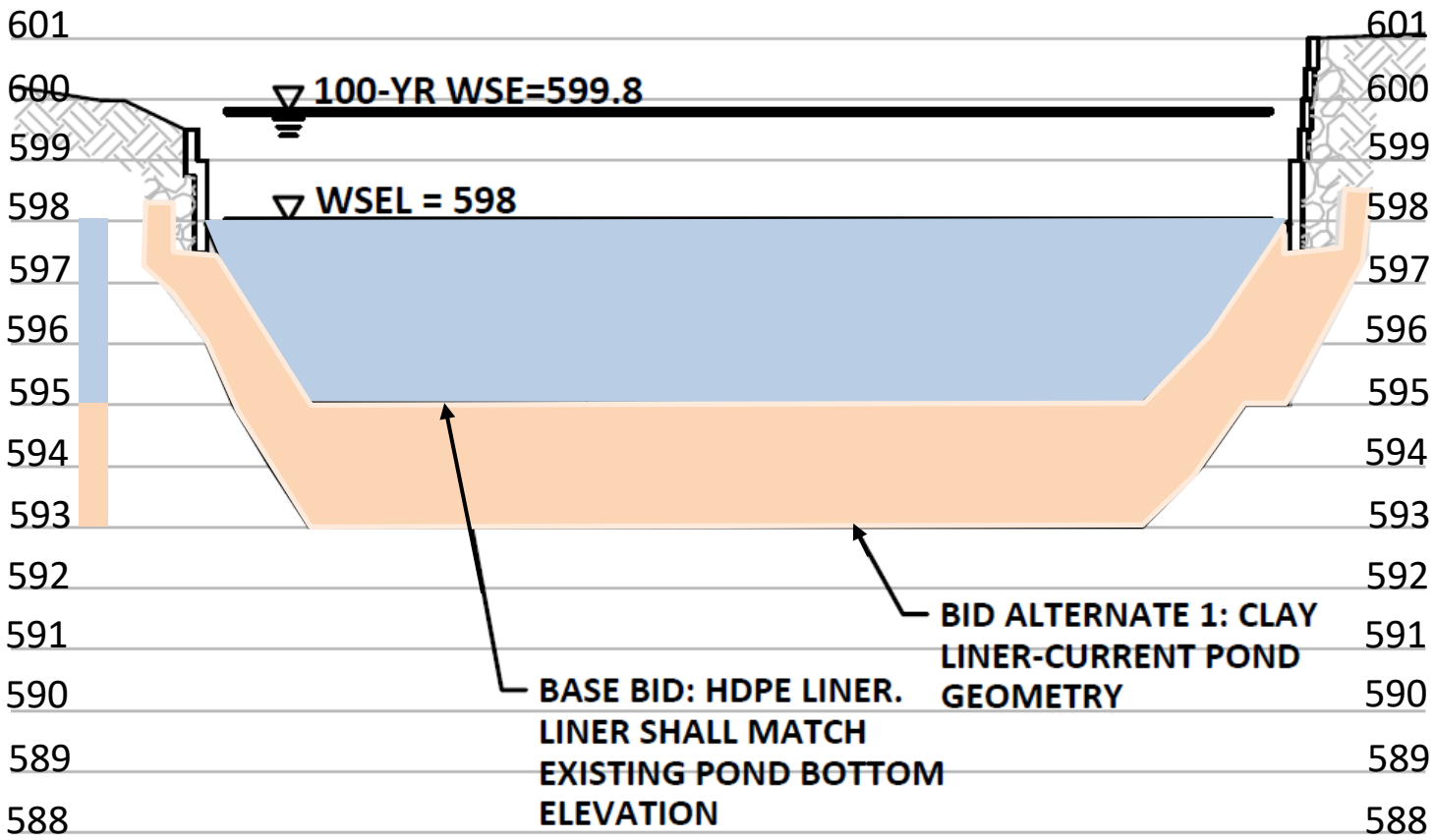
Pond- Average depth is approximately 3’

Existing Sediment- Depth varies

Clay Liner- Requires 2’ additional excavation depth

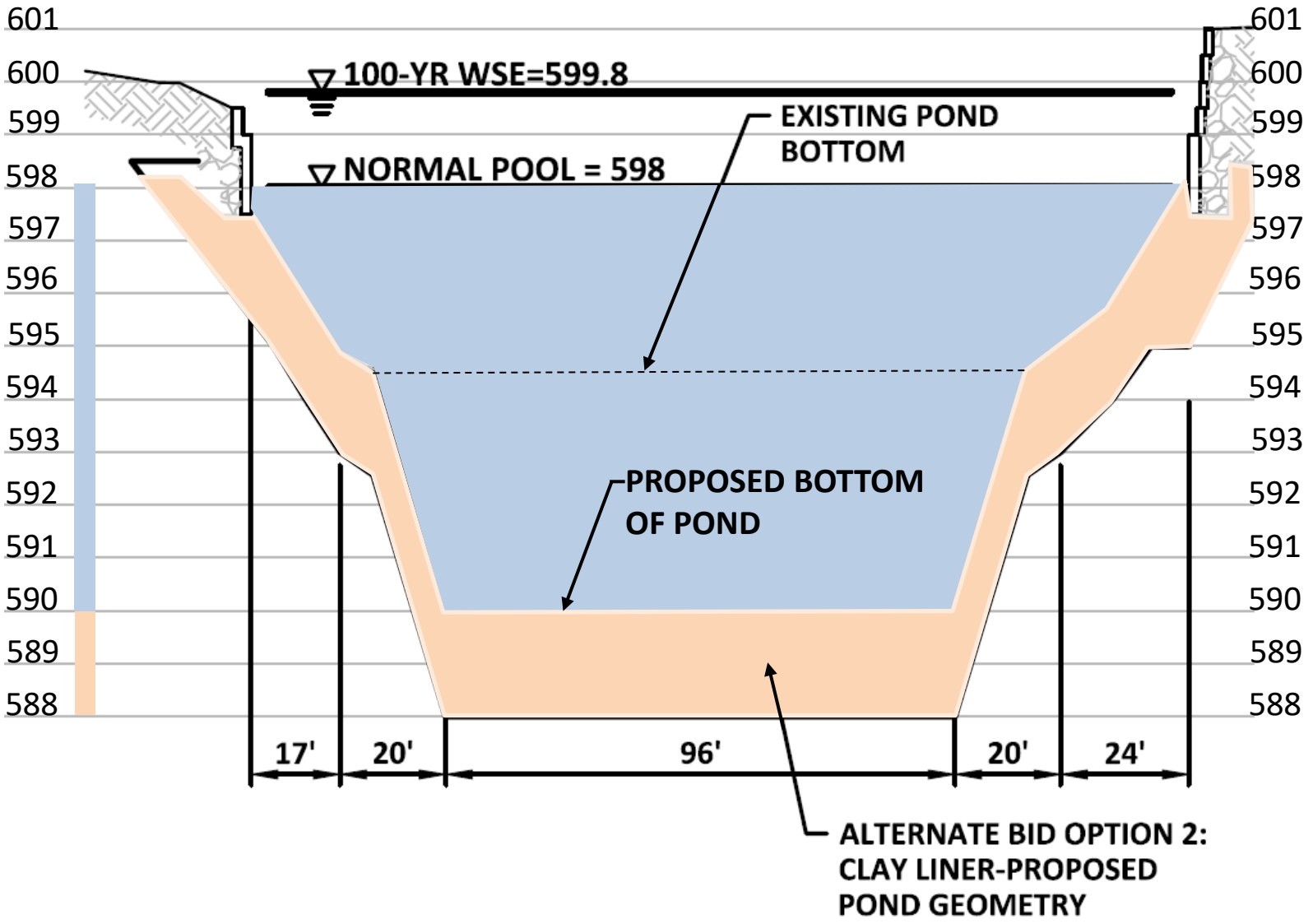
Design- Failing Pond Liner

Design-Base Bid and Alternate 1 Bid

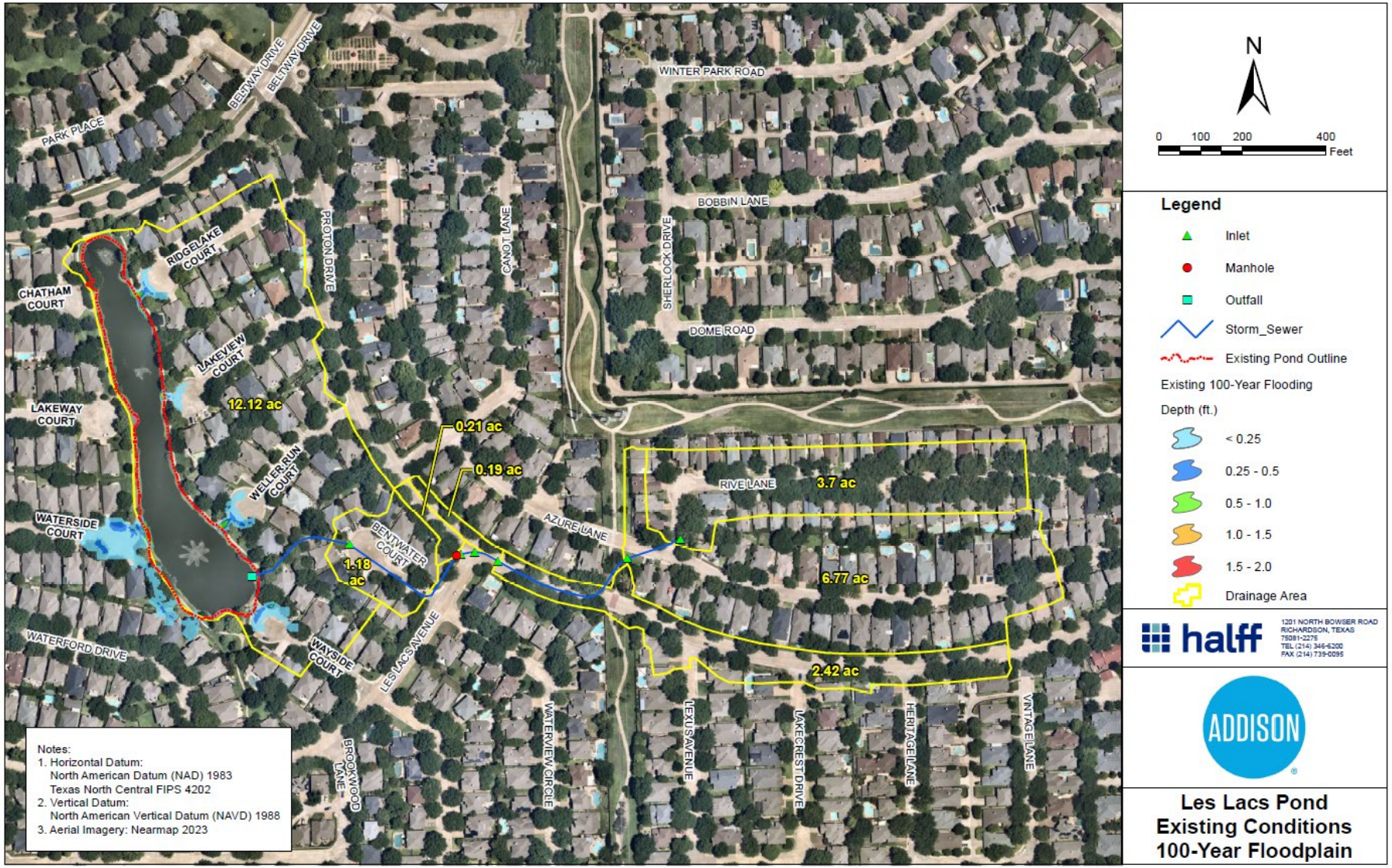


Base Bid and Bid Alternate 1

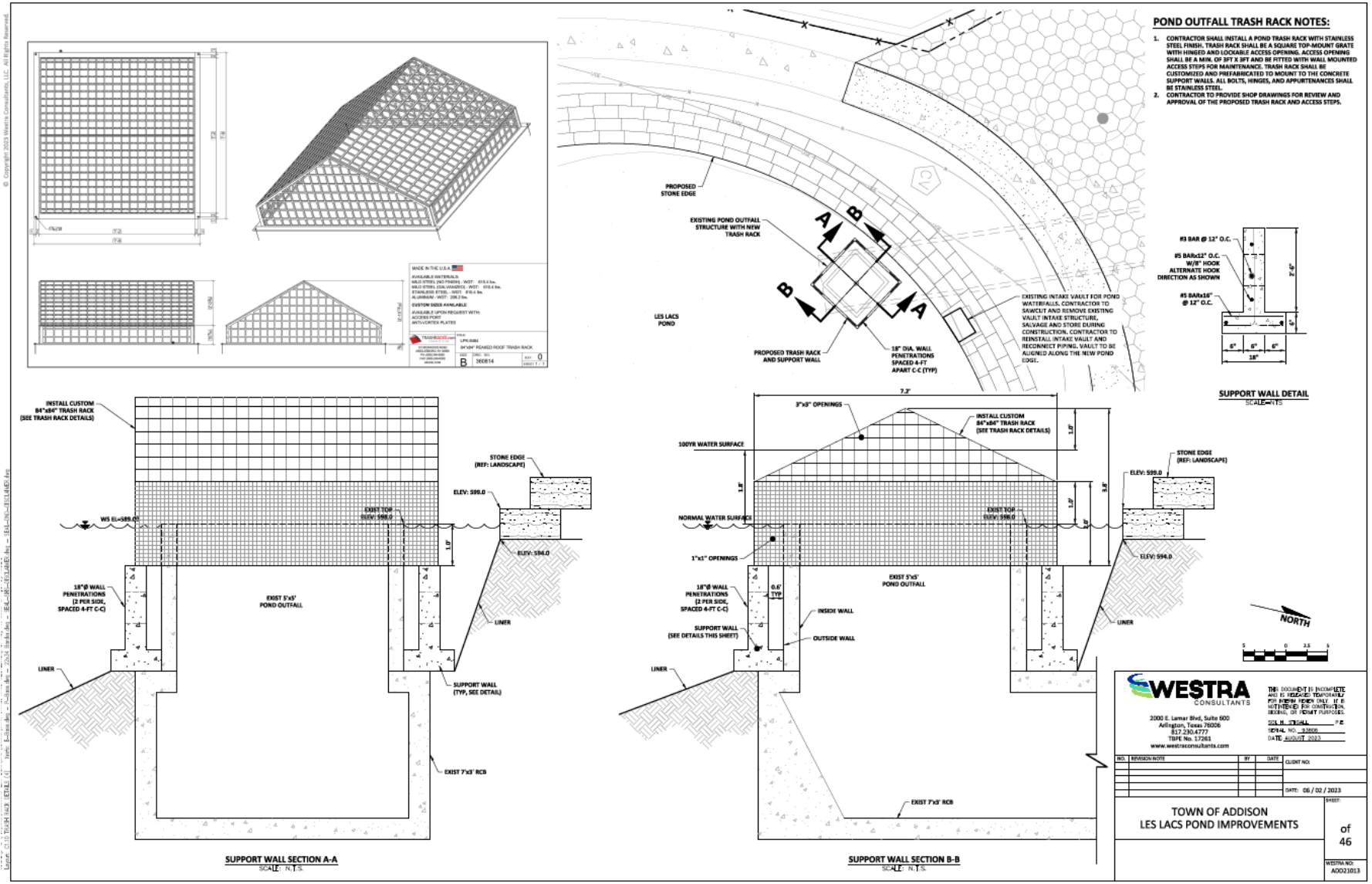
Design- Alternate 2 Bid



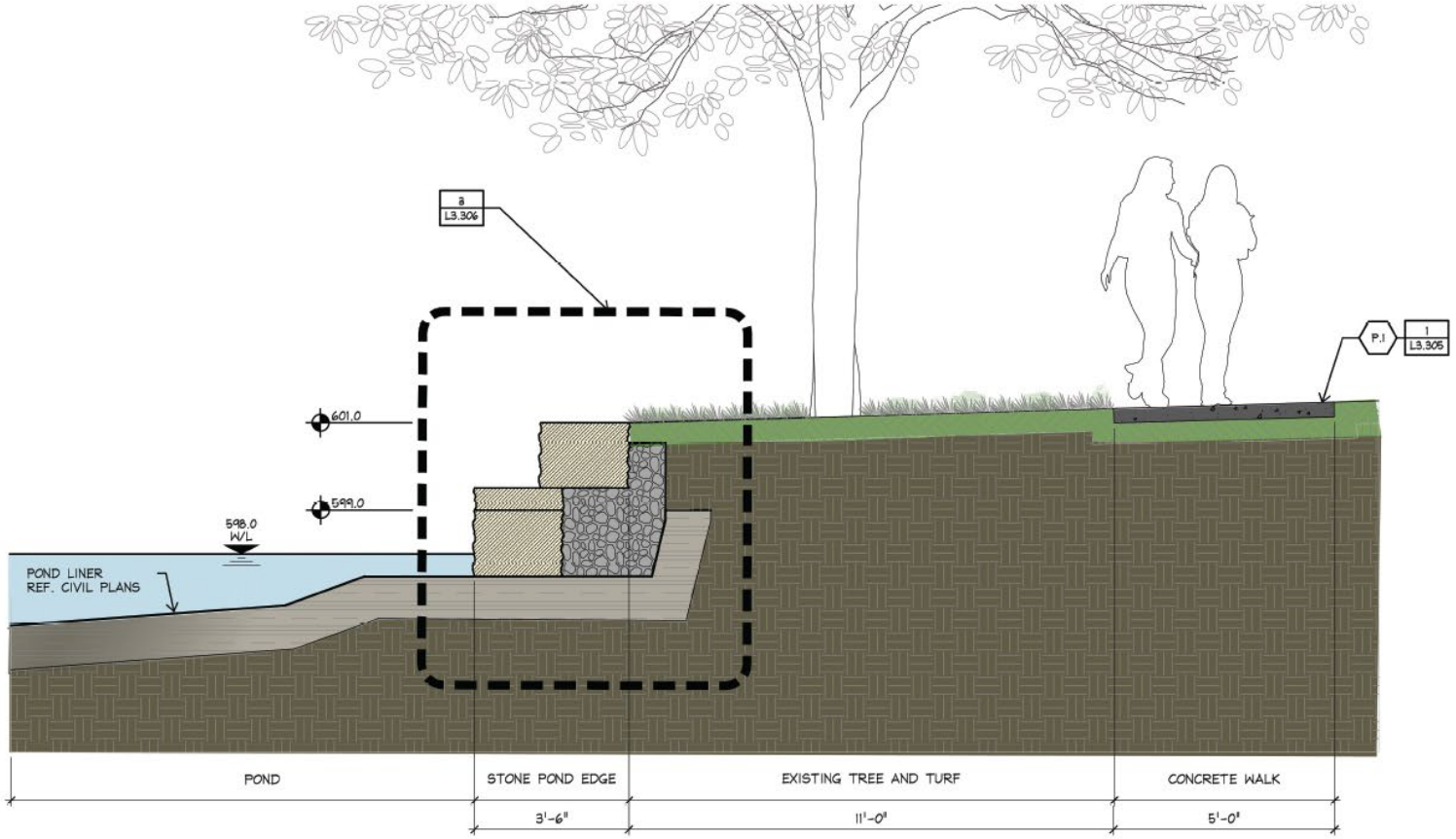
Design- Current Conditions Hydraulic Analysis



Stormwater Management- Trash Rack



Design Elements- Pond Edge

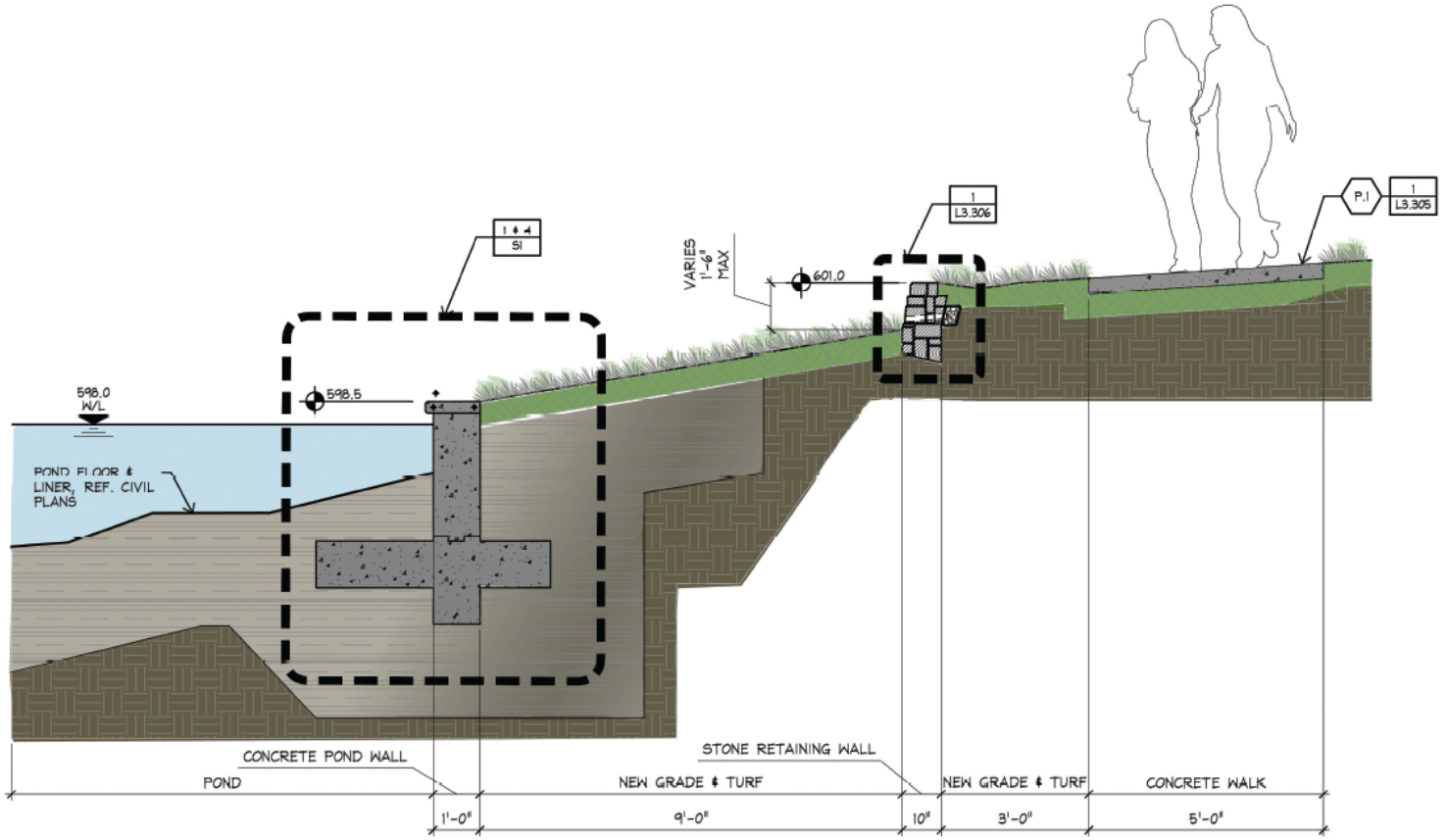


1 POND EDGE - CUT STONE EDGE AT PROTECTED TREE

SECTION

SCALE: 1/2"=1'-0"

Design Elements- Pond Edge

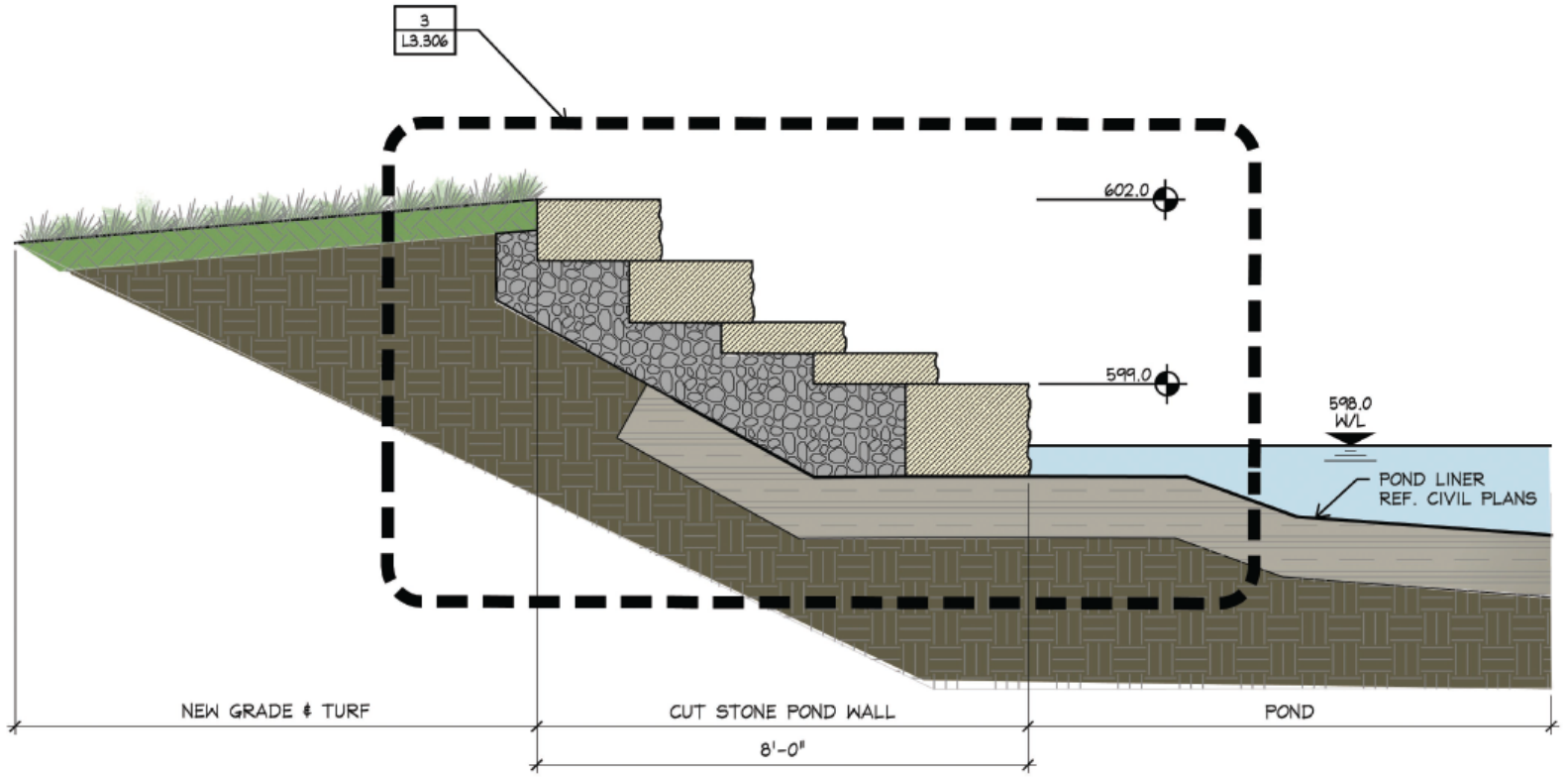


2 POND EDGE - CONCRETE EDGE & STONE RETAINING WALL

SECTION

SCALE: 1/2"=1'-0"

Design Elements- Pond Edge

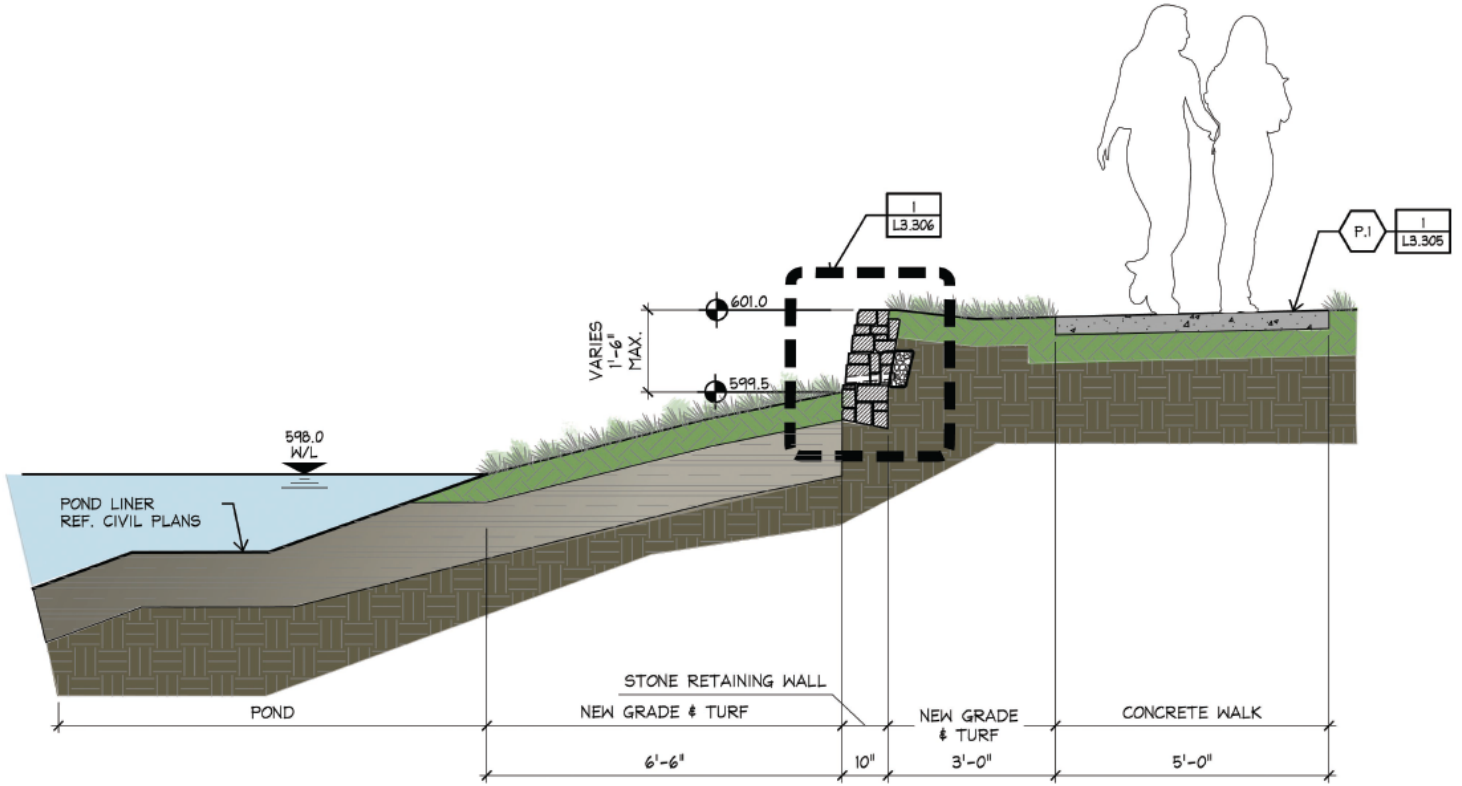


3 POND EDGE - CUT STONE EDGE WITH VARIED STONE HEIGHT

SECTION

SCALE: 1/2"=1'-0"

Design Elements- Pond Edge

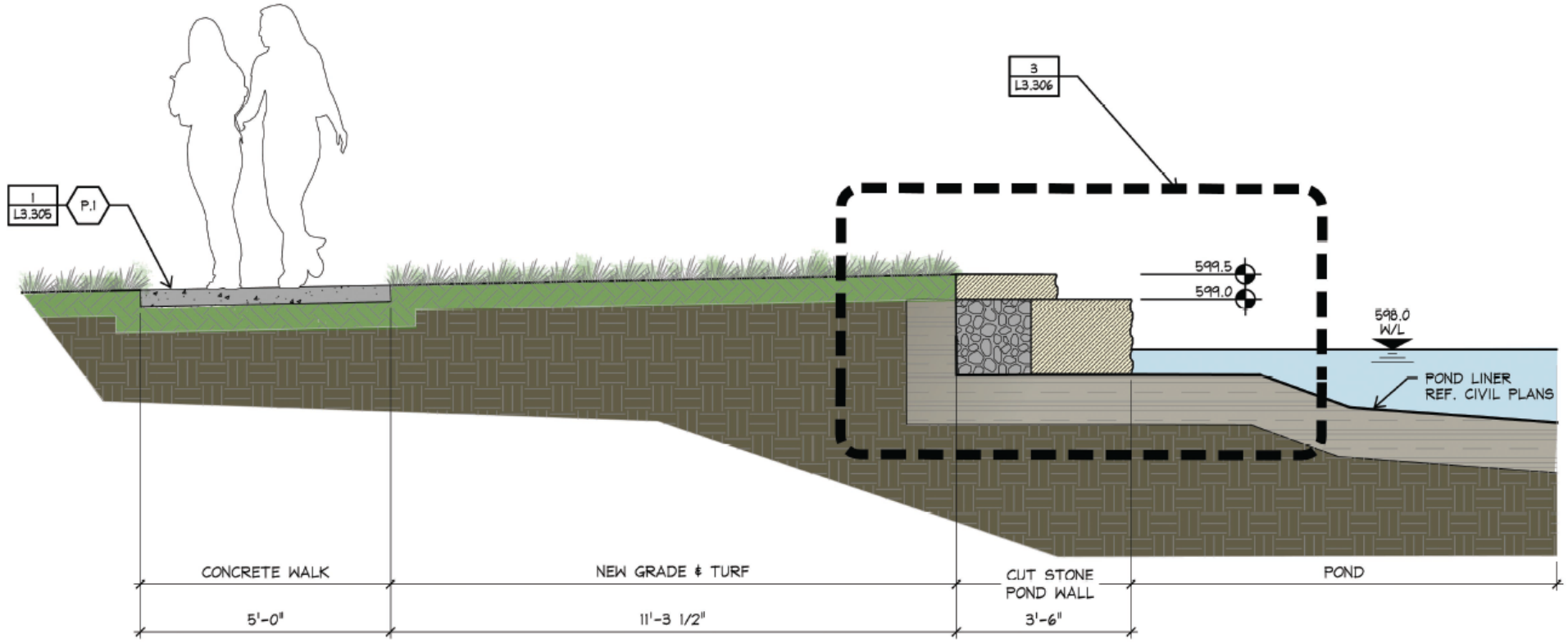


2 POND EDGE - NATURAL EDGE & STONE RETAINING WALL

SECTION

SCALE: 1/2"=1'-0"

Design Elements- Pond Edge

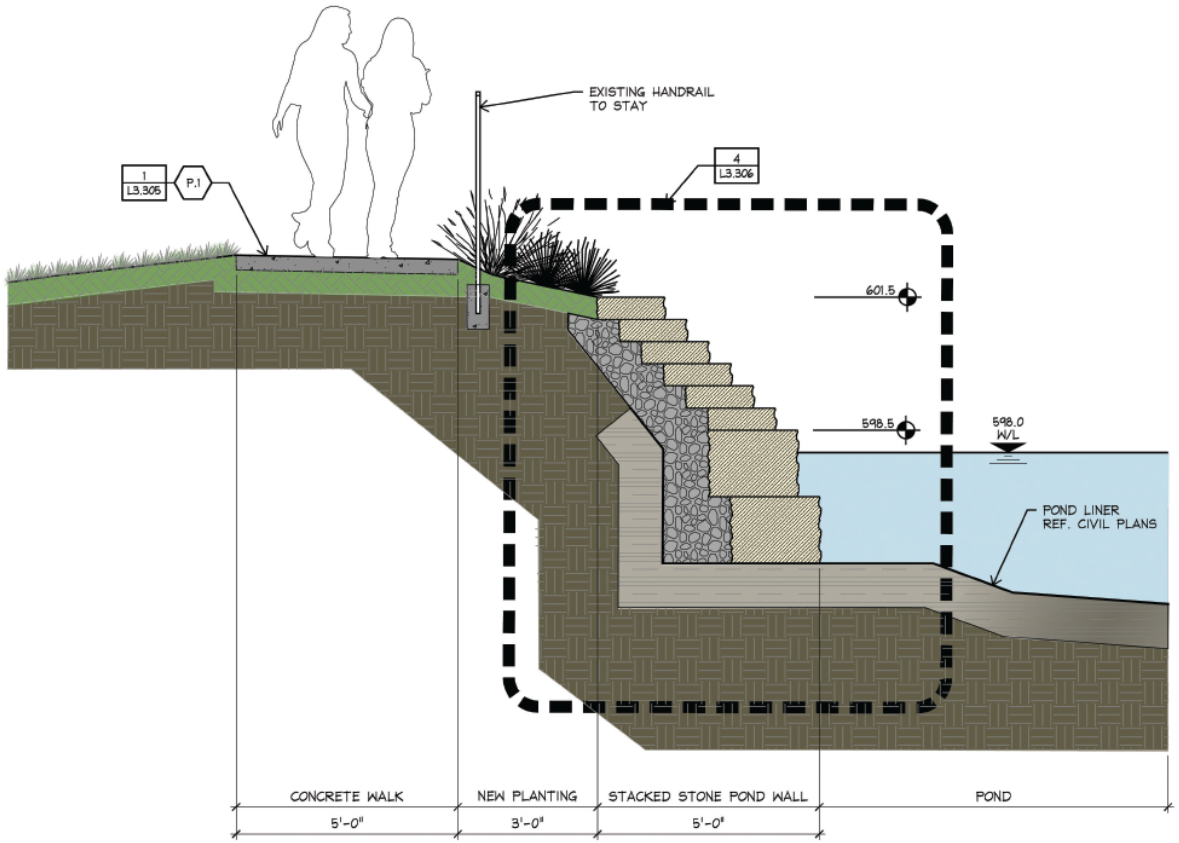


1 POND EDGE - CUT STONE EDGE WITH TWO STONE LAYERS

SECTION

SCALE: 1/2"=1'-0"

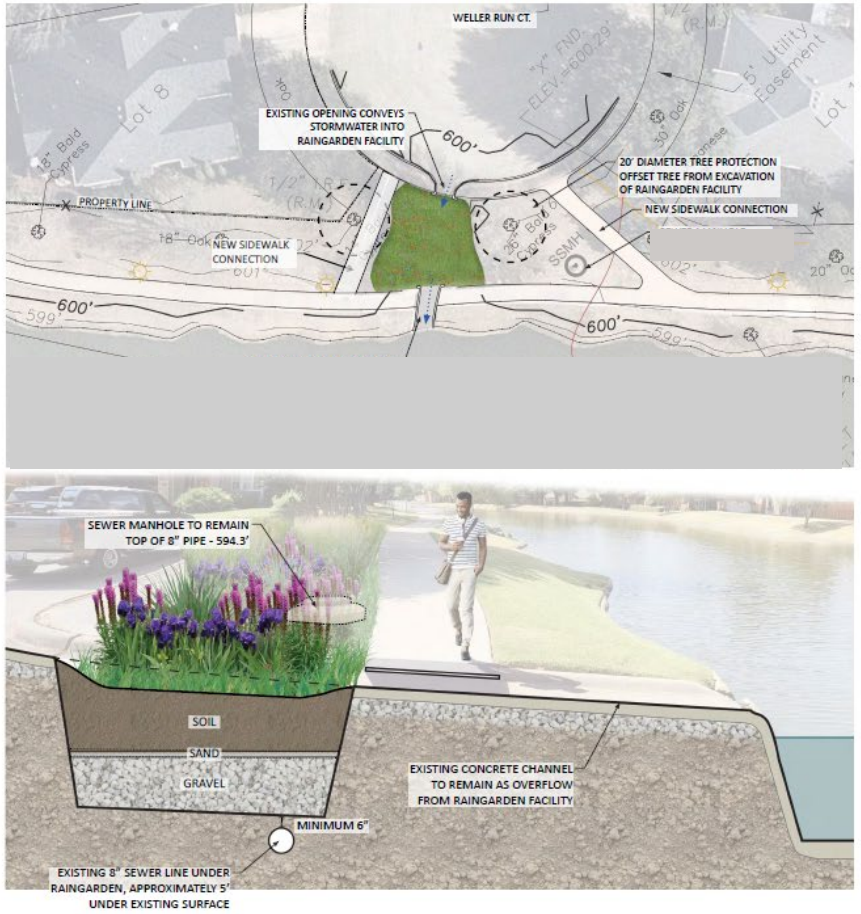
Design Elements- Pond Edge



2 POND EDGE - NEW STACKED STONE WALL (TIGHT STACK) AT EXISTING WEST OVERLOOK
SECTION

SCALE: 1/2"=1'-0"

Design Elements- Rain Gardens Alternate



LES LACS POND - STORMWATER MANAGEMENT ENHANCEMENT

ADDISON, TEXAS

Biohabitats

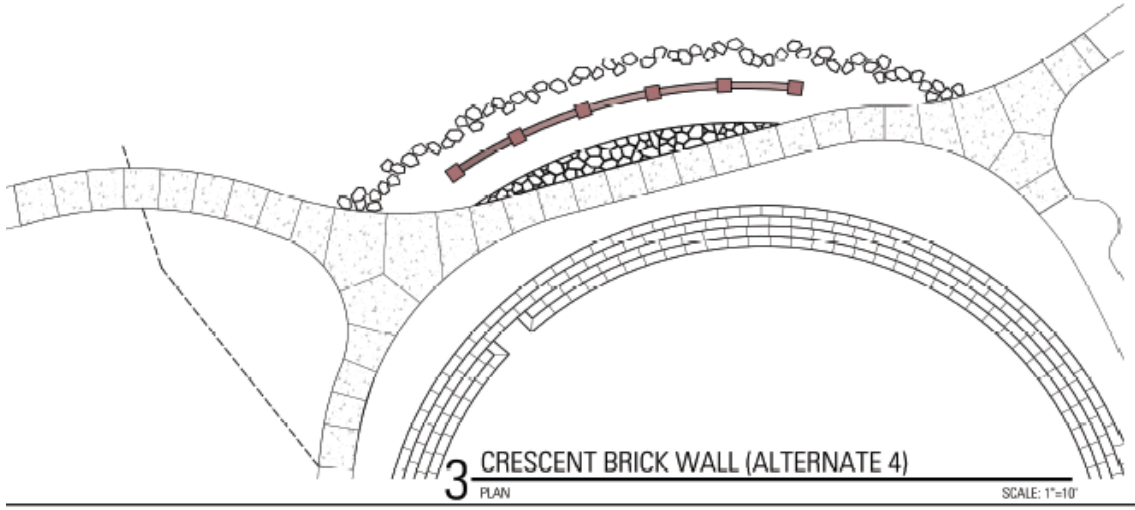
ADDISON WESTRA CONSULTANTS TBG Biohabitats

LES LACS POND
SITE RENOVATIONS

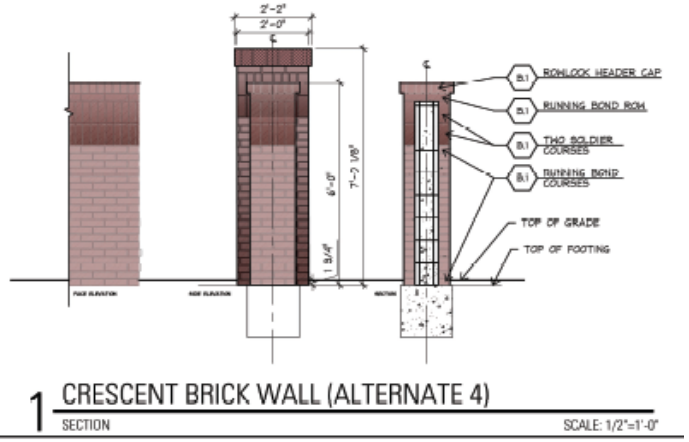
RAIN GARDEN

Addison, Texas
11/07/22

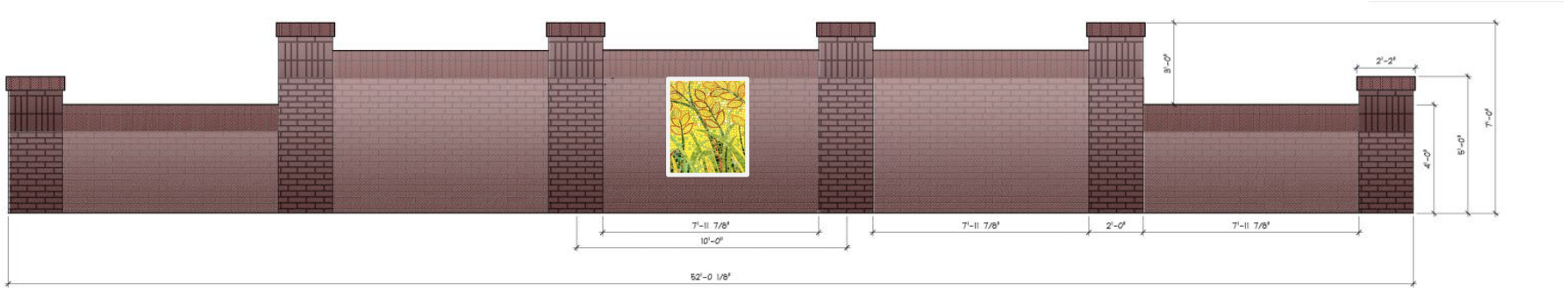
Design Elements- Crescent Brick Wall- Alternate



3 CRESCENT BRICK WALL (ALTERNATE 4)
PLAN
SCALE: 1"=10'



1 CRESCENT BRICK WALL (ALTERNATE 4)
SECTION
SCALE: 1/2"=1'-0"



2 CRESCENT BRICK WALL (ALTERNATE 4)
FLAT ELEVATION
SCALE: 1/2"=1'-0"

Mosaic Art to be Provided by the Addison Arbor Foundation

Contractor Procurement- CSP Process

- The Competitive Sealed Proposal Process guides the selection of a contractor based on best value to the Town of Addison. This process is a method of procurement in accordance with Texas Government Code Chapter 2269, Subchapter D.

- The Owner will consider the Contract Price, Statement of Qualifications and other criteria requested of the Offerors to determine which Proposal offers the best value to the Owner. The Proposals will be evaluated using the criteria and weighting described below.

Rating Category	Description	Weighting Value
A	Proposed Contract Price	50%
B	Similar Project References (Pond Liner)	25%
C	Listing of Proposed Suppliers and Subs/ Staff	15%
D	Construction Time based on Calendar Days	10%
Total		100%

Construction Considerations

- CONTRACTORS WILL BE SELECTED BY COMPETITIVE SEALED PROPOSAL OR BEST VALUE TO THE TOWN OF ADDISON.
- ALL PROPOSING CONTRACTOR'S SUBS TO BE PRE-QUALIFIED TO HAVE POND LINER REPLACEMENT EXPERIENCE- 5 YEARS MIN.
- WORKING HOURS WILL BEGIN AT 8:00 A.M. AND END AT 5:00 P.M.
- CONTRACTOR PARKING OR EQUIPMENT STORAGE ON THE 7 CUL-DE-SAC STREETS WILL BE PROHIBITED. MINOR EXCEPTIONS.
- SOUTH SIDE OF BELTWAY DR. WILL BE CLOSED FROM LES LACS AVENUE TO PROTON DRIVE TO BE USED AS CONSTRUCTION ENTRANCE AND CONTRACTOR VEHICLE AND EQUIPMENT PARKING. THIS IS THE ONLY INGRESS/EGRESS TO AND FROM THE SITE.
- NORTH SIDE OF BELTWAY DR. WILL BE TWO-WAY FROM LES LACS AVENUE TO PROTON DRIVE.
- CONSTRUCTION IS EXPECTED TO TAKE APPROXIMATELY 10 TO 12 MONTHS TO COMPLETE

Construction Considerations

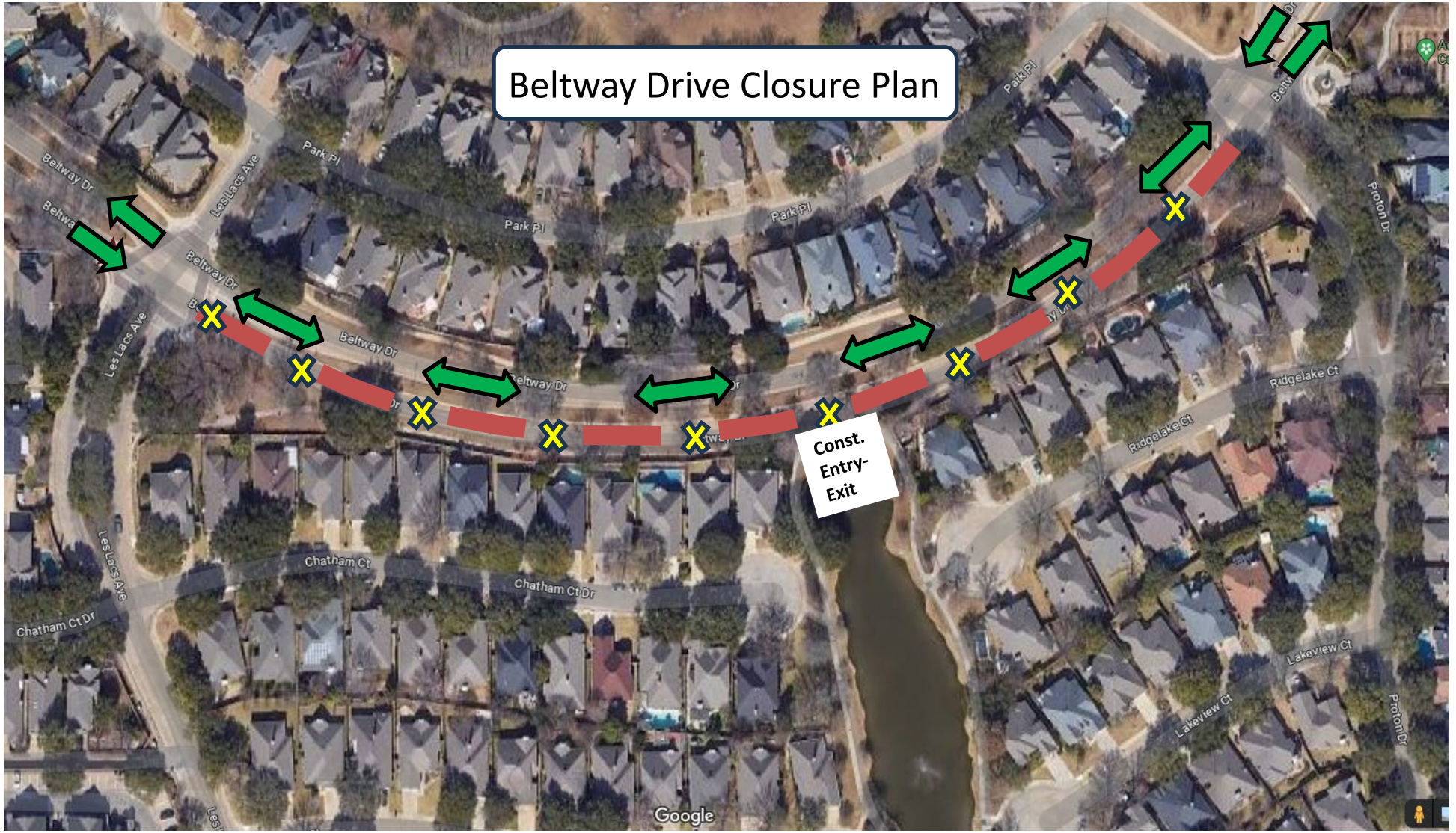
- TOWN STAFF WILL INSPECT THE PROJECT ON A DAILY BASIS.
- REGULAR UPDATES WILL BE PROVIDED ON THE LES LACS POND IMPROVEMENTS PROJECT CONSTRUCTION PAGE.
- A CLOSED SYSTEM PERIMETER FENCE WILL BE PROVIDED WITH OPAQUE SCREENING TO MITIGATE VIEWS TO THE CONTSTRUCTION SITE FROM PRIVATE PROPERTIES.
- GRASS INSIDE AND IMMEDIATELY OUTSIDE THE PERIMETER FENCE WILL BE KEPT AT 4” OR BELOW.
- NO CHANGES WILL BE MADE TO PRIVATE PROPERTY AS A RESULT OF THIS PROJECT. SITE SURVEY LOCATED ALL PRIVATE PROPERTY.
- UNPLEASANT ODORS MAY BE PRESENT, ESPECIALLY DURING THE SEDIMENT REMOVAL PROCESS.
- IF ALTERNATE BIDS ARE CHOSEN INVOLVING ROCK REMOVAL, THE PROJECT SITE MAY BECOME LOUD FOR PERIODS OF TME DURING THE DAYTIME ONLY.

Construction- Access & Storage

Beltway E.B. Lane Closure Les Lacs to Proton

Beltway two-Way traffic N. side of road

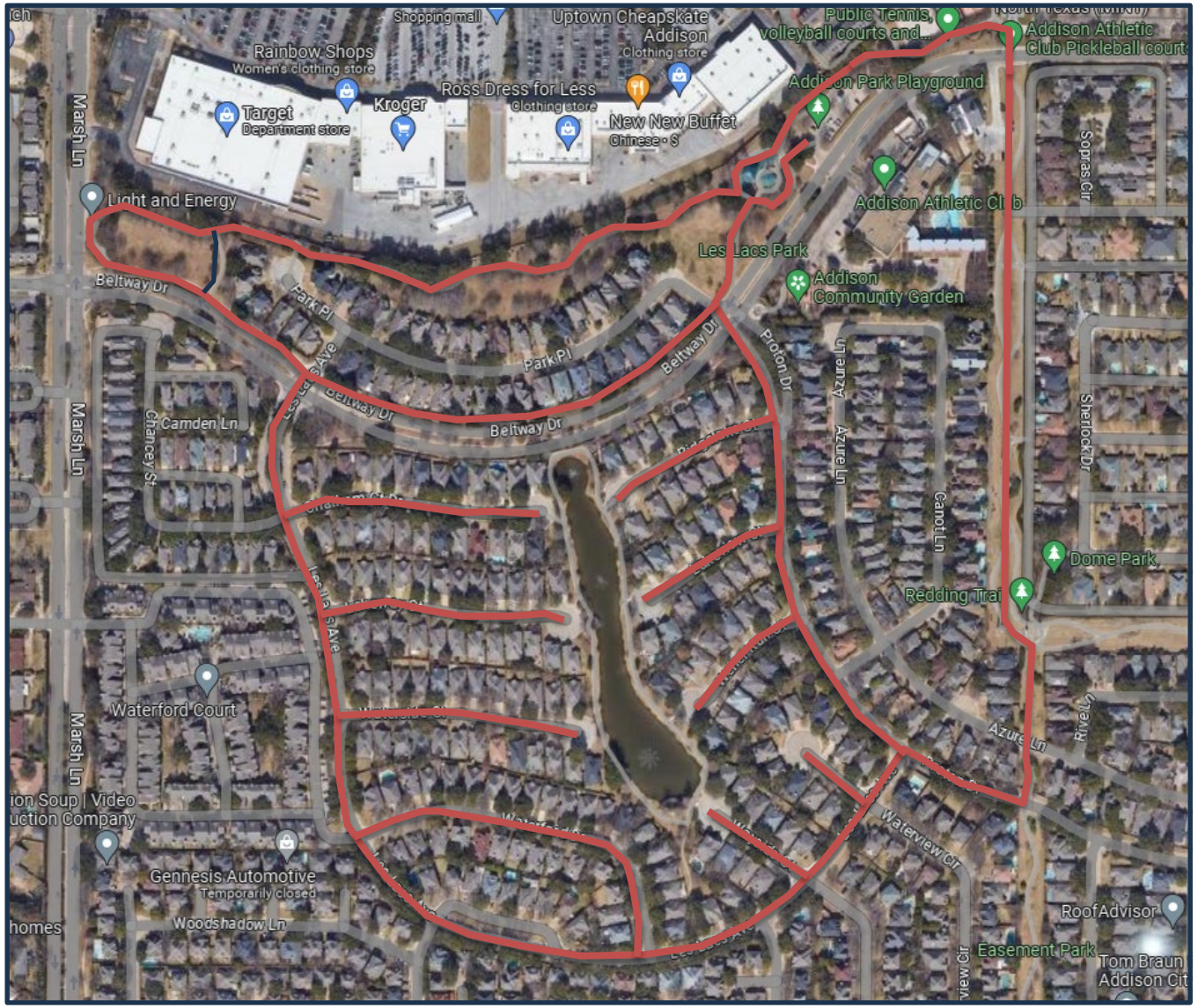
Beltway E.B. and W.B. traffic from Les Lacs to Marsh and Proton



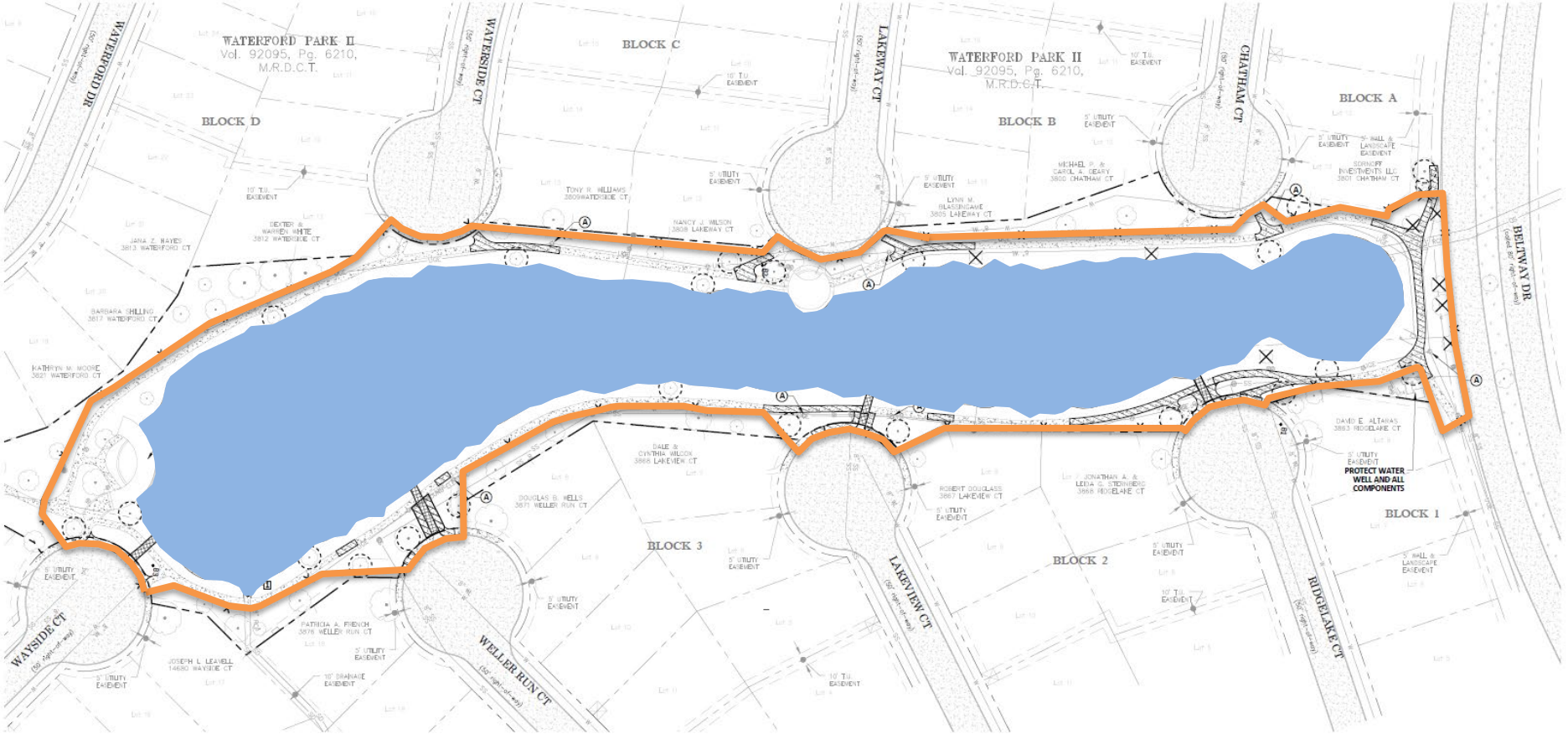
Construction- Alternate Walking Paths

Alternate Walking Paths

- Les Lacs Trail from north end of Redding Trail to Marsh Ln and back to Les Lacs Park Parking lot and AAC.
- Redding Trail from Beltway Dr. to Proton Drive and Les Lacs Avenue Public Sidewalks.



Construction- Perimeter Fencing & Dewatering



Questions

Les Lacs Pond Liner Replacement and Site Improvements Project

Addison City Council 9-12-23

Information

- Council approved a professional services agreement with Westra Consultants on June 14, 2022 to prepare construction documents for Les Lacs Pond Improvements.

- At that time staff presented a proposed project to Council for development of a base bid project, which included a PVC pond liner, and the addition of alternate bid items. It was established that $3,282,220 in 2019 bond funds was available for the project budget, which includes professional services in the amount of $736,100. Council requested that staff also consider developing plans and bid documents to capture the additional costs for installing a clay pond liner and deepening the pond.

- Following this direction, construction documents have been developed to capture construction costs and construction days for the following:

  Base Bid Project –Includes replacement of the pond liner with a HDPE liner, combined pond edge, ADA improvements, landscape enhancements and retaining walls.

  Clay Liner Option – The base bid project with a clay liner in lieu of the HDPE liner.

  Pond Deepening Option – The base bid project with a clay liner in lieu of the HDPE Liner and deepening of the pond 8‘

  Alternate Bid Items – Addition of pond fountain and uplights, tree uplights and rain gardens. During design staff added replacement of a brick wall to the list of alternates.

Note: A PVC liner will require replacement in 20-25 years. A clay liner will not require replacement. Deepening the pond will help improve water quality.

Information

- Construction Documents for the Les Lacs Pond Improvement project are near complete.
- Staff is preparing to issue documents in the form of an RFP (request for proposal) to obtain proposals for construction of the project.
- An informational meeting related to the upcoming construction project was held for residents on August 23, 2023 at the Addison Athletic Club . There were 94 residents that attended the meeting.
- Staff will now present an abridged version of the information shared with the community to Council.
- Staff will seek Council direction once responses to the RFP are received and staff is prepared to present the bids to Council.

Background

LEGEND

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

DESIGN TIMELINE: 4 - 6 MONTHS

CONSTRUCTION TIMELINE: 6 - 8 MONTHS

BASE COST - POND DEMOLITION, NEW LINER AND NATURAL EDGE: $790,000

CONCEPT OPTION 1 - POND LANDSCAPE, AMENITY AND SITE IMPROVEMENTS: $297,000

MATERIALS TESTING, CONSTRUCTION ADMINISTRATION, PERMITTING, LANDSCAPE ARCHITECTURE AND ENGINEERING, & SURVEYING SERVICES: $271,750

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 TBG ADDISON LES LACS POND / **ILLUSTRATIVE SITE PLAN - OPTION 1 "BASE CONSTRUCTION ITEM"**

Town of Addison, Texas · Town of Addison · Westra / TBG · 08 April 2019

During the August 23, 2023 community information meeting for Les Lacs Pond Improvements staff provided background information related to how the project was developed from an extensive community input process.

Background

1 EDGE CONDITIONS

Description - Earthen edge with sod gently sloping and terminating at water line.

Cost - $0

Description - Formed concrete border approximately 12" wide. Color and finish to be determined.

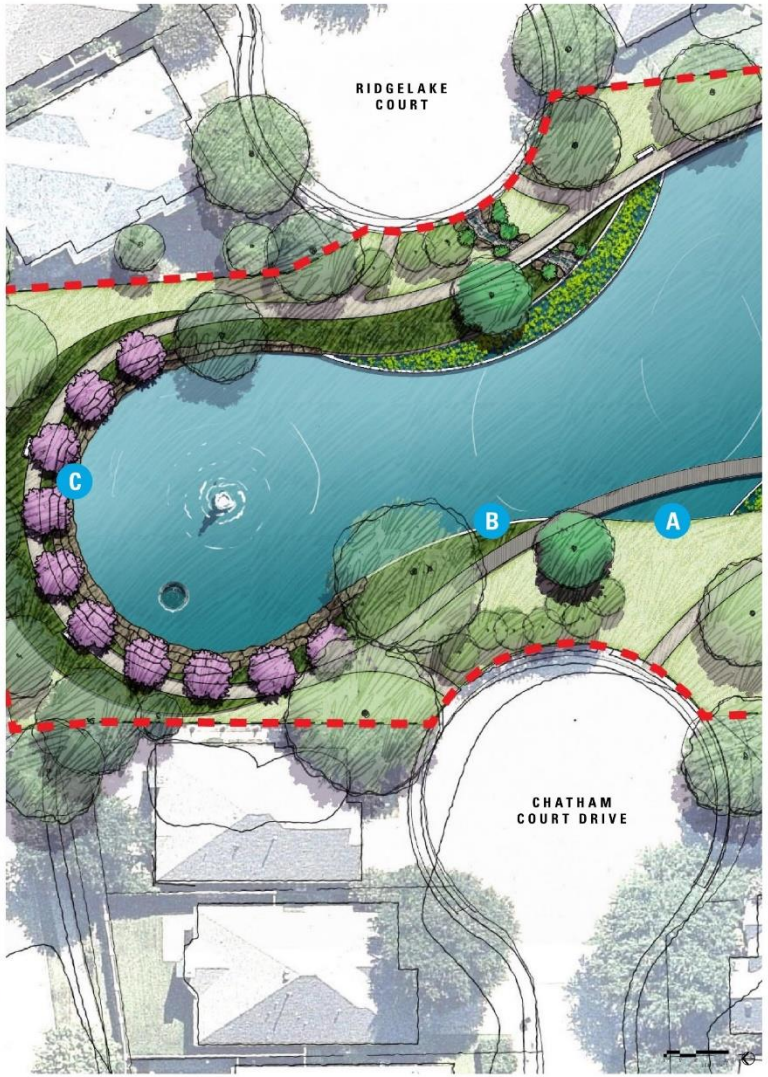
Cost - $632,185

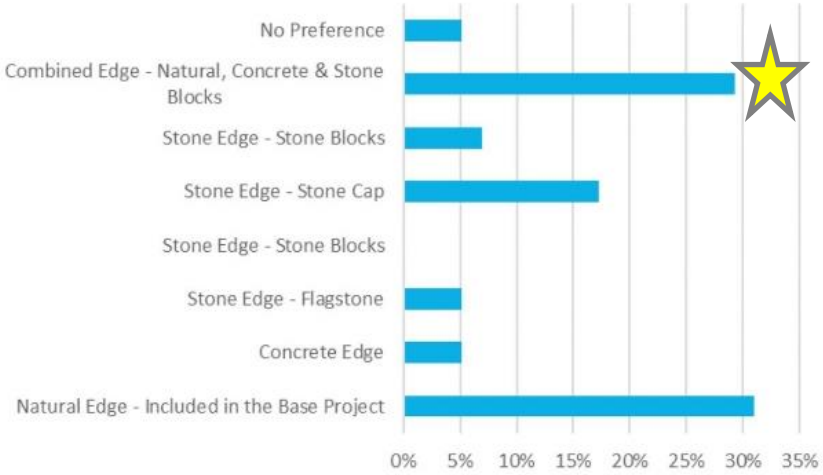
Description - Decorative stone edge to be chosen per residents' preferences. C1) Flagstone edge at consistent width ($). C2) Stone cap, 18" wide, to hang over water's edge ($$). C3) Stone blocks provide seating along edge ($$$).

Cost - $632,185

Description - All three materials (36% Natural / 42% Concrete / 22% Stone Blocks) to be used throughout the site as shown in Option 2.

Cost - $493,200





1

Star denotes staff recommendation made to Council April 2019

Background

2 PLANTING

Description - Variety of container grown native Texas grasses to undulate along the pond edge varying from 24"-36" in height.

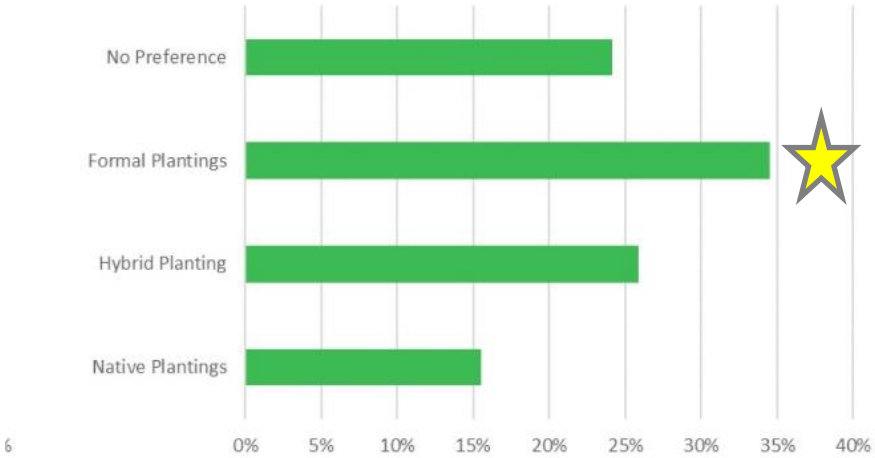
Cost - $792,600

Description - Variety of native Texas grasses and formal planting. Pockets of native Texas grasses integrated with formal planting to meander along the pond edge.

Cost - $792,600

Description - 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.

Cost - $792,600



2

Star denotes staff recommendation made to Council April 2019

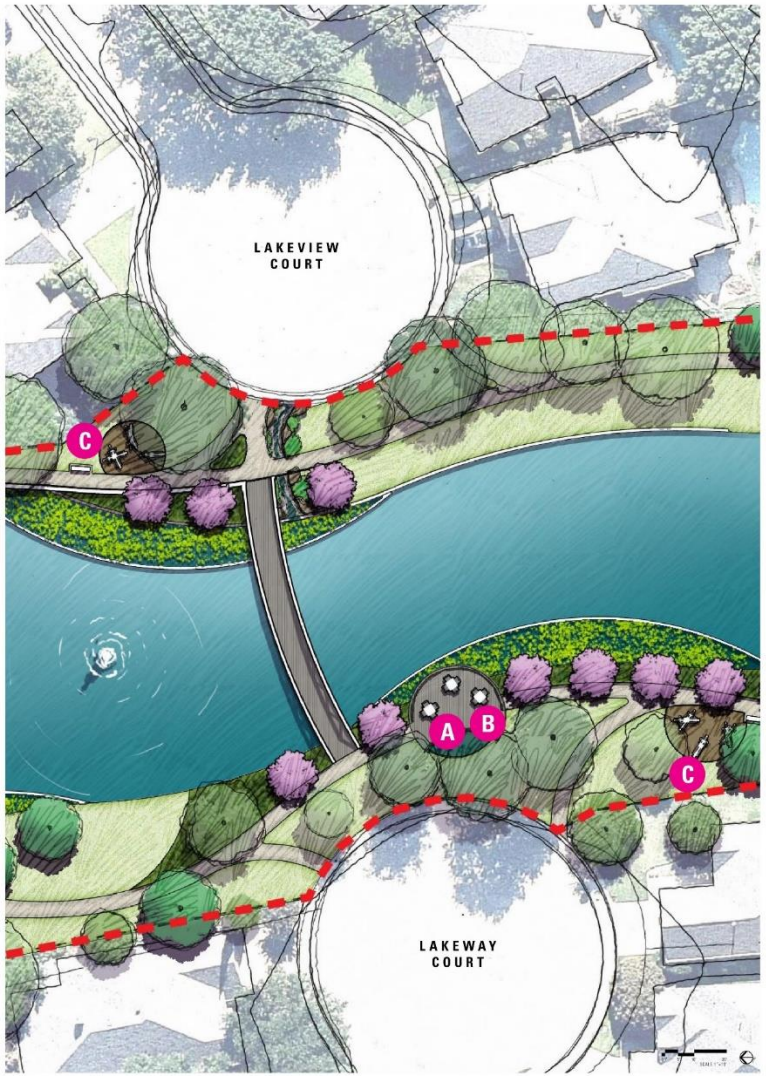
Background

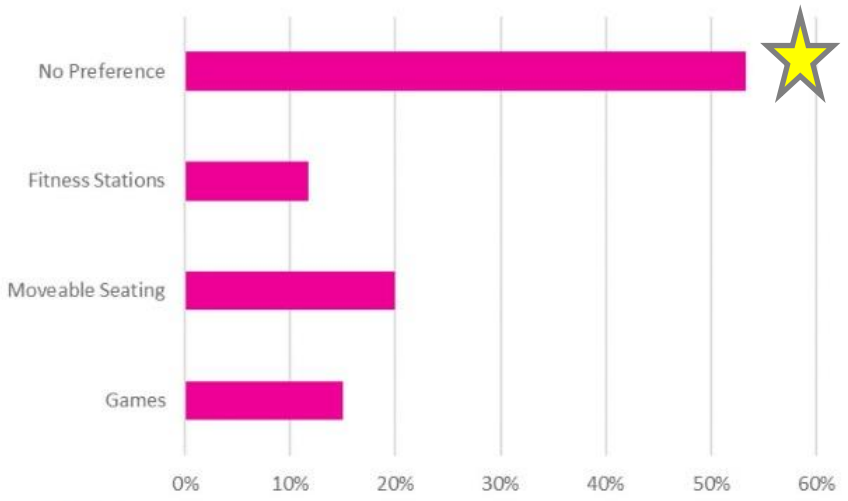
3 INTERACTIVE AMENITIES

Description - Table games to promote community engagement.
Cost - $36,250

Description - Moveable chairs, benches, and tables located on existing decking.
Cost - $81,500

Description - Groupings of two to three metal fitness stations along walking path to provide exercise opportunities.
Cost - $101,500





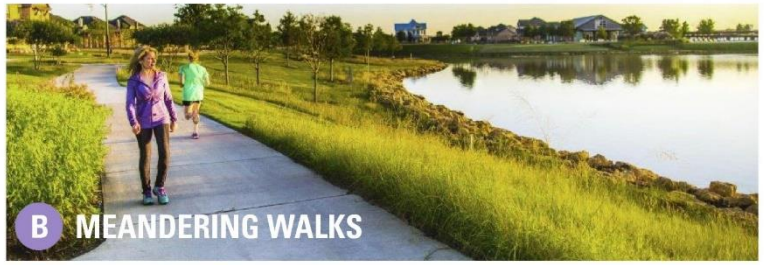
3

Star denotes staff recommendation made to Council April 2019

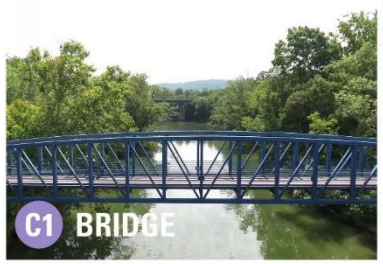
Background

4 SITE IMPROVEMENT AMENITIES

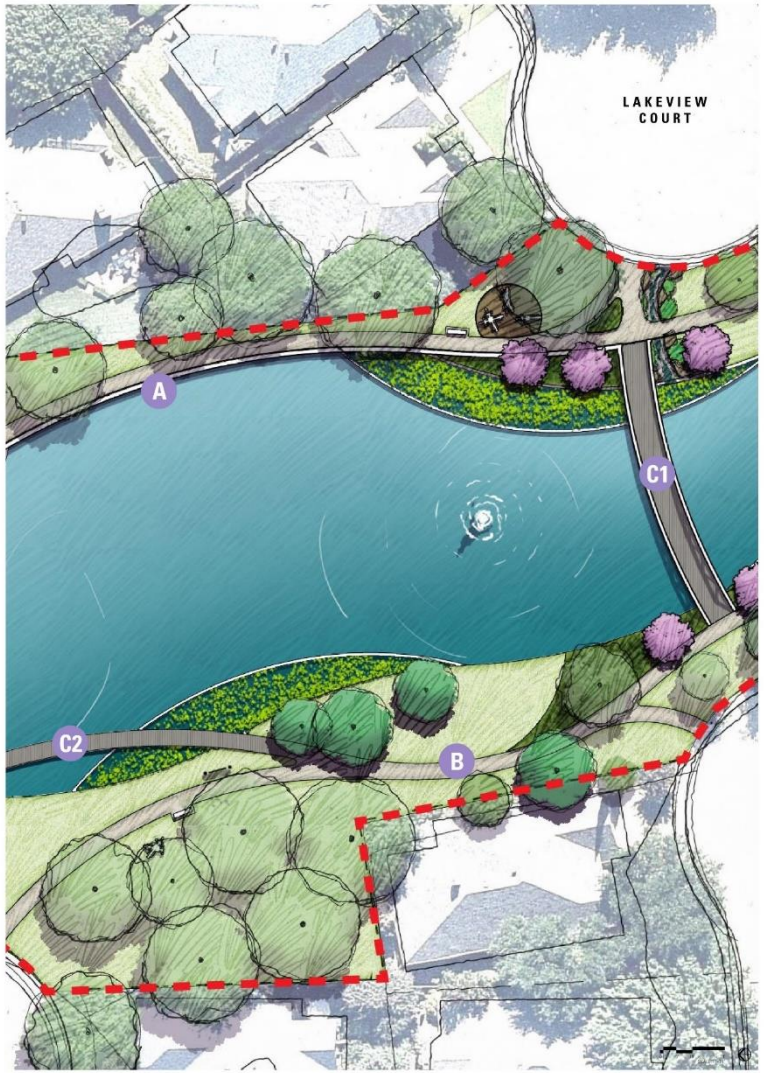
Description - Utilize stone block walls to provide gentle grade change along pond edge.
Cost - $96,300

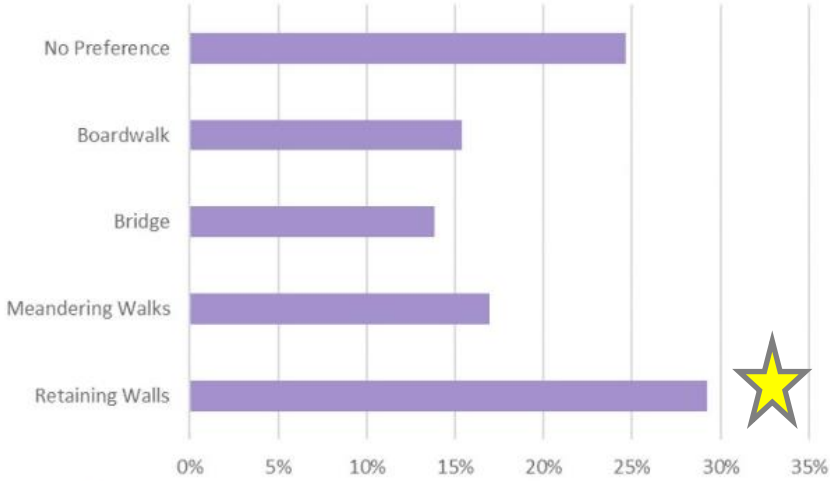


Description - Undulate straight portions of the concrete walk to provide enhanced walking experience.
Cost - $401,665



Description - 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 to be concrete with wooden rails.
Cost - C1 Bridge $188,500 / C2 Boardwalk $290,000





4

Star denotes staff recommendation made to Council April 2019

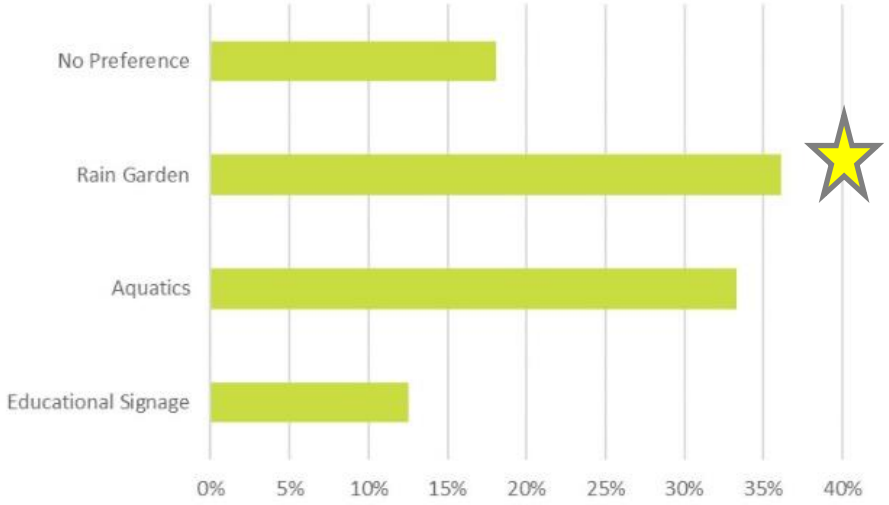
Background

5 ENVIRONMENTAL AMENITIES

Description - Attractive, durable, pedestal signage along trail to educate users about the pond ecosystem.
Cost - $29,000

Description - Aquatic plant material set within the pond to catch and filter stormwater runoff from the neighborhood.
Cost - $229,000

Description - Catch and filter stormwater runoff from the streets by converting concrete flumes into rain-gardens.
Cost - $43,500



5

Star denotes staff recommendation made to Council April 2019

Background

6 AESTHETIC IMPROVEMENT AMENITIES

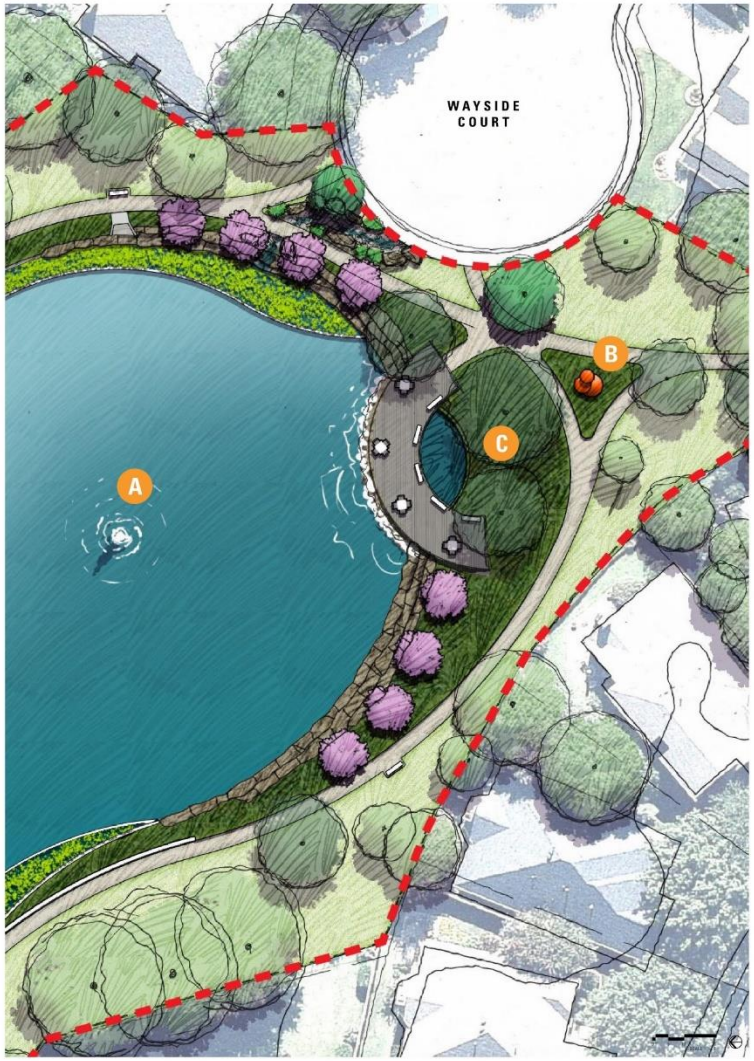
Description - Provide an attractive and functional fountain for water aeration and circulation. Add LED lights.
Cost - $61,625

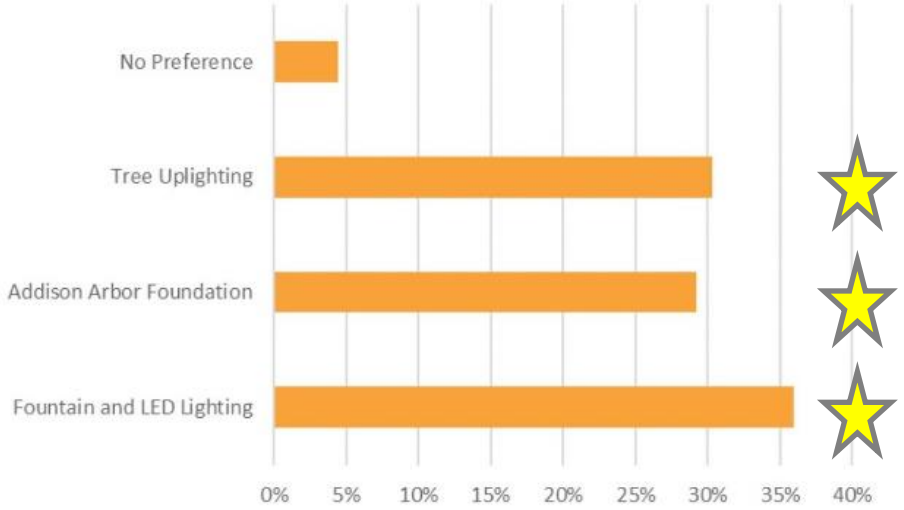
B ART

ADDISON ARBOR FOUNDATION

Description - Provide visual interest with art chosen by the Addison Arbor Foundation.
Cost - $0

Description - Provide tree uplights to enhance evening park experience.
Cost - $68,150

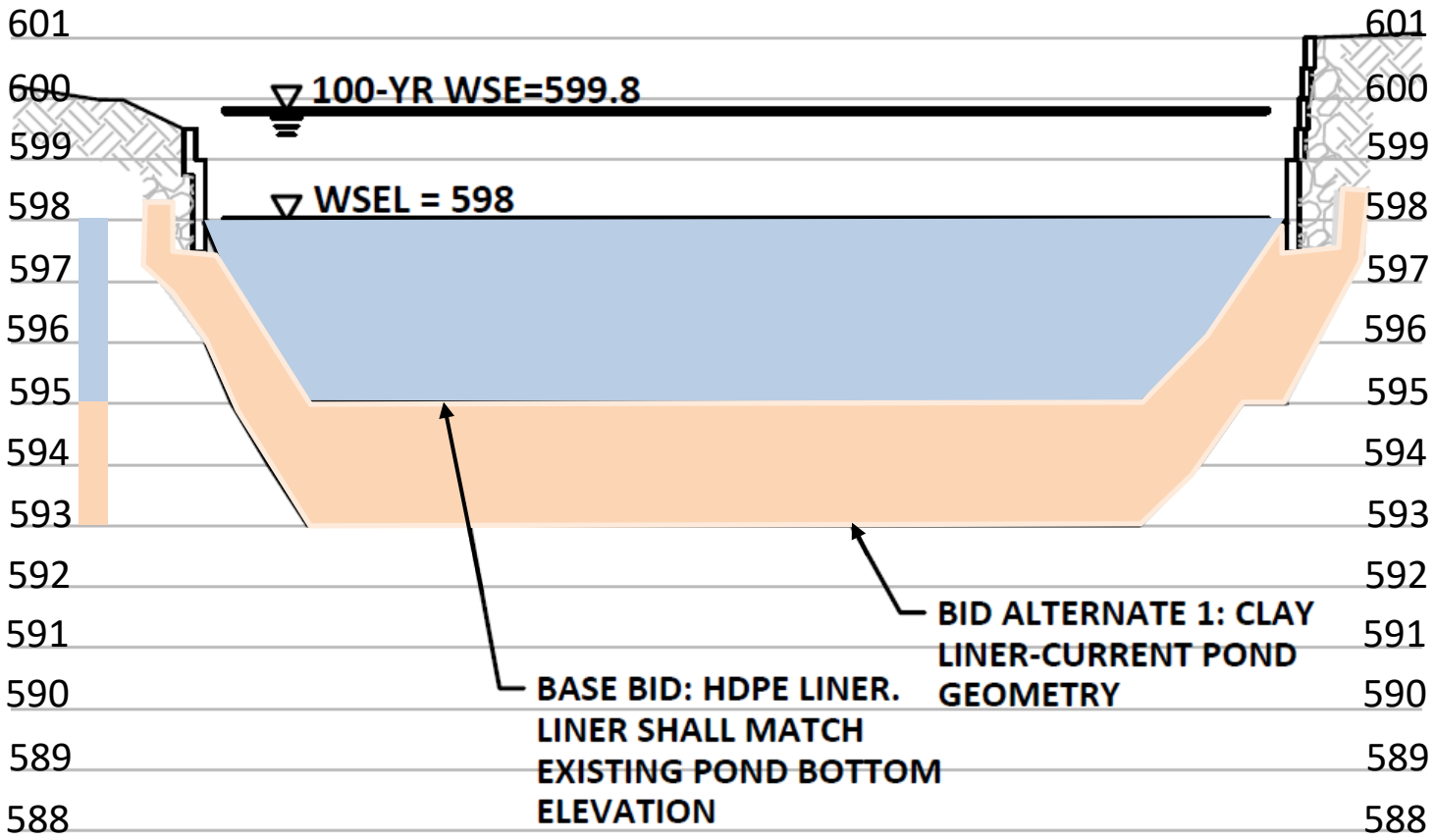




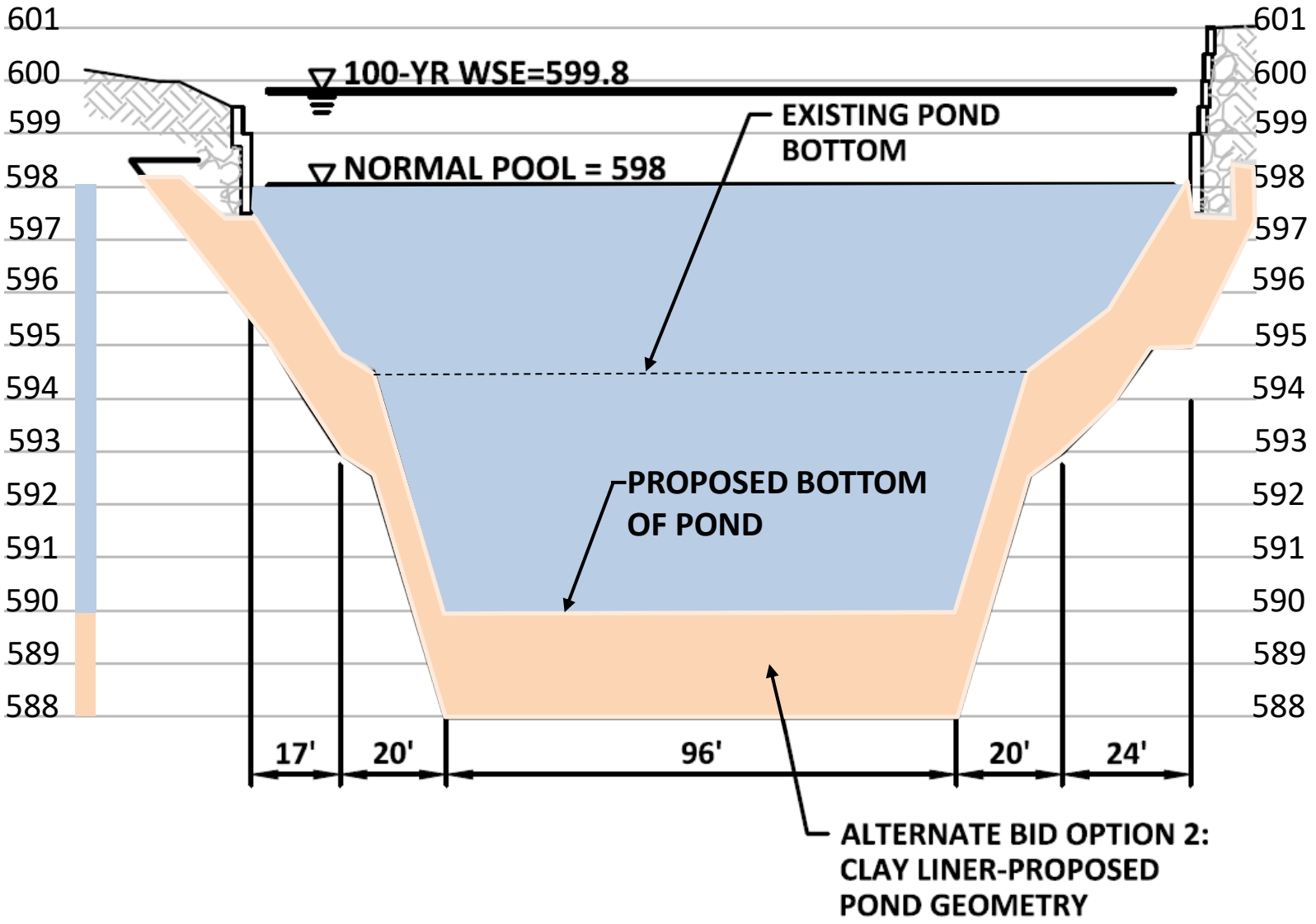
6

Star denotes staff recommendation made to Council April 2019

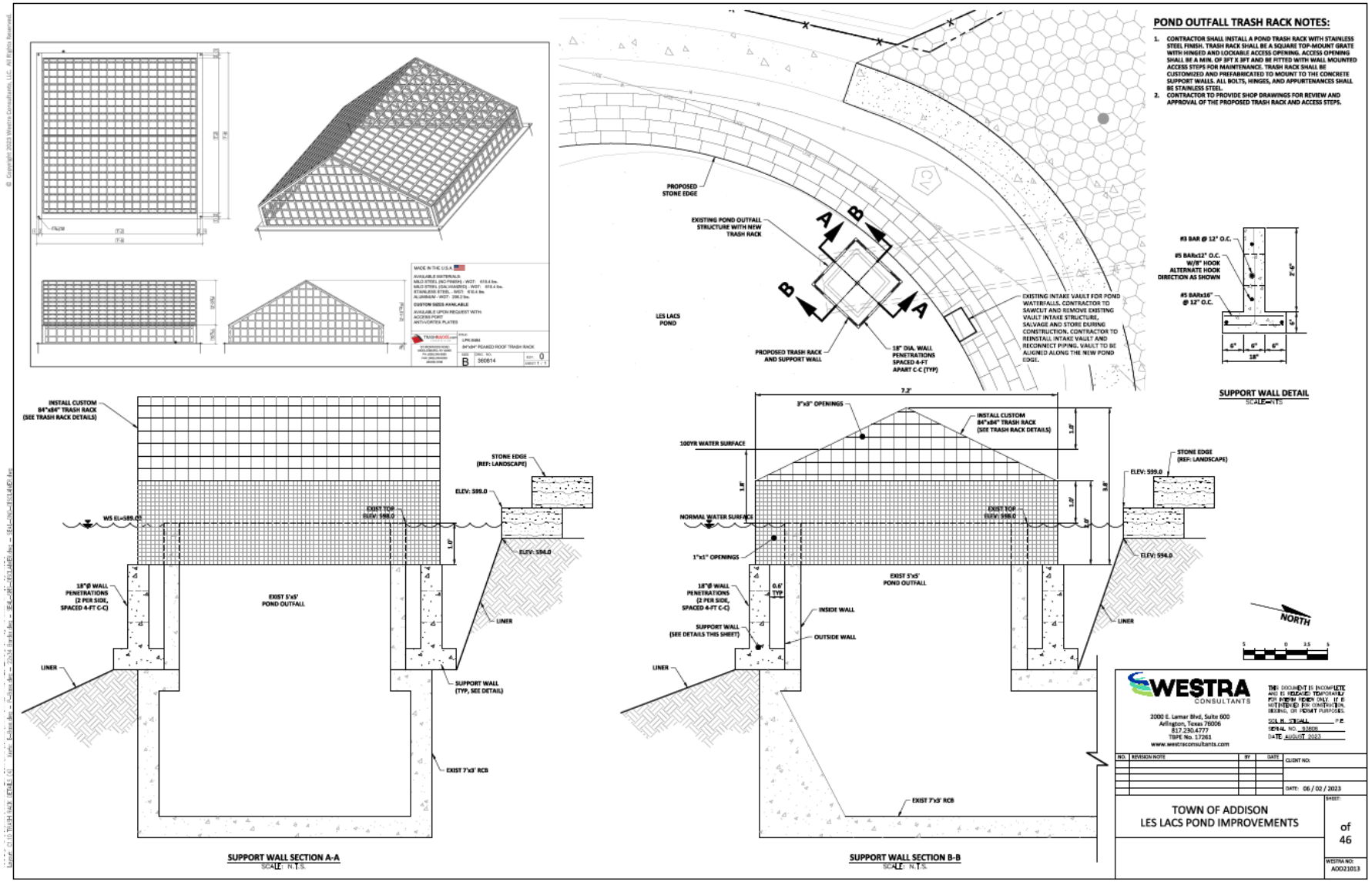
Design - PVC Liner and Clay Liner Option



Design- Clay Liner and Pond Deepening

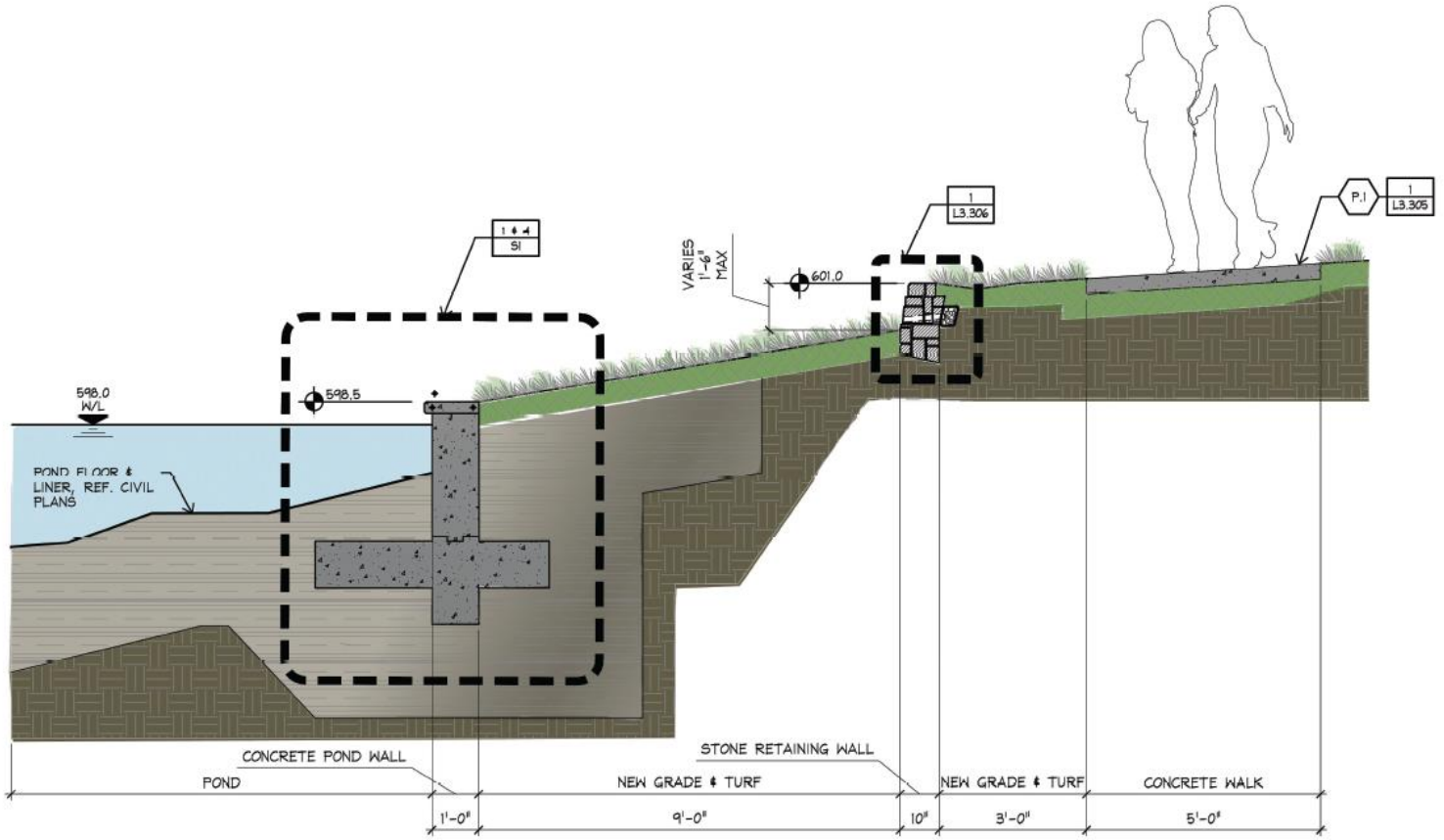


Design - Stormwater Management



Included in the Base Bid

Design - Typical Pond Edge Sections



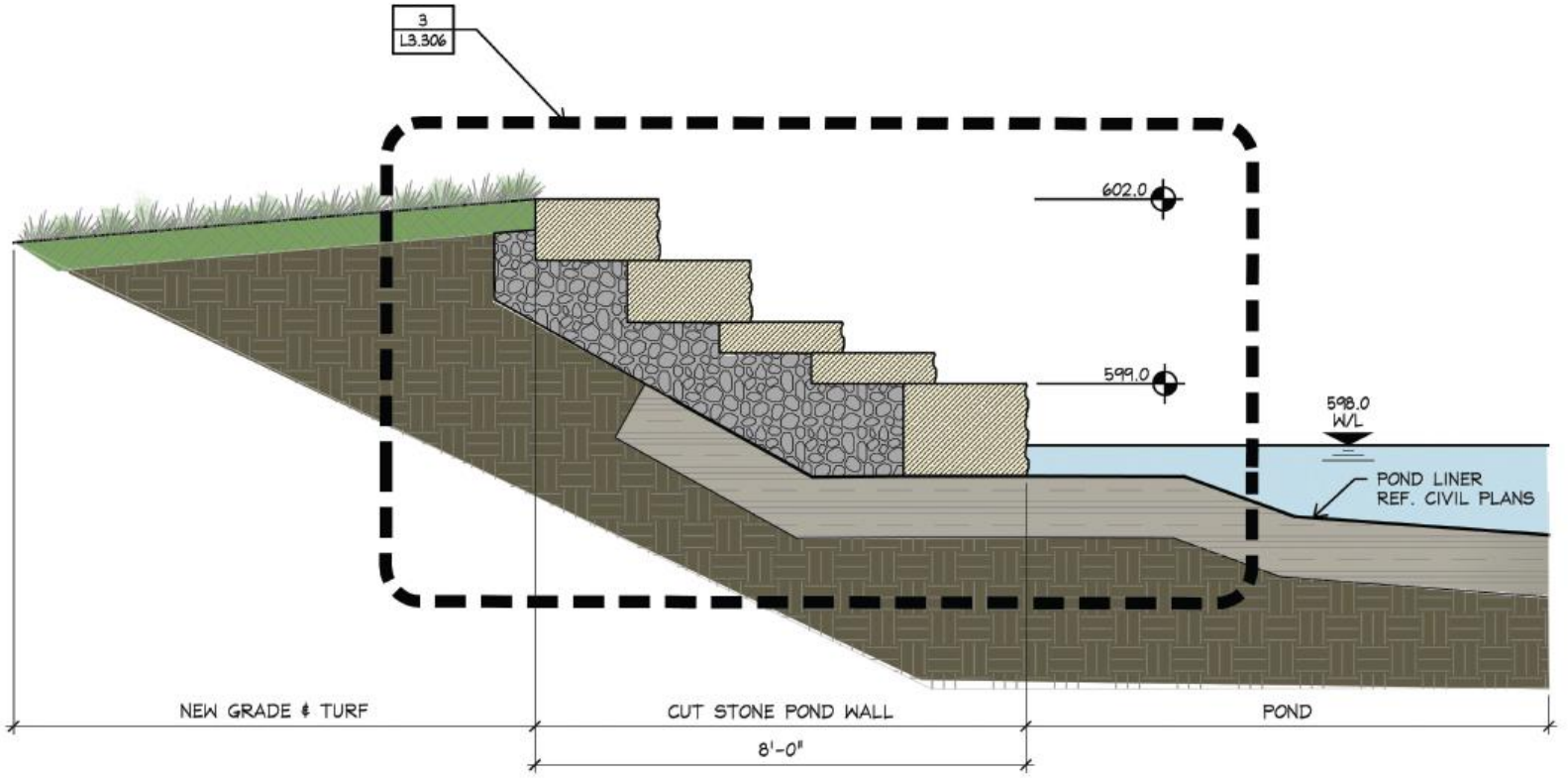
1 POND EDGE - CONCRETE EDGE & STONE RETAINING WALL

SECTION

SCALE: 1/2"=1'-0"

Included in the Base Bid

Design - Typical Pond Edge Sections

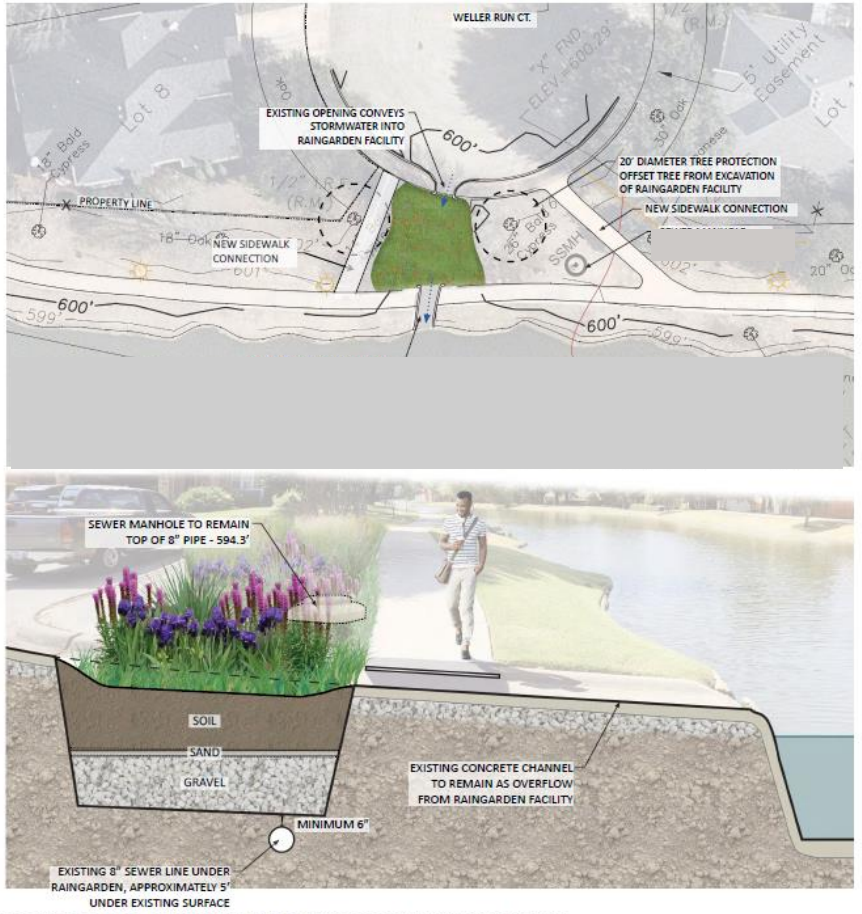


2 POND EDGE - CUT STONE EDGE WITH VARIED STONE HEIGHT

SECTION SCALE: 1/2"=1'-0"

Included in the Base Bid

Design - Rain Gardens



LES LACS POND - STORMWATER MANAGEMENT ENHANCEMENT

ADDISON, TEXAS

Biohabitats

Included as an Alternate Bid

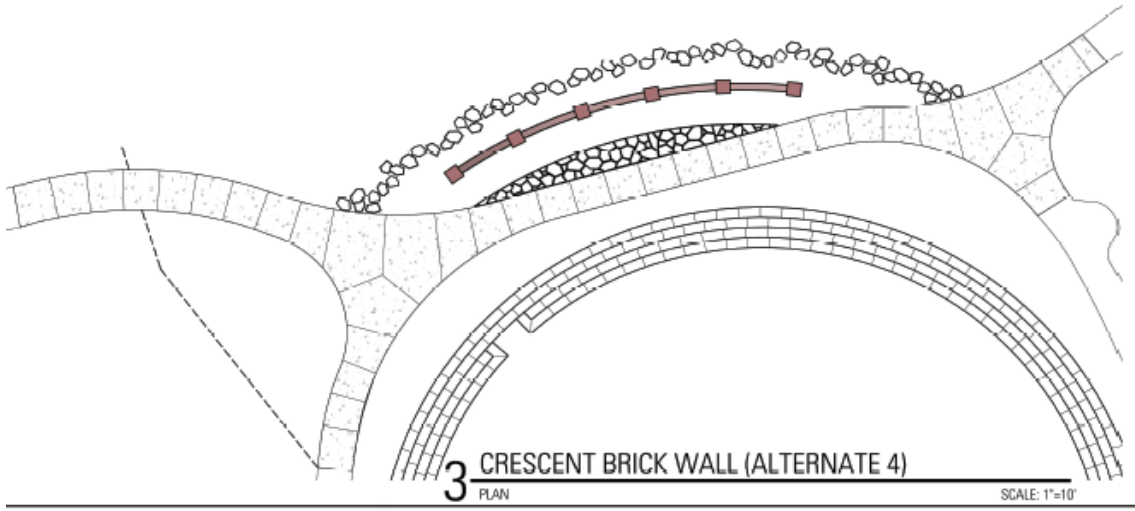
ADDISON WESTRA CONSULTANTS TBG Biohabitats

LES LACS POND
SITE RENOVATIONS

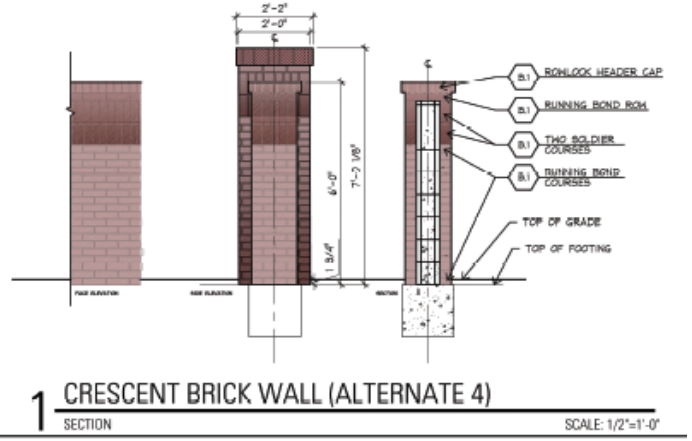
RAIN GARDEN

Addison, Texas
11/07/22

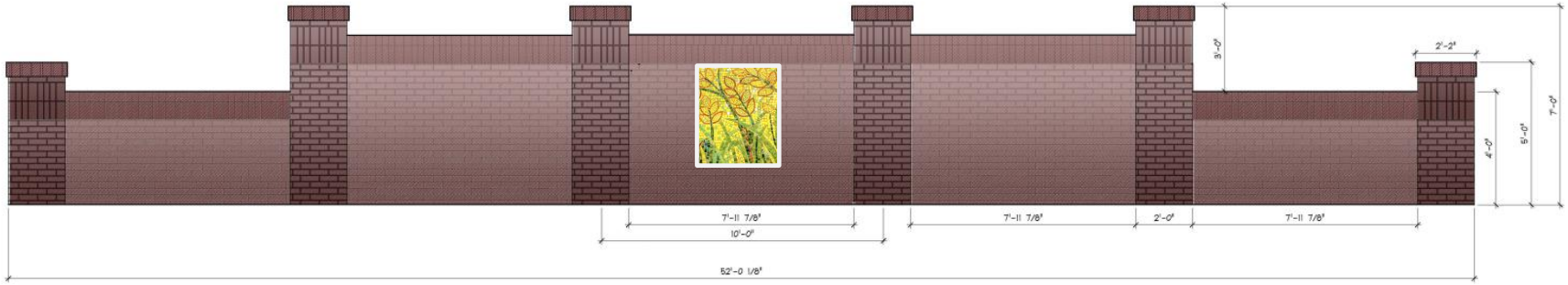
Design - Crescent Brick Wall



3 CRESCENT BRICK WALL (ALTERNATE 4)
PLAN
SCALE: 1"=10'



1 CRESCENT BRICK WALL (ALTERNATE 4)
SECTION
SCALE: 1/2"=1'-0"



2 CRESCENT BRICK WALL (ALTERNATE 4)
FLAT ELEVATION
SCALE: 1/2"=1'-0"

Included as an Alternate Bid

Mosaic Art to be Provided by the Addison Arbor Foundation

Contractor Procurement- CSP Process

- The Competitive Sealed Proposal Process guides the selection of a contractor based on best value to the Town of Addison. This process is a method of procurement in accordance with Texas Government Code Chapter 2269, Subchapter D.

- The Owner will consider the Contract Price, Statement of Qualifications and other criteria requested of the Offerors to determine which Proposal offers the best value to the Owner. The Proposals will be evaluated using the criteria and weighting described below.

Rating Category	Description	Weighting Value
A	Proposed Contract Price	50%
B	Similar Project References (Pond Liner)	25%
C	Listing of Proposed Suppliers and Subs/ Staff	15%
D	Construction Time based on Calendar Days	10%
Total		100%

Construction Considerations

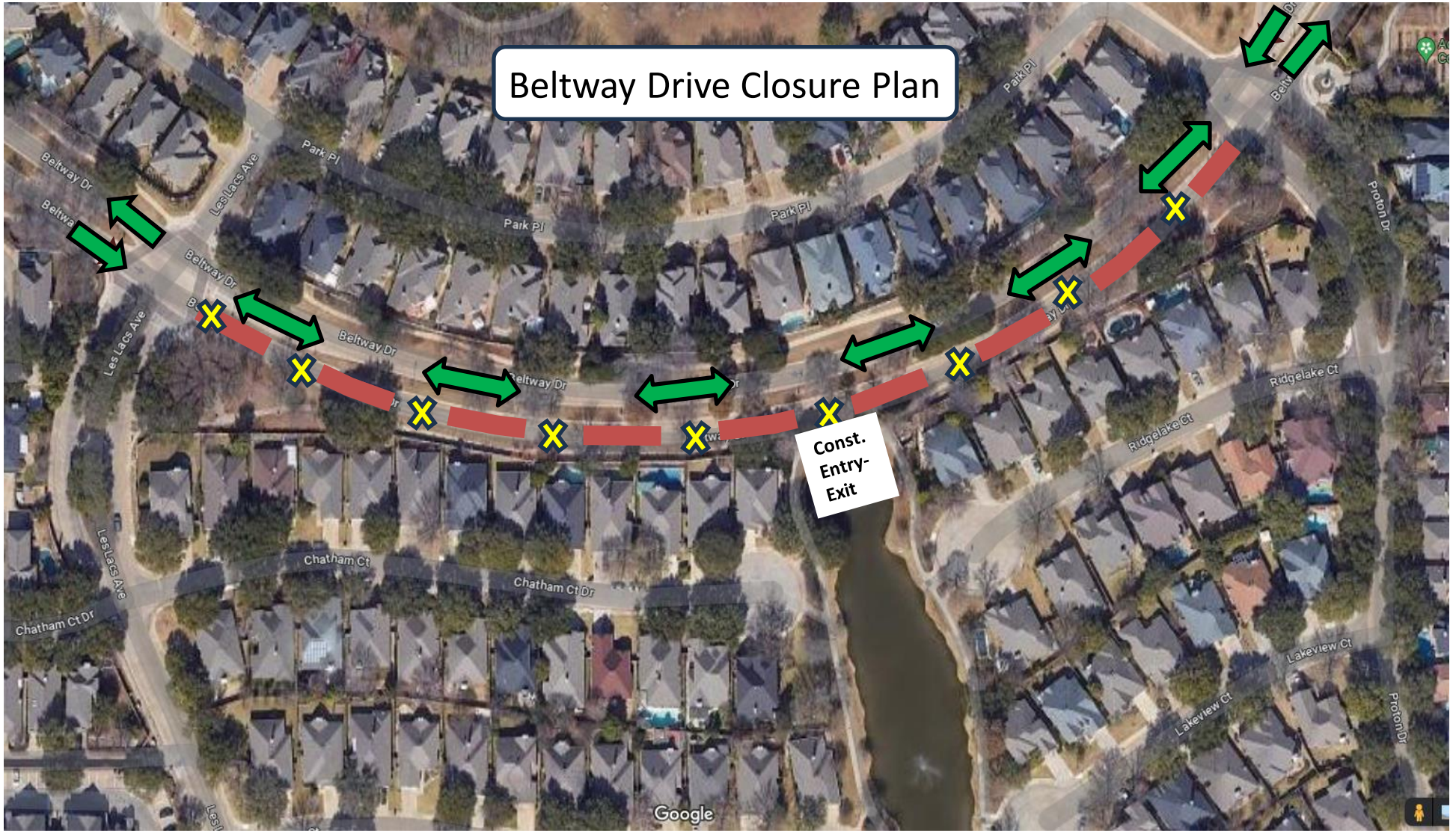
- WORKING HOURS WILL BEGIN AT 8:00 A.M. AND END AT 5:00 P.M.
- CONSTRUCTION IS EXPECTED TO TAKE APPROXIMATELY 10 TO 12 MONTHS TO COMPLETE.
- CONTRACTOR WILL ACCESS SITE FROM BELTWAY. CONTRACTOR PARKING OR EQUIPMENT STORAGE ON THE 7 CUL-DE-SAC STREETS WILL BE PROHIBITED. MINOR EXCEPTIONS.
- TOWN STAFF WILL INSPECT THE PROJECT ON A DAILY BASIS.
- REGULAR UPDATES WILL BE PROVIDED ON THE LES LACS POND IMPROVEMENTS PROJECT CONSTRUCTION PAGE.
- NO CHANGES WILL BE MADE TO PRIVATE PROPERTY AS A RESULT OF THIS PROJECT. SITE SURVEY LOCATED ALL PRIVATE PROPERTY.
- UNPLEASANT ODORS MAY BE PRESENT, ESPECIALLY DURING THE SEDIMENT REMOVAL PROCESS.
- GRASS INSIDE AND IMMEDIATELY OUTSIDE THE PERIMETER FENCE WILL BE KEPT AT 4” OR BELOW.

Construction- Access & Storage

Beltway E.B. Lane Closure Les Lacs to Proton

Beltway two-Way traffic N. side of road

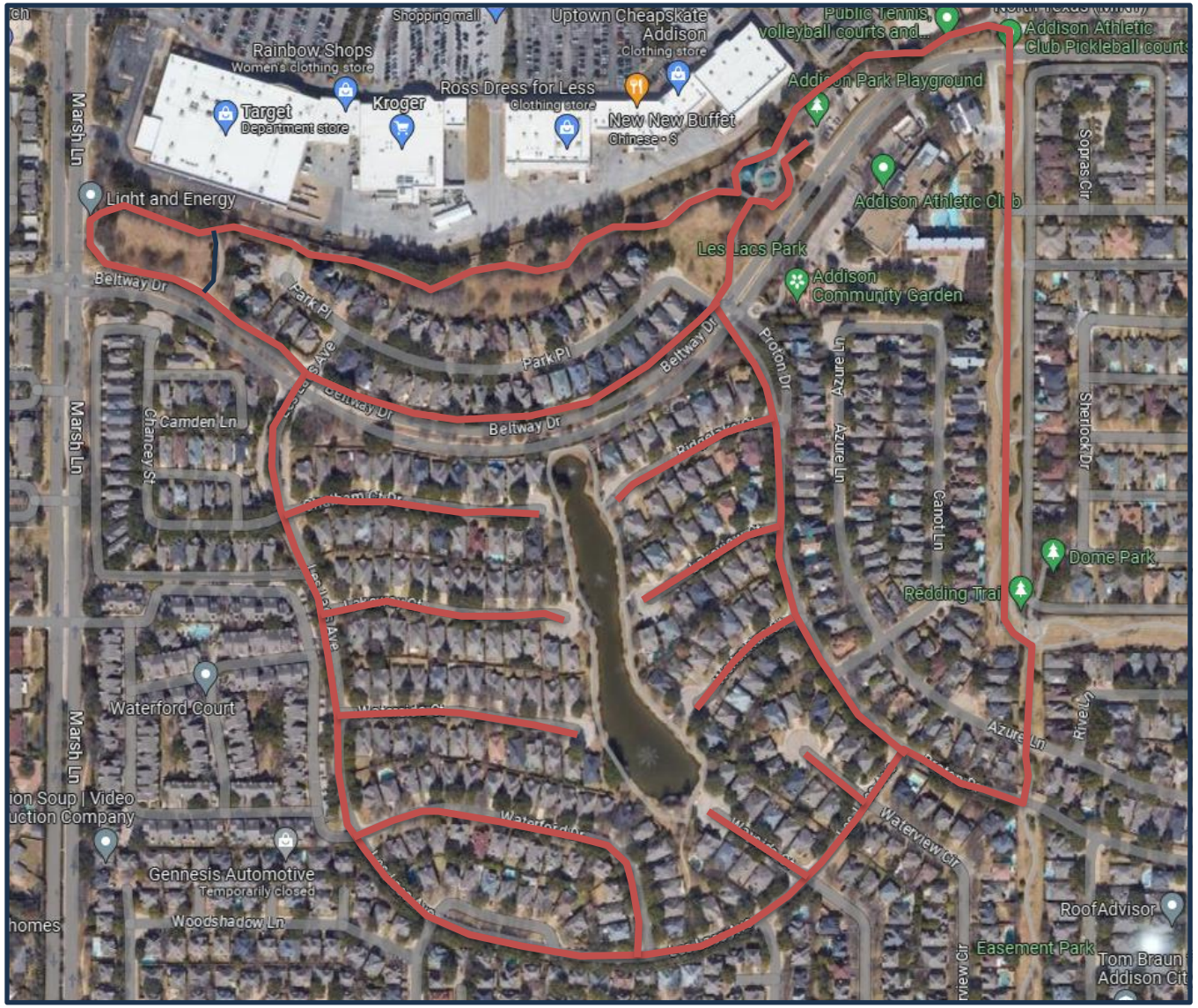
Beltway E.B. and W.B. traffic from Les Lacs to Marsh and Proton



Construction Considerations

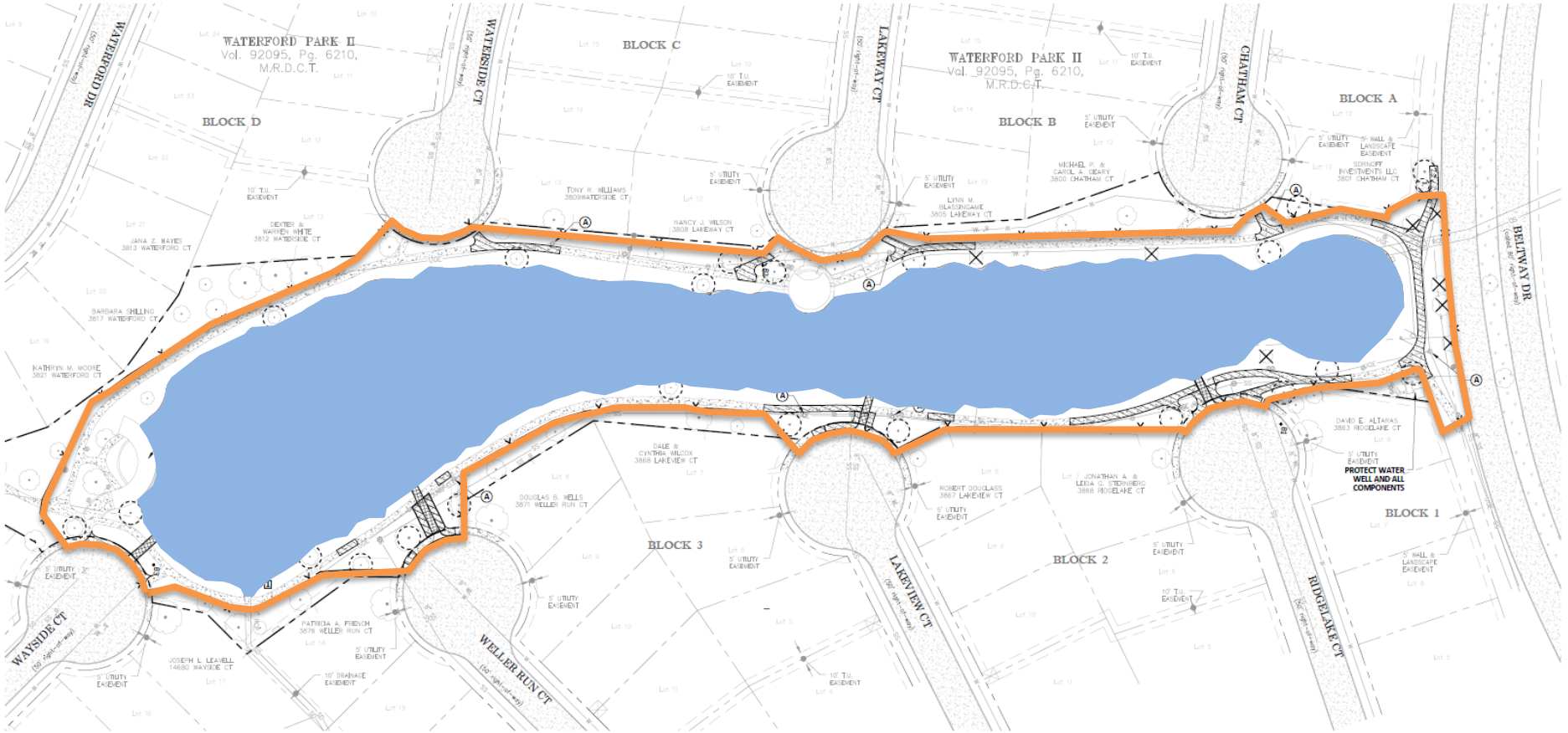
Alternate Walking Paths

- Les Lacs Trail from north end of Redding Trail to Marsh Ln and back to Les Lacs Park Parking lot and AAC.
- Redding Trail from Beltway Dr. to Proton Drive and Les Lacs Avenue Public Sidewalks.



Construction Considerations

Construction Fencing



Project Schedule

6/14/2022- WESTRA CONSULTANTS CONTRACT APPROVED BY COUNCIL

11/10/22- WESTRA CONSULTANTS COMPLETED SCHEMATIC DESIGN

4/19/23- WESTRA CONSULTANTS SUBMITTED 50% COMPLETED PLANS

7/13/23- WESTRA CONSULTANTS SUBMITTED 90% COMPLETED PLANS

9/11/23- WESTRA CONSULTANTS SUBMITTED 99% PLANS

9/11/23 TOWN OF ADDISON PROVIDED FINAL COMMENTS

9/28/23- PROJECT GOES LIVE IN BIDSYNC

10/3/23- NON- MANDATORY PRE- BID MEETING ON SITE

11/2/23- BIDSYNC CLOSES- RFPS DUE

12/12/23- STAFF SEEKS COUNCIL APPROVAL ON CONTRACT AWARD

Questions

City Council **1. a.**

Meeting Date: 09/12/2023

Department: Information Technology

AGENDA CAPTION:

City Manager's Announcements

BACKGROUND:

The City Manager will make announcements of interest to the Town.

RECOMMENDATION:

Information only.

City Council **1. b.**

Meeting Date: 09/12/2023

Department: Information Technology

AGENDA CAPTION:

Employee Recognition

BACKGROUND:

The City Manager will recognize an employee for his/her service to the Town.

RECOMMENDATION:

Information only.

City Council **3. a.**

Meeting Date: 09/12/2023

Department: City Secretary

AGENDA CAPTION:

Consider action on the Minutes from the August 22, 2023 City Council Meeting.

BACKGROUND:

The minutes for the August 22, 2023 City Council Meeting have been prepared for consideration.

RECOMMENDATION:

Administration recommends approval.

Attachments

Minutes - August 22, 2023

D R A F T

OFFICIAL ACTIONS OF THE ADDISON CITY COUNCIL

August 22, 2023

Addison Conference Centre
15650 Addison Road
Addison, Texas 75001
5:00 p.m. Executive Session & Work Session
7:30 Regular Meeting

Present: Mayor Bruce Arfsten; Mayor Pro-Tempore Eileen Resnik; Deputy Mayor Pro-Tempore Guillermo Quintanilla; Council Member Nancy Craig; Council Member Darren Gardner; Council Member Dan Liscio; Council Member Marlin Willesen

---

WORK SESSION

The Addison City Council will convene for a Work Session in the CouncilChambers beginning at 5:00 PM.

1. **Call Meeting to Order and Announce that a Quorum is Present.**

2. **Pledge of Allegiance. United States and Texas Flags**

3. **Citizen Comments on the Consent Agenda Items.** *This item allows citizens to speak on any item listed on the Consent Agenda prior to its consideration. Citizen comments are limited to three (3) minutes, unlessotherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the beginning of this item.*

Those addressing the City Council were:

- Fran Powell, 14796 Lochinar Court – Oaks North HOA President; clarification of perimeter wall.
- Bob Heckman, 14776 Maiden Court – Oaks North HOA Officer

4. **Council Member Clarification Requests Regarding ConsentAgenda Items.**

5. **Council Questions and Answers.**

6. **Closed Meeting.** The Addison City Council will enter a Closed Meetingpursuant to Texas Government Code Sections 551-071 through 090 todiscuss the following item(s):

a. *Section 551.071(2):* Consultation with Attorney on a matter in whichthe duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texasclearly conflicts with this chapter;
b. *Section 551.087(1):* Deliberation Regarding Economic Development Negotiations to discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks tohave locate, stay, or expand in or near the territory of the governmentalbody and with which the governmental body is conducting economic development negotiations; and
c. *Section 551.087(2)* - Deliberate the offer of a financial or otherincentive to a business prospect described by Subdivision (1).
    - Addison Circle Transit Oriented Development Project

Mayor Arfsten closed the meeting to convene the City Council into a Closed Meeting at 5:13 PM.

7. **Open Meeting.** In accordance with Texas Government Code Chapter 551, the Addison City Council will reconvene in an Open Meeting to consider action, if any, on the matters discussed in the Closed Meeting.

Mayor Arfsten reconvened the City Council into Open Session at 5:41 PM. There is no action to be taken as a result of Closed Session.

8. **Work Session Reports**

a. **Present and discuss maintenance of masonry single-family perimeterscreening walls.**
[Director of Parks and Recreation Janna Tidwell]

In response to several neighborhood groups requesting that the Town maintain their perimeter screening walls, staff presented information regarding the maintenance of masonry single-family residential perimeter screening walls in September 2022. Some groups indicated that the Town's leadership had previously made a verbal commitment to maintain the walls.

This presentation addresses six topics:

- Topic 1. Background information regarding the origin of the discussion.
- Topic 2. An overview of Council direction to staff at the September 2022 Council Meeting.
- Topic 3. Present the consultant's research of documented information regarding current maintenance rights and obligations.
- Topic 4. Discuss the importance of masonry perimeter screening walls in residential areas.
- Topic 5. Provide current wall maintenance budget information and identify rough order of magnitude estimates for additional wall maintenance.
- Topic 6. Provide Council with an opportunity to have a policy discussion regarding the maintenance of masonry residential perimeter screening walls.

*** * * EXECUTIVE SESSION * * ***

The City Council reserves the right to meet in an Executive Session at any time during the meeting to discuss matters listed in the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551.

Mayor Arfsten closed the meeting at 6:25 PM to convene the City Council into Executive Session.

Mayor Arfsten reconvened the City Council into Open Session at 6:48 PM. There was no action take as a result of the Executive Session.

*** * * RECONVENE OPEN SESSION * * ***

b. **Present and discuss the 2023 Comprehensive Plan update and the Comprehensive Plan Advisory Committee (CPAC) selection process.** *[Director Development Services Ken Schmidt]*

Following the February 15th, 2023 Community Meeting addressing housing and redevelopment, City Council directed staff to initiate work to develop a new comprehensive plan for the Town. Since then, staff has coordinated funding, executed a procurement process, and selected a planning consultant team to partner with on this work. At today's meeting, staff asked City Council to take action on a Professional Services Agreement with the selected planning consultant, Verdunity, to execute a scope of services that reflects a robust and highly engaging planning effort that will help the Town address key policy issues related to growth and redevelopment, housing, infrastructure and mobility, social amenities, and fiscal sustainability. The proposed scope of services accommodates a project duration of 15 months and will require funding in an amount not to exceed $449,935. The scope presented by Verdunity and its team of sub-consultants is comprised of six phases, which include:

- *Phase 1: Project Initiation, Management, and Engagement.* This phase covers the initial setup and launch of the project, as well as the ongoing management, communication, and coordination efforts that will run through the duration of the project. (August 2023 Kickoff, Continuous).
- *Phase 2: Assess (Inventory and Baseline Analysis)*. In this phase, the project team will gather, review, and analyze data to assess existing conditions and summarize opportunities and challenges facing the community. The team will also begin engaging the community in the planning process and orienting them to the project timeline and goals. (September – November 2023).
- *Phase 3: Explore (Vision, Guiding Principles, and Goals).* This phase will reveal the results of the existing conditions assessment and land use fiscal analysis (LUFA) and provide education and insights from those results. Analysis and community input will be used to dig deeper into opportunities and challenges associated with various elements of the plan and develop a vision statement, guiding principles, and desired outcomes for the community. (December 2023 – January 2024).
- *Phase 4: Organize (Strategy Development).* This phase shapes the strategic framework that will be utilized by the Town to align future public and private investment and regulatory tasks with the vision, guiding principles, and goals identified in Phase 3. Additional in-depth engagement and assessment efforts will be conducted to prepare and

refine strategies for the various elements of the plan. Several of these policy areas require more detailed technical analysis and community engagement, as well as the development of physical plans and illustrative documents to communicate the intent of the strategy. (January – May 2024).

- *Phase 5: Prioritize (Draft Plan and Implementation Program).* This phase consists of continued refinement of text, graphics, and maps, preparation of a fully formatted draft plan, and creation of a prioritized implementation program. (June – August 2024).
- *Phase 6: Adopt and Implement (Final Plan, Adoption, and Project Closeout).* This phase consists of sharing the plan for public review and comment, incorporating final comments, and preparing the final deliverables for adoption. This phase also includes the formal process for adoption of the plan and efforts to kick off implementation. (September – December 2024).

Given the importance of this Town-wide planning effort, a robust community involvement plan will be executed by Town staff and Verdunity. This plan will include formal and informal community engagement events, individual interviews and focus groups, as well as web-based engagement mechanisms that allow residents to engage in the process at their own convenience.

To support this planning process, staff recommends that the City Council appoint an Advisory Committee of up to 25 members. This committee will serve as a sounding board for staff and the consultant as they develop the new comprehensive plan. Given that a comprehensive plan is a general plan that prescribes a vision for the future of the community and a broad range of growth and development policies addressing a 20-year planning horizon, it is critical that the composition of the Comprehensive Plan Advisory Committee (CPAC) reflects the diverse backgrounds and interests of our citizens and business community. Committee composition should equitably reflect membership from different geographic areas of the Town and should accommodate diversity of background, residency/business tenure, and professional experience/interests. Given Addison's demographics and unique housing mix, representation for young professionals (40 and under) and residents living in apartments should also be addressed. Staff recommends a CPAC composition that includes:

- 21 resident/business community members – 3 selections for each Council member (requires one business community member selection per Council member).
- 1 Planning and Zoning Commission member – selected by the P & Z Chairman.
- 3 legacy members (residents with a long history of service to the Town who can share context on how the Town has evolved) – selected by collective decision of the Council.

To support the CPAC selection process, staff will prepare an application and distribute it to the community via the Town website, eNewsletter, and other engagement tools. The application will include questions that allow the applicant to share background information and a few open-ended questions to allow applicants to share why they would be well-suited for this role. Given that this committee will meet 12 times over a 15-month period and will be tasked with reviewing an extensive amount of analysis and policy recommendations, it is critical for the success of the project that CPAC members are available, highly engaged, and are not solely focused on single, granular issues. Staff will present received applications for consideration by City Council at the September 26th City Council meeting.

c. **Present and discuss appointing a Charter Review Commission.** *[Deputy City Manager Ashley Shroyer]*

The Town of Addison Home Rule Charter was last reviewed in 2019 with a Charter amendment election being held in May 2020. Best practice is to review the Charter every three (3) to five (5) years and make recommendations for changes (if any) to the City Council. The City Council would need to appoint 14 residents to a Charter Review Commission in accordance with Section 11.29 of the Town's Charter. The Commission will be tasked to work with staff to advise the Mayor and City Council as to whether the Town's Charter should be amended.

Staff recommends that Council provide direction to staff to open applications for a 14-person Charter Review Commission.

d. **Present and discuss the Fiscal Year 2024 Budget.** *[Chief Financial Officer Steven Glickman]*

Staff presented a review of Fiscal Year 2024 Budget.

e. **Present and discuss the Town of Addison Fiscal Year 2023 Third Quarter Financial Report.** *[Chief Finance Officer Steven Glickman]*

Revenues and expenditures reflect activity from April 1, 2023 through June 30, 2023 or 75 percent of the fiscal year.

- GENERAL FUND. Fiscal year-to-date revenue totals $41.1 million, which is 93.0 percent of the overall budget amount. Sales tax collections are at 83.1 percent of the fiscal year 2023 budget. Alcoholic beverage tax collections are at 85.6 percent of the fiscal year 2023 budget. Fiscal year-to-date expenditures and transfers total approximately $31.2 million, which is 70.4 percent of budget. All departments are on pace with or below their respective budgets for fiscal year 2023.
- HOTEL FUND. Revenues through the third quarter total approximately $4.9 million, 81.7 percent of the fiscal year 2023 budget. Hotel occupancy tax collections are 84.0 percent of budget for nine months of collections. Collections have not been received by all hoteliers for June. Proceeds from Special Events are below budget due to timing of events; all significant events occur between May and September. Hotel Fund expenditures of $3.7 million are 53.8 percent of budget, and $630 thousand more than this time a year ago. Performing Arts expenditures are at 100 percent due to the full payment of the Water Tower Theater primary grant. Special events expenditures are at 35.7 percent due to timing of events.
- AIRPORT FUND. Operating revenue through the third quarter total approximately $5.6 million or 83.1 percent of the fiscal year 2023 budget. Operating expenses total $3.9 million, or 70.7 percent of fiscal year 2023 budget. ¬ Total year-to-date net income for the Airport Fund is $462 thousand.
- UTILITY FUND. Operating revenue through the third quarter totals $11.3 million, or 73.2 percent of the fiscal year 2023 budget. Water revenues for nine months are at 72.2 percent of the fiscal year 2023 budget and sewer revenues are at 72.9 percent of the fiscal year 2023 budget. The year-to-date revenue is higher than the prior year. Operating expenses through the third quarter total approximately $11.5 million, or 73.2 percent of the fiscal year 2023 budget. Water wholesale purchases and wastewater treatment expenses are more

than this time a year ago due to the timing of payment for these services.

- STORMWATER FUND. Operating revenue through the third quarter total $2.1 million, or 79.9 percent of the fiscal year 2023 budget. ¬ Operating expenses through the third quarter total approximately $1.2 million, or 69.7 percent of the fiscal year 2023 budget. The percentage to budget is driven by our debt service payment, which is made in the third quarter of the fiscal year. Through the third quarter $1.1 million has been spent on cash-funded capita projects

This Quarterly Report ending June 30, 2023 is prepared for the Town of Addison in accordance with Chapter 2256 of the Texas Public Funds Investment Act ("PFIA"). Section 2256.023(a) of the PFIA states that: *"Not less than quarterly, the investment officer shall prepare and submit to the governing body of the entity a written report of the investment transactions for all funds covered by this chapter for the preceding reporting period."* The report was signed by the Town's investment officer and includes the disclosures required in the PFIA. To the extent possible, market prices have been obtained from independent pricing sources.

The investment portfolio complied with the PFIA and the Entity's approved Investment Policy and Strategy throughout the period. All investment transactions made in the portfolio during this period were made on behalf of the Entity and were made in full compliance with the PFIA and the approved Investment Policy.

Date	Book Value	Market Value	Interest Revenue	Weighted Average Yield-to-Maturity
6/30/2023	134,594,579	129,594,790	962,452	2.83%
3/30/2023	142,777,097	138,083,601	882,482	2.83%
Change	(8,182,518)	(8,488,811)	79,970	0.01%
% Change	-5.73%	-6.15%	9.06%	0.24%

f. **Present and discuss updates to the City Council Liaison Appointments.** *[City Secretary Irma Parker/Mayor Bruce Arfsten]*

At the July 11, 2023 Council Meeting, liaison assignments were made as shown below. A recommendation was made to delete World Affairs Council from the list of liaison opportunities and replace it with Metrocrest Services, Inc. With that change, Mayor Pro-Tempore Resnik will now become the Liaison for Metrocrest Services, Inc.

Organization	Arfsten	Resnik	Quintanilla	Craig	Gardner	Liscio	Willesen
Addison Arbor Foundation						**X**	
Metrocrest Chamber							**X**
North Dallas Chamber			**X**				
WaterTower Theatre				**X**			

~~World Affairs Council~~ Metrocrest Services, Inc.		**X**					

COUNCIL MEETING

The Addison City Council will convene for a Council Meeting beginning at 7:30PM in the Council Chambers.

1. **Proclamations / Presentations**

   a. Present a Proclamation to the National Payroll Association in recognition of National Payroll Week, which falls during the week of Labor Day.
   b. City Manager's Announcements
   c. Employee Recognition:
      - Janna Tidwell, Parks & Recreation Director: Anna Weir, Fitness Supervisor
      - Ken Schmidt, Director of Development Services: Jade Broadnax, Comprehensive Planning Manager

2. **Public Comment.** *The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required bylaw. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.*

3. **Consent Agenda.** *All items listed under the Consent Agenda are considered routine by the City Council and will be enacted by one motion with no individual consideration. If individual consideration of anitem is requested, it will be pulled from the Consent Agenda and discussed separately.*

   a. Consider action on the Minutes from the August 3, 2023 City Council Meeting.

   b. Consider action on the Minutes from the August 4, 2023 City Council Meeting.

   c. Consider action on the Minutes from the August 8, 2023 City Council Meeting.

   d. Consider action on a Resolution No. R23-068 approving a negotiated settlement between the Atmos Cities Steering Committee (ACSC) and Atmos Energy Corp., Mid-Tex Division, regarding its 2023 Rate Review Mechanism Filing.

   e. Consider action on a Resolution No. R23-069 authorizing an agreement between the Town of Addison and Verdunity, Inc. for consulting services related to the 2023 Comprehensive Plan Update and authorizing the City Manager to execute the agreement in an amount not to exceed $449,935.

MOTION: Deputy Mayor Pro-Tempore Quintanilla moved to approve Section 3(a – e) Consent

Agenda as presented. Council Member Craig seconded the motion. Motion carried unanimously.

4. **Items of Community Interest.** *The City Council will have this opportunity to address items of community interest, including: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition; a reminder about an upcoming event organized or sponsored by the Town of Addison; information regarding a social, ceremonial, or community event that was or will be attended by an Addison City Council member or an official; and, announcements*

Adjourn Meeting.

There being no further business to come before the City Council, Mayor Arfsten adjourned the meeting at 9:38 PM.

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma G. Parker, City Secretary

City Council **3. b.**

Meeting Date: 09/12/2023

Department: City Secretary

AGENDA CAPTION:

Consider action on the Minutes from the September 5, 2023 Special City Council Meeting.

BACKGROUND:

The minutes for the September 5, 2023 Special City Council Meeting have been prepared for consideration.

RECOMMENDATION:

Administration recommends approval.

Attachments

Minutes - September 5, 2023

D R A F T

OFFICIAL ACTIONS OF THE ADDISON CITY COUNCIL

September 5, 2023

Addison Conference Centre
15650 Addison Road, Addison, TX 75001
5:30 p.m. Special Meeting

Present: Mayor Bruce Arfsten; Mayor Pro-Tempore Eileen Resnik; Deputy Mayor Pro-Tempore Guillermo Quintanilla; Council Member Nancy Craig; Council Member Darren Gardner; Council Member Dan Liscio; Council Member Marlin Willesen

---

COUNCIL MEETING

The Addison City Council will convene for a Special Council Meeting beginning at 5:30 PM in the Council Chambers.

1. **Call to Order.** Mayor Arfsten called the meeting to order at 5:30 PM.

2. **Pledge of Allegiance: United States Flag and Texas Flag.**

3. **Public Comment.** *The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.*

4. **Public Hearings.**

   a. **Hold a Public Hearing, present, and discuss the Town of Addison's proposed Property Tax Rate for the fiscal year commencing October 1, 2023 and ending September 30, 2024.** *[Steven Glickman, Chief Financial Officer]*

This is the first of two public hearings regarding the proposed tax rate for the Town of Addison. The second public hearing will be held on September 12, 2023, at a meeting that commences at 7:30 pm at the Addison Conference Centre.

The proposed property tax rate for the Fiscal Year 2024 is $0.609822 per $100 of valuation. The proposed rate is made of the following components:

Tax Rate Component	Amount (per $100 of valuation)
Maintenance & Operations: General Fund	$0.420413
Maintenance & Operations: Economic Development	$0.023716
Maintenance & Operations: Infrastructure Investment	$0.006201
Interest & Sinking (Debt)	$0.159492
Total Proposed Rate for the FY 2024	**$0.609822**

The State's Truth-in-Taxation law also requires calculation and publication of each taxing entity's no-new revenue tax rate, voter-approval tax rate, and de minimus rate:

Tax Rate	Definition	Amount (per $100 of valuation)
No-New Revenue Tax Rate	The no-new-revenue tax rate is the tax rate for the 2023 tax year that will raise the same amount of property tax revenue for Town of Addison from the same properties in both the 2022 tax year and the 2023 tax year.	$0.562728
Voter-Approval Tax Rate	The voter-approval tax rate is the highest tax rate that Town of Addison may adopt without holding an election to seek voter approval of the rate, unless the de minimis rate for Town of Addison exceeds the voter-approval tax rate for Town of Addison	$0.636365
De Minimis Rate	The de minimis rate is the rate equal to the sum of the no-new-revenue maintenance and operations rate for Town of Addison, the rate that will raise $500,000, and the current debt rate for Town of Addison.	$0.579183

Notice of this public hearing was published in the Dallas Morning News on August 25, 2023.

The proposed budget recommends a property tax rate of $0.609822 per $100 valuation, which exceeds the no-new revenue tax rate. This proposed rate is the same rate that was adopted for fiscal year 2023.

The average taxable home value for the Town of Addison is $429,731, which generates a tax bill of $2,620.59. Last year, the average taxable home value was $380,057 which generated a tax bill of $2,317.67. The average taxpayer would pay about $302.92 more in property taxes than last year. Individual taxes may increase or decrease depending on the change in the taxable value of each property.

Of the total tax rate, $0.450330 is dedicated to maintenance and operations, which is a slight increase from the Fiscal Year 2023 tax rate for maintenance and operations, and $0.159492 is dedicated to debt service payments. The debt service portion of the tax rate is decreasing despite

the issuance of General Obligation Bonds that were approved by voters in the 2019 Bond Election as well as Certificates of Obligation.

The City Council is scheduled to consider adoption of the proposed tax rate and budget on September 12, 2023, during a meeting of the Council to be held at the Addison Conference Centre at 7:30 pm.

Public Hearing: No requests to address the City Council

b. **Hold a Public Hearing, present, and discuss the Town of Addison's Annual Budget for the fiscal year commencing October 1, 2023 and ending September 30, 2024.**
[Steven Glickman, Chief Financial Officer]

This is the first public hearing regarding the Town of Addison's Annual Budget for Fiscal Year (FY) 2024. The proposed FY 2024 budget requests an appropriation of $117,562,785 consisting of $104,265,110 for operating expenditures, $10,446,135 for capital improvements, $875,540 for transfers, and $1,976,000 for one-time decision packages. Listed below is a breakdown of funds:

Fund	Expenditure Amount
General	$48,155,864
Hotel	6,736,061
Debt Service Combined	10,356,435
Economic Development	1,602,941
Infrastructure Investment	550,000
Airport	8,161,107
Utility	16,271,794
Stormwater	4,434,110
Combined Replacement	3,872,104
Combined Grants	13,700
Combined Special Revenues	15,450,730
Total	$117,562,785

Significant items in the proposed operating budget include:

- Revenues for all funds total $107,910,607 an increase of $18.12M compared to the FY 2023 budget. Primary revenue sources are property tax ($36.08 million), sales tax ($15.2 million), hotel occupancy tax ($5.25 million), interest and other income ($13.59 million), and utility service fees ($15.95 million).
- Staffing level of 316.5 Full-time Equivalent (FTE) positions. This is an increase of 8.5 FTE's over FY 2023.
- An employee compensation pool of 4% with an additional 5% budgeted to implement the results of a compensation market study.

Significant decision packages include:

- Emergency Management Coordinator - 1.0 FTE ($154,381 recurring cost and $7,600 one-time cost)

- Mental Health Wellness Program for Police Department ($30,000 recurring cost)
- AED purchase and monthly inspections ($18,000 recurring cost and $75,000 one-time cost)
- Two Fire Administration Vehicles ($120,000 one-time cost)
- Building Inspector 3rd party Services ($36,353 recurring cost)
- Assistant Director of Development Services - 1.0 FTE ($157,592 recurring cost and $9,900 one-time cost)
- Code Enforcement Manager - 1.0 FTE ($132,429 recurring cost and $51,400 one-time cost)
- Code Enforcement Officer - 1.0 FTE ($109,974 recurring cost and $49,900 one-time cost)
- Neighborhood Services Startup Funding ($60,000 one-time cost)
- Facility Attendant - 0.5 FTE ($23,548 recurring cost)
- Parks Planned Asset Replacement ($196,000 one-time cost)
- Addison Circle Park Vision Plan ($205,000)
- Pickleball Court Shade Structure ($217,000)
- Spruill Dog Park Artificial Turf ($4,602 recurring cost and $235,287 one-time cost)
- Public Art Installation ($150,000 one-time cost)
- NTTA Pedestrian Crossing, Gateway and Landscape Plan ($156,000 one-time cost)
- Recreation Van ($98,274 one-time cost)
- Addison Athletic Club Building Improvements ($57,000 one-time cost)
- Addison Athletic Club Outdoor Pool Renovation ($339,743 one-time cost)
- Paver Replacements on Arapaho ($300,000 one-time cost)
- Brick Paver Repairs in Vitruvian Area ($105,000 one-time cost)
- Airport Insurance Administrative Program ($30,000 one-time cost)
- Asphalt Trailer ($75,000 one-time cost)
- Hutton Branch Outfall Reconstruction ($755,000 one-time cost)
- Annual Stormwater Maintenance Plan ($450,000 recurring cost)
- Street Sweeper and Street Maintenance Worker - 1.0 FTE ($225,000 one-time cost and $843 annual recurring savings)
- GIS Analyst Position - 1.0 FTE ($14,878 annual savings)
- Public Works Superintendent ($144,333 recurring cost and $5,000 one-time cost)
- Utility Billing Customer Portal ($20,000 recurring cost and $10,000 one-time cost)
- Contracted Utility Repairs ($100,000 recurring cost)
- Kellway Wet Well Structural Inspection ($55,000 one-time cost)
- Non-Destructive Testing of 24-inch Water Transmission Main ($110,000 one-time cost)

The FY 2024 proposed five-year capital improvements budget totals $54.29 million. Significant projects include:

- Midway Road Reconstruction ($10.00 million),
- Vitruvian West Streetscape and Bella Lane Extension ($0.60 million),
- Improvements to Existing Buildings ($1.50 million),
- Keller Springs Reconstruction ($14.74 million),
- Les Lacs Pond Improvements ($2.55 million),
- Vitruvian Park Phase 6, Block 301, 302, and 303 Improvements ($2.65 million),

- Quorum Drive Reconstruction ($3.41 million),
- Monfort Drive Reconstruction ($2.75 million),
- Beltway Drive Trail ($2.20 million)
- Transit Oriented Development Parking Garage ($3.40 million)
- Redding Trail Extension and Dog Park Improvements ($0.55 million),
- Lake Forest Drive Utility Improvements ($0.94 million),
- Beltway Drive/Belt Line Road Water Main Replacement ($0.64 million),
- Celestial Pumpstation Pump #3 Replacement ($0.45 million),
- Celestial Pumpstation Pump #1 Replacement ($0.45 million),
- Surveyor Pumpstation Electrical Upgrades ($0.70 million)
- SCADA and Kellway Electrical Control Panel Upgrades ($0.43 million),
- Bravo/Golf Taxiway Improvements ($4.00 million),
- Reconstruction of Jimmy Doolittle Drive ($1.40 million),
- Eastside Airport Service Road Reconstruction (0.32 million),
- Airport Regulated Garbage Utility Building ($0.28 million),
- West Perimiter Fencing Improvements ($0.07 million),
- Wiley Post Building Improvements ($0.12 million),
- Wiley Post Parking Lot Reconstruction ($0.15 million).

Texas Local Government Code (LGC) Sec. 102.006 requires the governing body of a municipality to hold a public hearing on the proposed budget and provide for public notice of the date, time, and location of the hearing. This notice was published in the Dallas Morning News on Friday, August 25, 2023.

A second public hearing will be held before the budget is considered for adoption on September 12, 2023 at 7:30 pm at the Addison Conference Centre located at 15650 Addison Road, Addison, Texas 75001.

The Fiscal Year 2024 proposed budget can be found at the following link on the Town's website: https://addisontexas.net/finance/budget

Public Hearing: Mike O'Neal, 5021 Morris Avenue.

5. **Items of Community Interest.** *The City Council will have this opportunity to address items of community interest, including: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition; a reminder about an upcoming event organized or sponsored by the Town of Addison; information regarding a social, ceremonial, or community event that was or will be attended by an Addison City Council member or an official; and, announcements involving an eminent threat to public health and safety in Addison that has arisensince posting this agenda.*

6. **Adjourn Meeting.**

There being no further business to come before the City Council, Mayor Arfsten adjourned the meeting at 6:09 PM.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Irma G. Parker, City Secretary

City Council **3. c.**

Meeting Date: 09/12/2023

Department: Public Works

Pillars: Excellence in Asset Management

Milestones: Implement the Asset Management Plan in accordance with the Asset Management Policy, utilizing information systems

---

AGENDA CAPTION:

Consider action on change order #2 to the contract with Rey-Mar Construction, LLC., for the fiscal year 2023 on-call water and sewer line repairs and authorize the City Manager to execute the change order in an amount not to exceed $100,000.

BACKGROUND:

The purpose of this item is to execute Change Order #2 in the amount of $100,000 for the Fiscal Year 2023 to the utility contract with Rey-Mar Construction LLC. (Rey-Mar).

On April 12, 2022, Council approved an Indefinite Delivery Indefinite Quantity (IDIQ) contract with Rey-Mar for on-call water and sewer line repairs in the amount of $150,000 for the Fiscal Year 2022 for a term of one year with four-year optional renewals. In June 2023, Change Order #1 to the contract for the fiscal year 2023 was authorized by City Council in the amount of $1,338,646.40 for the Lake Forest Drive Waterline Upgrades and Wastewater Improvements Project. The Lake Forest Drive Project is funded from the 2018 Utility Bond Funds.

In the fiscal year 2023, Town staff has worked closely with Rey-Mar to make needed water line, hydrant, and sewer line repairs that staff located, were brought to their attention by residents, or identified during fire hydrant inspections. The locations, descriptions, and costs associated with the repairs are listed in the table below:

Location	Description	Amount
3948 Beltway Drive	Fire Hydrant Repair	$21,050
Brookwood Lane	Fire Hydrant Repair	$8,200
Spruill Avenue	Fire Hydrant Repair and Relocation	$14,850
Ponte Avenue	Fire Hydrant Replacement	$14,850
14800 Landmark Blvd	8-inch Water Main Leak Repair	$38,800

14901 Dallas Parkway	8-inch Water Main Leak Repair	$38,800
Wayside Court	Auto Flusher Installation	$8,300
3834 Canot	1-inch Service Line Repair	$8,000
4800 Airport Pkwy	8-inch Water Main Leak Repair	$11,377.50
Waterview Court	Fire Hydrant Repair	$11,560.53
14350 Midway Road	Fire Hydrant Repair	$11,560.53
4107 Pokolodi Circle	4-inch Wastewater Repair	$20,800
Goodman Avenue	2-inch Service Line Repair	$3,000
Ledgemont Lane	2-inch Service Line Repair	$8,900
Ledgemont Lane	2-inch Service Line Repair	$8,600
Total Cost of Repairs to Date		**$228,648.56**

The total cost associated with the repairs to date is $228,648.56. Staff recommends adding $100,000 to the contract to allow $21,351.44 to be utilized if other repairs are needed in the Fiscal Year 2023, which ends on September 30, 2023. The total contract costs and information are broken down in the attached Change Order #2.

The amount for the current fiscal year is in line with the costs for fiscal year 2022 and the $100,000 increase that was included as a decision package for fiscal year 2024 going forward.

If approved, the $100,000 funding for Change Order #2 will be taken out of the utility fund's annual operations and maintenance budget or a budget amendment as needed.

RECOMMENDATION:

Administration recommends approval.

Attachments

Change Order # 2 - Rey-Mar Construction

TOWN OF ADDISON CHANGE ORDER FORM

Change Order Number 2
Project Name: FY23 Annual Utility IDIQ
Project Manager: Jason Sutton
Date: 8-17-2023

A. INTENT OF CHANGE ORDER

Add $100,000 to the fiscal year 2023 on-call water and sewer line repairs. This will bring the new contract total for standard repairs and maintenance to $250,000.

B. REASON FOR CHANGE

Fifteen various water and sewer repairs have been made at the following locations:

- 3948 Beltway Dr.
- Brookwood Ln.
- Spruill Ave.
- Ponte Ave.
- 14800 Landmark Blvd.
- 14901 Dallas Pkwy.
- Wayside Ct.
- 3834 Canot Ln.
- 4800 Airport Pkwy.
- Waterview Ct.
- 14350 Midway Rd.
- 4107 Pokolodi Cir.
- Goodman Ave.
- 2 – Service Line Repairs on Ledgemont Ln.

The total cost associated with these repairs is estimated to be $228,648.56. $100,000 is being added to the contract to allow $21,351.44 to be utilized if other repairs are needed in the fiscal year 2023.

C. EFFECT OF CHANGE ON CONTRACT PRICE

This change order will have the following effect on the cost of this contract for fiscal year 2023:

Description	Cost
Original Contract Amount	$150,000
Change Order #1 (Lake Forest Dr.)	$1,338,646.40
Change Order #2	$100,000
New Total Contract Price for FY23	**$1,438,646.40**

D. AGREEMENT

By the signatures below, duly authorized agent of the Town of Addison, Texas and Rey-Mar Construction, LLC. do hereby agree to append this Change Order Number 2 to the original contract between themselves, dated April 13, 2022.

David Martinez
General Partner
Rey-Mar Construction, LLC.
2010 E. Lancaster Ave.
Fort Worth, Texas 76103

Shannon Hicks, P.E.
Director, Public Works and Engineering
Town of Addison

David Gaines
City Manager
Town of Addison

City Council **3. d.**

Meeting Date: 09/12/2023

Department: Public Works

Pillars: Excellence in Asset Management
Excellence in Transportation Systems

Milestones: Implement the Asset Management Plan in accordance with the Asset Management Policy, utilizing information systems

AGENDA CAPTION:

Consider action on a Resolution approving an agreement for professional engineering services between the Town of Addison and Alliance Geotechnical Group Inc. to perform materials testing services as quality assurance for the materials utilized in the construction of the Keller Springs Reconstruction Project and authorize the City Manager to execute the agreement in an amount not to exceed $118,240.

BACKGROUND:

The purpose of this item is to authorize a professional services agreement with Alliance Geotechnical Group in an amount not to exceed $118,240.

Material testing services are required to ensure the quality and consistency of the materials and workmanship the construction contractor utilizes to complete the Keller Springs Road Reconstruction Project. The Town issued a Request for Qualifications (RFQ) during the summer of 2017 for general engineering and design services. This RFQ resulted in a list of pre-qualified firms to perform engineering services within the Town. In addition to being on this pre-qualified list, Alliance Geotechnical Group was selected based on the quality of their work on previous projects with the Town, their extensive experience on similar projects, and their ability to provide the required amount of seasoned testing technicians needed to keep up with the magnitude of materials that will be installed during construction of the Keller Springs Reconstruction Project.

The Scope of Work is detailed in Exhibit A of the Professional Services Agreement. Anticipated testing required during the Keller Springs Reconstruction Project construction includes soil identification, compaction and control testing, aggregate and concrete testing, asphalt testing, coring services, structural steel, drilled shaft inspections, and other services as requested by the Town.

The timeline for these services will depend on the construction contractor's schedule for the Keller Springs Reconstruction Project and is estimated to be performed over a twenty-four-month period. This agreement will be funded from

the 2019 Bond Funds for Keller Springs Road and is in line with the Keller Springs Project Budget.

RECOMMENDATION:

Administration recommends approval.

Attachments

Resolution - Alliance Geotechnical Group

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS APPROVING AN AGREEMENT WITH ALLIANCE GEOTECHICAL GROUP FOR KELLER SPRINGS ROAD RECONSTRUCTION MATERIAL TESTING IN AN AMOUNT NOT TO EXCEED $118,240.00; AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council desires to authorize an agreement with Alliance Geotechical Group for Keller Springs Road Reconstruction Material Testing in conformance with the City's requirements.

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

SECTION 1. The City Council hereby approves the agreement between the Town of Addison and Alliance Geotechical Group in an amount not-to-exceed of $118,240.00, a copy of which is attached to this Resolution as **Exhibit A**. The City Manager is hereby authorized to execute the agreement.

SECTION 2. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the ***12th*** day of ***SEPTEMBER***, 2023.

TOWN OF ADDISON, TEXAS

_____

Bruce Arfsten, Mayor

ATTEST:

_____

Irma Parker, City Secretary

EXHIBIT A

PROFESSIONAL SERVICES AGREEMENT
KELLER SPRINGS ROAD RECONSTRUCTION MATERIAL TESTING

This Professional Services Agreement ("Agreement") is made by and between the **Town of Addison, Texas** ("City"), and **Alliance Geotechical Group** (**"**Professional") (each a "party" and collectively the "parties"), acting by and through their respective authorized representatives.

RECITALS

WHEREAS, City desires to engage Professional to perform certain work and services, hereinafter referred to only as "services", as further specified in the Scope of Services defined in Section 1 of this Agreement; and

WHEREAS, Professional has expressed a willingness to perform said services in conformance with this Agreement.

NOW, THEREFORE, for and in consideration of the covenants and promises made one to the other herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

Section 1. Scope of Services

Upon written notice to proceed by City, Professional agrees to provide to City Keller Springs Road Reconstruction Material Testing ("Project"), as set forth in the Scope of Services attached hereto as **Exhibit "A"** and incorporated herein by reference (the "Scope of Services"). Professional shall not be entitled to any claim for extra services, additional services or changes in the services without a written agreement with City prior to the performance of such services.

Section 2. Term of Agreement

The term of this Agreement shall begin on the last date of execution hereof (the "Effective Date") and shall continue until Professional completes the services required herein and the City has accepted the same, unless sooner terminated as provided in this Agreement.

Section 3. Professional's Obligations

(a) Performance of Services. Professional shall furnish and pay for all labor, tools, software, materials, equipment, supplies, transportation and management necessary to perform the services. To the extent reasonably necessary, Professional may engage the services of any agents, assistants, or other persons that Professional may deem proper to assist in the performance of the services under this Agreement; provided, that Professional shall be responsible for all costs related thereto, except as expressly authorized in writing in advance by City.

(b) Site Access. City will endeavor to provide such rights of access on any project site as may be reasonably necessary for Professional to perform any necessary studies, surveys, tests or other required investigations in relation to the services; provided, that City shall have no obligation to (i) provide off-site access, (ii) provide access to private property for which City does not have an existing right to access, nor (ii) incur any costs associated with the access to be provided under this Agreement.

(c) Standard of Care. Professional shall perform the services with the skill and care ordinarily provided by competent professionals practicing in the same or similar locality and under the same or similar circumstances and professional licenses. Professional shall be responsible for the professional quality, technical accuracy, and the coordination of all services, including all Project Documents, designs, drawings, specifications, plans, reports, presentations and all other services furnished by Professional under this Agreement. Professional shall, without additional compensation, correct or revise any errors or deficiencies in the services. Professional shall further make, without expense to City, such revisions to the Project Documents as may be required to meet the needs of City and which are within the Professional's Scope of Services.

(d) Additional Services. Should City require additional services not included under this Agreement, Professional shall make reasonable effort to provide such additional services in accordance with the fee schedule set forth in **Exhibit A**, and within the time schedule prescribed by City; and without decreasing the effectiveness of the performance of services required under this Agreement.

(e) No Waiver of City's Rights. Neither City's review, approval, acceptance of, nor payment for any of the services required under this Agreement, shall be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement, and Professional shall be and remain liable to City in accordance with applicable law for all damages to City caused by Professional's negligent performance of any of the services furnished under this Agreement.

(f) Independent Contractor. It is understood and agreed by and between the parties that Professional, while performing under this Agreement, is acting independently, and that City assumes no responsibility or liabilities to any third party in connection with Professional's actions. All services to be performed by Professional pursuant to this Agreement shall be in the capacity of an independent contractor, and not as an agent or employee of City. Professional shall supervise the performance of its services and shall be entitled to control the manner and means by which its services are to be performed, subject to the terms of this Agreement. There is no intended third-party beneficiary to this Agreement.

(g) Inspection of Records. Professional grants City and its designees the right to audit, examine or inspect, at City's election, all of Professional's Records (defined below) relating to the performance of services under this Agreement, during the term of the Agreement and any retention period herein. City's audit, examination, or inspection of Professional's Records may be performed by a City designee, which may include its internal auditors or an outside representative engaged by City. Professional agrees to retain Professional's Records for a minimum of four (4) years following termination of the Agreement, unless there is an ongoing dispute under the contract; then, such retention period shall extend until final resolution of the dispute. "Professional's Records" shall include any and all information, materials and data of every kind and character generated in connection with the services under this Agreement. City agrees that it will exercise its right to audit, examine or inspect Professional's Records during regular business hours unless City has provided advance written notice of an alternate time. Professional agrees to allow City and its designees access to all of Professional's Records, Professional's facilities, and the current or former employees of Professional, to the extent deemed reasonably necessary by City or its designee(s), to perform such audit, inspection or examination.

(h) Certification of No Conflicts. Professional hereby warrants to the City that Professional has made full disclosure in writing of any existing or potential conflicts of interest related to Professional's services under this Agreement. In the event that any conflicts of interest arise after the Effective Date of this Agreement, Professional hereby agrees immediately to make full disclosure to the City in writing.

(i) Hazardous Materials. Professional shall report the presence and location of any hazardous materials it notices or which an professional of similar skill and experience should have noticed to the City.

Section 4. Performance Schedule

(a) Time for Performance. Professional shall perform all services as provided for under this Agreement in a proper, efficient, timely, and professional manner in accordance with City's requirements. In the event Professional's performance of this Agreement is delayed or interfered with by acts of the City or others, Professional may request an extension of time in conformance with this Section 4 for the performance of same as hereinafter provided but shall not be entitled to any increase in fee or price, or to damages or additional compensation as a consequence of such delays.

(b) Extensions; Written Request Required. No allowance of any extension of time, for any cause whatever (including an event of Force Majeure as defined herein below), shall be claimed or made to Professional, unless Professional shall have made written request upon City for such extension within forty-eight (48) hours after the cause for such extension occurred, and unless City and Professional have agreed in writing upon the allowance of additional time to be made.

Section 5. Documents

(a) Project Documents. All proposals, reports, studies, surveys, applications, drawings, plans, specifications, data, and other documents, whether in draft form or final form (including any electronic format) prepared by Professional and its employees, consultants, subcontractors, agents, or representatives (collectively referred to in this section as "Professional) for the use and/or benefit of City in connection with this Agreement ("Project Documents"). Professional shall be deemed the authors of their respective component of the Project Documents. Notwithstanding, upon payment by City as required by this Agreement, City shall own, have, keep and retain all rights, title and interest in and to all Project Documents, including all ownership, common law, statutory, and other reserved rights, including copyrights (except copyrights held by the Professional) in and to all Project Documents, whether in draft form or final form, which are produced at City's request and in furtherance of this Agreement. City shall have full authority to authorize any contractor(s), subcontractors, consultants, and material or equipment suppliers to reproduce applicable portions of the Project Documents to and for use in their execution of the services or for any other purpose. Acceptance and approval of the Project Documents by City shall not constitute nor be deemed a release of the responsibility and liability of Professional for the accuracy or competency of its designs, working drawings, specifications, or other documents; nor shall such approval be deemed to be an assumption of such responsibility by City for any defect in the designs, working drawings and specifications, or any other documents prepared by Professional.

(b) Professional's Documents. All previously owned intellectual property of Professional, including but not limited to any computer software (object code and source code), tools, systems, equipment or other information used by Professional or its suppliers in the course of delivering the Services hereunder, and any know-how, methodologies or processes used by Professional to provide the services or protect deliverables to City, including without limitation, all copyrights, trademarks, patents, trade secrets and any other proprietary rights inherent therein and appurtenant thereto ("Professional's Documents"), shall remain the sole and exclusive property of Professional. Notwithstanding, Professional agrees that City shall have the right to access to all such information and City is granted the right to make and retain copies of Professional's Documents. City acknowledges that any reuse of Professional's Documents without specific written verification or adaptation by Professional will be at City's sole risk and without liability or legal exposure to Professional.

(c) Confidential Information. Professional agrees it will notify City in writing if it considers specific information to be confidential or proprietary trade secrets and will use its best efforts to clearly mark all such information as "Confidential" and/or "Proprietary – Trade Secret" at the time it is delivered or made accessible to City. City acknowledges that all such designated information is considered by Professional to be confidential and the exclusive property of Professional. Notwithstanding the foregoing, Professional acknowledges that this Agreement, and all services performed hereunder, are subject to the legal requirements of the Texas Public Information Act and that City will have no obligation to protect or otherwise limit disclosure of any confidential or proprietary information if Professional has not notified City of such designation in conformance with this section. Professional agrees and covenants to protect any and all proprietary rights of City (or other persons) in any materials provided to Professional by City. Additionally, any materials provided to Professional by City shall not be released to any third party without the consent of City and shall be returned intact to City upon termination or completion of this Agreement if instructed to do so by City. In the event City delivers to Professional any information that has been expressly marked "Confidential" or has notified Professional is confidential or is the proprietary information of a third-party, Professional agrees it shall not disclose to anyone directly or indirectly during the term of this Agreement or at any time thereafter, any such information, nor shall it use any such information for any purpose other than as reasonably necessary in connection with Professional's performance of the services under this Agreement. Professional shall further, at its own expense, defend all suits or proceedings instituted against City and pay any award of damages or loss resulting from an injunction, against City, insofar as the same are based on any claim that materials or services provided under this Agreement constitute an infringement of any patent, trade secret, trademark, copyright or other intellectual property rights. Notwithstanding, the foregoing confidentiality obligations shall not extend to and nothing herein shall limit either party's right to disclose any information provided hereunder which: (i) was or becomes generally available to the public, other than as a result of a disclosure by the receiving party or its personnel; (ii) was or becomes available to the receiving party or its representatives on a non-confidential basis, provided that the source of the information is not bound by a confidentiality agreement or otherwise prohibited from transmitting such information by a contractual, legal, or fiduciary duty; (iii) was independently developed by the receiving party without the use of any confidential information of the disclosing party; or (iv) is required to be disclosed by applicable law or a court order.

Section 6. Payment

(a) Compensation. Professional's compensation shall be as specified in the payment schedule set forth in **Exhibit A**; provided, that the total compensation under this Agreement shall not exceed ONE HUNDRED AND EIGHTEEN THOUSAND, TWO HUNDRED AND FOURTY DOLLARS ($118,240.00).

(b) Payment Terms. City agrees to pay Professional for all services authorized in writing and properly performed by Professional in general conformance with the fee schedule set forth in **Exhibit A**, subject to changes in the Scope of Services or additional services agreed upon in writing. Unless otherwise agreed in writing, all payments to Professional by City shall be based on detailed monthly invoices submitted by Professional for work performed and accepted by City, less any previous payments. Payment will be due within thirty (30) days of the City's receipt and acceptance of an approved invoice. Notwithstanding the foregoing, City reserves the right to delay, without penalty, any payment to Professional when, in the opinion of City, Professional has not made satisfactory progress on the Project as described in the Scope of Services.

(c) Deductions. City may deduct from any amounts due or to become due to Professional any sum or sums owing by Professional to City. In the event of any breach by Professional of any provision or obligation of this Agreement, or in the event of the assertion by other parties of any claim or lien against

City, or City's premises, arising out of Professional's performance of this Agreement, City shall have the right to retain out of any payments due or to become due to Professional an amount sufficient to completely protect City from any and all reasonably anticipated loss, damage or expense therefrom, until the breach, claim or lien has been satisfactorily remedied or adjusted by Professional.

Section 7. **Default; Force Majeure**

(a) Default; Notice to Cure. A party shall be deemed in default under this Agreement if the party is in breach of a material provision of this Agreement and said breach is not cured within fifteen (15) days written notice of default by the other party. In the event the breaching party has notified the other party in writing that it is diligently working to cure the breach and has provided reasonable written evidence in support of the same, the breaching party shall not be deemed in default until the thirtieth (30^{th}) day following the non-breaching party's notice of default.

(b) Default by Professional. In addition to default under Section 7(a) above, Professional shall be in default under this Agreement if Professional fails to comply or becomes disabled and unable to comply with the provisions of this Agreement related to Professional's performance of the services, including the quality or character of the services or time of performance for any material component of the services. If such default is not corrected within ten (10) days from the date of City's written notice to Professional regarding the same, City may, at its sole discretion without prejudice to any other right or remedy:

(i) Terminate this Agreement and be relieved of the payment of any further consideration to Professional except for all services determined by City to be satisfactorily completed prior to termination. Payment for work satisfactorily completed shall be for actual costs, including reasonable salaries and travel expenses of Professional to and from meetings called by City at which Professional is required to attend, but shall not include any loss of profit of Professional. In the event of such termination, City may proceed to complete the services in any manner deemed proper by City, either by the use of its own forces or by re-subletting to others; or

(ii) City may, without terminating this Agreement or taking over the services, furnish the necessary labor, materials, equipment, supplies and/or assistance necessary to remedy the situation, at the expense of Professional.

(c) Force Majeure. To the extent either party of this Agreement shall be wholly or partially prevented from the performance of any obligation or duty placed on such party by reason of or through stoppage of labor, riot, fire, flood, acts of war, insurrection, court judgment, or a government restriction, quarantine or mandatory closure order enacted in response to a pandemic or other public health crises, or other specific cause reasonably beyond the party's control and not attributable to its malfeasance, neglect or nonfeasance (each an event of "Force Majeure"), the time for performance of such obligation (other than a payment obligation) may be extended for a period equal to the time lost by reason such event, provided, that the party complies with the provisions of this section. Specifically, the party asserting Force Majeure (i) shall give prompt notice to the other party of the prevention of performance as soon as the asserting party is reasonably aware of such prevention, and (ii) has the burden of demonstrating: (1) how and why their performance was so prevented, (2) the period of time during which they were so prevented from performing (which under the facts may be equal to, or shorter or longer than, the duration of the Force Majeure event itself), and (3) that the party used commercially reasonable efforts to mitigate and/or eliminate such prevention and resumed performance under this Agreement as soon as reasonably practicable.

Section 8. Termination; Suspension

(a) Termination Upon Default. Either party may terminate this Agreement upon written notice if the other party is in default of this Agreement, subject to the defaulting party's right to cure in conformance with the terms of this Agreement.

(b) Termination by City. City shall be entitled to terminate this Agreement, with or without cause, by providing thirty (30) days prior written notice to Professional.

(c) Termination Following Request for Modification. Should City require a modification of this Agreement with Professional, and in the event City and Professional fail to agree upon a modification to this Agreement, City shall have the option of terminating this Agreement and Professional's services hereunder at no additional cost other than the payment to Professional, in accordance with the terms of this Agreement, for the services reasonably determined by City to be properly performed by Professional prior to such termination date.

(d) Suspension. City reserves the right to suspend this Agreement for the convenience of City by issuing a written notice of suspension which shall describe City's reason(s) for the suspension and the expected duration of the suspension. Such expected duration shall, in no way, guarantee what the total number of days of suspension shall occur. Such suspension shall take effect immediately upon Professional's receipt of said notice. Should such suspension extend past the expected duration identified by City in its latest notice of suspension, Professional shall have the right to terminate this Agreement if (i) Professional provides not less than thirty (30) days prior written notice to City requesting to recommence the services, and (ii) City does not recommence the services within the time requested.

Section 9. Insurance

Professional shall during the term hereof maintain in full force and effect all policies of insurance reasonably required by City. Professional's obligation to provide acceptable certificates of insurance is a material condition precedent to this Agreement, and services under this Agreement shall not commence until certificates of insurance have been received, reviewed, and accepted by City. The minimum coverages and limits of liability for the policies of insurance required for the specific services under this Agreement are maintained by and accessible through the City's purchasing department.

Section 10. Indemnification; Notice.

CITY SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE, OR INJURY OF ANY KIND OR CHARACTER TO ANY PERSON OR PROPERTY ARISING FROM THE SERVICES OF PROFESSIONAL PURSUANT TO THIS AGREEMENT. PROFESSIONAL HEREBY WAIVES ALL CLAIMS AGAINST CITY, ITS OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY REFERRED TO IN THIS SECTION AS "CITY INDEMNITEES") FOR DAMAGE TO ANY PROPERTY OR INJURY TO, OR DEATH OF, ANY PERSON ARISING AT ANY TIME AND FROM ANY CAUSE OTHER THAN THE NEGLIGENCE OR WILLFUL MISCONDUCT OF THE CITY INDEMNITEES. PROFESSIONAL AGREES TO INDEMNIFY AND SAVE HARMLESS THE CITY INDEMNITEES FROM AND AGAINST ANY AND ALL LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING COURT COSTS, REASONABLE ATTORNEYS' FEES AND COSTS OF INVESTIGATION) AND ACTIONS OF ANY KIND BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY THE NEGLIGENT PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY REASON OF ANY NEGLIGENT ACT OR OMISSION ON THE PART OF PROFESSIONAL, ITS OFFICERS,

DIRECTORS, MANAGERS, EMPLOYEES, CONTRACTORS, SERVANTS, REPRESENTATIVES, CONSULTANTS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE FROM OR ARE ATTRIBUTED TO THE NEGLIGENCE OR WILFUL MISCONDUCT OF A CITY INDEMNITEE, IN WHOLE OR IN PART, IN WHICH CASE PROFESSIONAL SHALL INDEMNIFY THE CITY INDEMNITEES TO THE EXTENT OR PROPORTION OF NEGLIGENCE ATTRIBUTED TO PROFESSIONAL, ITS OFFICERS, AGENTS, OR EMPLOYEES AS DETERMINED BY A COURT OR OTHER FORUM OF COMPETENT JURISDICTION).

Notices of Claim. Professional shall promptly advise City in writing of any claim or demand against the City, related to or arising out of Professional's acts or omissions under this Agreement and shall see to the investigation of such claims or demand at Professional's sole cost and expense; provided, that City, at its option and at its own expense, may participate in such investigation without relieving Professional of any of its obligations hereunder. Professional's obligations under this section shall not be limited to the limits of coverage of insurance maintained or required to be maintained under this Agreement.

THE PROVISIONS OF THIS SECTION SHALL SURVIVE EXPIRATION OR TERMINATION OF THIS AGREEMENT FOR A PERIOD OF FOUR (4) YEARS.

Section 11. Notice.

All notices required by this Agreement shall be in writing and addressed to the parties at the addresses set forth on the signature page(s) of this Agreement (or to such other address that may be designated by the receiving party from time to time in accordance with this section). All notices shall be delivered by (a) personal delivery, (b) certified or registered mail (in each case, return receipt requested, postage prepaid), (c) nationally recognized overnight courier (with all fees pre-paid), or (d) email of a pdf document containing the required notice. Such notice or document shall be deemed to be delivered or given, whether actually received or not, (i) when received if delivered or given in person, (ii) if sent by United States mail, three (3) business days after being deposited in the United States mail as set forth above, (iii) on the next business day after the day the notice or document is provided to a nationally recognized carrier to be delivered as set forth above, or (iv) if sent by email, the next business day. A confirmation of delivery report which reflects the time that the email was delivered to the recipient's last notified email address is prima facie evidence of its receipt by the recipient, unless the sender receives a delivery failure notification, indicating that the email has not been delivered to the recipient.

Section 12. Verifications by Professional

Professional's execution of this Agreement shall serve as its formal acknowledgement and written verification that:

(a) if the requirements of Subchapter J, Chapter 552, Government Code, apply to this Agreement and Professional agrees that the Agreement can be terminated if Professional knowingly or intentionally fails to comply with a requirement of that subchapter;

(b) pursuant to Texas Government Code Chapter 2270, that Professional's organization does not presently boycott Israel and will not boycott Israel during the term of this Agreement; and

(c) pursuant to Texas Government Code Chapter 2251, that Professional's organization does not current discriminate against firearm and ammunition industries and will not for the term of the contract. Discriminating means refusing to deal with, terminating business activities with, or otherwise

taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with the firearm or ammunition industry or with a person or entity doing business in the firearm or ammunition industry, but does not include an action made for ordinary business purposes.

Section 13. **Miscellaneous**

(a) Professional shall not assign or sublet this Agreement, in whole or in part, without the prior written consent of City. (b) Professional shall comply with all federal, state, county, and municipal laws, ordinances, resolutions, regulations, rules, and orders applicable to the services under this Agreement. (c) The laws of the State of Texas shall govern this Agreement; and venue for any action concerning this Agreement shall be in the state district courts of Dallas County, Texas. The parties agree to submit to the personal and subject matter jurisdiction of said courts. (d) This Agreement contains the entire understanding of the parties with respect to the subject matter hereof and there are no oral understandings, statements or stipulations bearing upon the meaning or effect of this Agreement which have not been incorporated herein. (e) The exhibits attached hereto, if any, are incorporated herein and made a part hereof for all purposes. (f) Unless expressly provided otherwise herein, this Agreement may only be modified, amended, supplemented or waived by a mutual written agreement of the parties. (g) In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions, and the Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in it. (h) Any of the representations and obligations of the parties, as well as any rights and benefits of the parties pertaining to a period of time following the termination of this Agreement shall survive termination. (i) This Agreement may be executed by the parties in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument. Each counterpart may consist of any number of copies hereof each signed by less than all, but together signed by all of the parties. (j) Each party represents that it has full capacity and authority to grant all rights and assume all obligations granted and assumed under this Agreement. (k) Subject to the provisions regarding assignment, this Agreement shall be binding on and inure to the benefit of the parties to it and their respective heirs, executors, administrators, legal representatives, successors and assigns.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK -
SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties have executed and delivered this Agreement as of the Effective Date.

For City:

TOWN OF ADDISON, TEXAS

By:_____
David Gaines
City Manager

Date: _____

Notice Address:

Town of Addison
Attn: City Manager
P.O. Box 9010
Town of Addison, Texas 75001
E: dgaines@addisontx.gov

Addison Contract ID:
PSA_STW_August 17, 2023_v1.20220427

For Professional:

ALLIANCE GEOTECHICAL GROUP

By:_____
Robert P. Nance
President

Date: 8/21/2023

Notice Address:

Alliance Geotechical Group
Attn: Aaron J. Allen, P.E., CME Division Engineer
3228 Halifax Street
Dallas, Texas 75247
E: aallen@aggengr.com

EXHIBIT "A"
SCOPE OF SERVICES

(attached)

Exhibit A – Scope of Work

PROJECT SCOPE OF WORK FOR PROFESSIONAL SERVICES CONSTRUCTION MATERIAL TESTING SERVICES

This scope provides for Construction Material Testing for the Town of Addison Public Works and Engineering Services Department for professional testing and consulting services.

Firms providing Construction Material Testing services for the Town of Addison must have an established in-house laboratory meeting the standards of the ASTM requirements, whichever may be appropriate for the services proposed.

Firms providing services under this agreement must be qualified, as required by law, to provide the services proposed. Firms providing services under this agreement must be capable of providing the personnel and services indicated in the specific project proposal.

PROFESSIONAL SERVICES REQUIRED

Construction Materials Testing Services

Firms proposing these services shall supply all labor, supervision, installed and consumable materials, equipment, tools, and each and every item of expense necessary for performing laboratory analyses for the City of Dallas (the City), as required herein. The services required to be performed may include inspection, testing or analysis of one or more of the following:

A. Soils Identification
B. Compaction and Control Testing
C. Aggregate Testing
D. Concrete Testing
E. Asphaltic Concrete Testing
F. Coring Services
G. Structural Steel
H. Drilled Shaft Inspection
I. Other Services as Requested

CONSTRUCTION MATERIALS TESTING

All firms proposing to provide Construction Materials Testing Services for the Town of Addison must have an established in-house laboratory and must be capable of providing the personnel and services indicated in the schedule, unless otherwise provided for in these schedules.

The following unit fees shall provide full compensation for all manpower supervision, material, equipment, overhead, profit, and any other costs required to provide these services, F.O.B. including invoice preparation and three copies of the report to the City.

Item 999 – Destination Charge – Covers all personnel and vehicle costs for travel to and from the Project Site. This Item shall also be used for sample pick-up and cylinder pick-up.

Item #	Laboratory Test Description	ASTM/TEX Procedure	Units
	DESTINATION CHARGE		
999	Destination Charge (Employee Time and Vehicle Charge)		Lump Sum
	SOIL IDENTIFICATION		
200	Atterburg Limits (Liquid and Plastic Limits and PI)	D-4318	Each
201	Atterburg Limits with Lime Additive (Liquid and Plastic Limits and PI)	D-4318	Each
223	Lime / pH Series, 5 Points	C-977	Each
	COMPACTION AND CONTROL TESTING		
300	Standard Proctor Test (Moisture-Density Relationship - Proctor Curve)	D-698	Each
301	Modified Proctor Test (Moisture-Density Relationship - Proctor Curve)	D-1557	Each
401	Sieve Analysis (Soil and Aggregate Particle Size through #200 Sieve)	C-422	Each
402	Material Finer than #200 Sieve (% Passing #200 Sieve)	D-1140	Each
403	Moisture-Density Relationship (Proctor Compaction Curve) 4"	D-698	Each
404	Moisture-Density Relationship (Proctor Compaction Curve) 6"	D698 or D-1557	Each
405	Field Density Test (Volumetric) Lab Portion	D-1556 or D-2167	Each
406	Field Gradation Tests (Lime/Cement) (Min. 3/Max. 10/Trip) (Technician/ Tests)		Each
407	Field Lime Depth Check (Min. 3/Max. 10/Trip) (Technician/ Tests)		Each
410	Nuclear Field Density Test (Min 2 / Max 8 Per Trip) (Technician & Tests)	D-2922 or D-3017	Each
411	Continuous Nuclear Field Density Testing (Technician & Tests) (Min 2 Hrs)	D-2922 or D-3017	Hour
411-OT	Continuous Nuclear Field Density Testing (Tech / Tests)(@ Town Request)	D-2922 or D-3017	Hour
	AGGREGATE		
500	Sieve Analysis (Aggregate Particle Size)	C-136 or TEX-200-F	Each
501	Specific Gravity Tests of Coarse and Fine Aggregates	C-127 or C-128 TEX-201-F or TEX 202-F	Each
502	Material Finer than #200 Sieve (Decantation)	C-117 or TEX-200-F	Each
503	Unit Weight Determination (Aggregate Unit Weight, Rodding, Jiggling or Shoveling)	C-29 or TEX-200-F	Each
504	Sand Equivalent (Aggregate Quality Test)	D-2419 or TEX-2003-F	Each
520	L.A. Abrasion (Abrasion Resistance)	C-311 or C-535	Each

Item #	Laboratory Test Description	ASTM/TEX Procedure	Units
521	Sulfate Soundness (Soundness of Aggregate by Sodium or Magnesium Sulfate)	C-88	Each
522	TxDOT Wetball Mill (Flexible Base Quality Tests)	TEX-116-E	Each
	CONCRETE TESTING		
600	Compression Test (Concrete Cylinders - Test and Hold)	C-31, C-39	Each
602	Compressive Strength Mortar (2" x 2" Cubes)	C-109	Each
603	Concrete Technician (Sampling & Testing Concrete)	C-138, C-143, C-231, C-172, C-173, C-1064	Hour
603-OT	Concrete Technician (Sampling & Testing Concrete) (@Town Request)		Hour
604	Review of Concrete Mix Designs (Review Against Project Specifications)		Lump Sum
610	Windsor Probe Testing (3 Probes Per Test)	C-803	Each
611	Compression and Modulus of Rupture (Brick Prism)		Each
	ASPHALT TESTING		
700	Marshall Stability (Stability of Hot Mix Asphalt) 3 Specimens Required	D-1559	Each
701	Hveem Stability (Stability of Hot Mix Asphalt) 3 Specimens Required	TEX-208-F	Each
702	Molding Specimens (Molding Specimens Required for Marshall or Hveem Stability)	D-1559 or TEX-206-F	Each
703	Asphalt Density or Percent Voids (Determining Specific Gravity or Unit Weight of Marshall or Hveem Stability Specimens)	D-2726 or TEX-207-F	Each
705	Extraction/ Gradation (Percent Asphaltic Bitumen and Aggregate Particle Size)	D-2127 or TEX-210-F	Each
708	Max Theoretical Specific Gravity (Specific Gravity of Asphalt Mixture)	TEX-227-F	Each
710	Asphalt Technician (Sampling & Testing Concrete)		Hour
710-OT	Asphalt Technician (Sampling & Testing Concrete) (@Town Request)		Hour
	CORING SERVICES (Concrete and Asphalt)		
800	2" Core (Vertical) (Includes Equipment)	C-42	Per Inch
801	4" Core (Vertical) (Includes Equipment)	C-42	Per Inch
802	6" Core (Vertical) (Includes Equipment)	C-42	Per Inch
805	Compressive Test of Concrete Cores	C-39 and C-42	Each
806	Asphalt Density/Percent Voids (Specific Gravity/Unit Specific Gravity/Unit Weight)	D-2726 or TEX-207	Each
807	Coring Technician Time		Hour
807-OT	Coring Technician Time (@ Town Request)		Hour
	STRUCTURAL STEEL		
922	Structural Steel Inspector (2 Hour Minimum)		Hour
922-OT	Structural Steel Inspector (2 Hour Minimum) (@ Town Request)		Hour
	DRILLED SHAFT INSPECTION		
1100	Drilled Shaft Inspector (2 Hour Minimum)		Hour
1100-OT	Drilled Shaft Inspector (2 Hour Minimum) (@ Town Request)		Hour

Item #	Laboratory Test Description	ASTM/TEX Procedure	Units
	PERSONNEL (Separate from Other Item Numbers)		
002	Senior Engineer (As requested by Town)		Hour
003	Staff Engineer (As requested by Town)		Hour
005	Senior Engineering Tech (As requested by Town)		Hour
005-OT	Senior Tech (Overtime - As requested by Town)		Hour
006	Engineering Tech (As requested by Town)		Hour
006-OT	Engineering Tech (Overtime - As requested by Town)		Hour
007	Clerical (As Requested by Town)		Hour

Item # Qualifications / Experience Requirements of Personnel

002 Senior Engineer - Bachelor of Science in Civil Engineering or Geology from an accredited university, P.E. or equivalent with a minimum of five (5) years of experience.

003 Staff Engineer - Bachelor of Science in Civil Engineering or Geology from an accredited university.

005 Senior Engineering Technician - Minimum five (5) years of experience in Construction Materials Testing.

006 Engineering Technician - Minimum two (2) years of experience in this field.

Specific requirements as to types, numbers and locations of testing, special conditions and procedures controlling the work will be established by the Town Project Manager on a case by case basis for each job for each request.

Work may include engineering or scientific interpretation, field and laboratory services and reports as required the Town. Any Engineering work must be conducted under the guidance / direction of a licensed professional engineer or other licensed professional as required by the Texas Engineering Practice Act and other governing laws.

II. OTHER REQUIREMENTS

A. Laboratory Credentials: Testing laboratories must comply with ASTM E329.
B. All Firms must have previous experience on similar services.
C. All Firms must exhibit availability to perform requested services as needed.
D. All Firms must be capable to perform services on time.
E. All laboratory and office facilities are subject to review by the Town of Addison.

III. TESTING REPORTS

The following standard requirements shall govern all testing reports submitted under this agreement unless otherwise directed by the Town Project Manager. Each report issued to the Town shall provide as a minimum:

1. Report Date.
2. The Project Number, Name and Specific Location.
3. Date of service, Project Title and Limits, Project PB number(s).
4. Testing Lab Letterhead with Authorized Signature.
5. Report Identification Number, Description, Items performed, Quantity Performed and Location.
6. Test Results.
7. Contract Standards Controlling the Test(s).
8. Compliance or noncompliance with the specifications.
9. Any extenuating circumstances affecting the test(s) or result(s).
10. Include dates and description of service time chargeable to delays, rescheduling and overtime premiums.
11. If manpower is involved, provide names, classification, and hours.
12. Required report distribution as follows:
    a. E-mail Report to everyone on the Project List within 24-Hrs. of Results.
    b. Provide one original and one copy of all Test Reports with Monthly Invoice.
13. Identify any and all retests on the Report.

IV. BILLING - INVOICE FORMAT

All invoices for work performed under this price agreement will be required to clearly provide the following:

1. Company Letterhead with Authorized Signature.
2. Contract Number.
3. Date of Billing.
4. Date of Service, Project Title and Limits, Project PB number(s).
5. List of report numbers and dates for billed charges.
6. Fee schedule ITEM numbers, description, quantity and unit price for each charged service item must match Exhibit A.
7. Monthly Summary (Item Numbers only listed once).
8. Detailed Summary of work (Listed by Report Number and Date)
9. Send Invoice to the Town. (one original and a PDF File).

If an Invoice is revised, show the “Revised” and the revision date on the resubmittal. If the Revised Invoice has a different Invoice Number than the Original Invoice, a note must be added to show the Original Invoice Number and that this Revised Invoice replaces the Original Invoice.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES

MATERIAL TESTING SERVICES
Keller Springs Road Revitilization

Item #	Laboratory Test Description	ASTM/TEX Procedure	Estimated Quantity	Units	Unit Price	Extension
	CORING SERVICES (Concrete and Asphalt)					
800	2" Core (Vertical) (Includes Equipment)	C-42	80	Per Vertical Inch	$ 17.50	$ 1,400.00
801	4" Core (Vertical) (Includes Equipment)	C-42		Per Vertical Inch		$ -
802	6" Core (Vertical) (Includes Equipment)	C-42		Per Vertical Inch		$ -
805	Compressive Test of Concrete Cores	C-39 and C-42		Each		$ -
806	Asphalt Density/Percent Voids (Specific Gravity/Unit Specific Gravity/Unit Weight of Cores)	D-2726 or TEX-207-F		Each		$ -
807	Coring Technician Time	D-2726 or TEX-207-F	8	Hour	$ 55.00	$ 440.00
807-OT	Coring Technician Time (Overtime Requested by Town)	D-2726 or TEX-207-F		Hour		$ -
	STRUCTURAL STEEL					
922	Structural Steel Inspector (2 Hour Minimum)			Hour		$ -
922-OT	Structural Steel Inspector (2 Hour Minimum) (Overtime as Requested by Town)			Hour		$ -
	DRILLED SHAFT INSPECTION					
1100	Drilled Shaft Inspector (2 Hour Minimum)		60	Hour	$ 55.00	$ 3,300.00
1100-OT	Drilled Shaft Inspector (2 Hour Minimum) (Overtime as Requested by Town)		6	Hour	$ 82.50	$ 495.00
	PERSONNEL (Separate from Other Item Numbers)					
002	Senior Engineer (As requested by Town)		15	Hour	$ 165.00	$ 2,475.00
003	Staff Engineer (As requested by Town)		10	Hour	$ 125.00	$ 1,250.00
005	Senior Engineering Tech (As requested by Town)		20	Hour	$ 75.00	$ 1,500.00
006	Engineering Tech (As requested by Town)		20	Hour	$ 55.00	$ 1,100.00
006OT	Engineering Tech (Overtime - as requested by Town)		4	Hour	$ 82.50	$ 330.00
007	Clerical (As Requested by Town)		15	Hour	$ 55.00	$ 825.00
DC1	Direct Costs (As Requested by the Town)		1	Allowance	$ 5,000.00	$ 5,000.00
					Total	**$ 118,240.00**

Proposal Prepared By: Aaron Allen

Proposal By (Company Name): Alliance Geotechnical Group

***Includes 77 Cylinder Pickup Charges**

Aaron Allen
Signature

Date: 8/8/23

ALLIANCE GEOTECHNICAL GROUP

City Council **3. e.**

Meeting Date: 09/12/2023

Department: Police

AGENDA CAPTION:

Consider action on a Resolution approving a Memorandum of Understanding (MOU) between the Town of Addison and the Dallas ISD Police Department setting forth the policies and procedures for the respective police departments when providing services at Dallas ISD facilities in Addison.

BACKGROUND:

The purpose of this MOU is to set out a common understanding of the policies and procedures that the Addison Police Department and the Dallas ISD Police Department will follow in providing police services to Dallas ISD schools in the Town of Addison. This MOU is a formal agreement to clarify jurisdiction, define parameters and areas of responsibility, and to establish a spirit of cooperation to enhance the services that both agencies provide at the school campuses located in the Town of Addison, in accordance with the provisions of the Texas Education Code, Section 37.081.

This MOU does not create a School Resource Officer position that will be staffed by the Addison Police Department. The primary responsibility for the safety of DISD school campuses will still be the responsibility of the DISD Police Department.

RECOMMENDATION:

Administration recommends approval.

Attachments

Resolution - Addison & DISD

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS APPROVING A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE TOWN OF ADDISON AND THE DALLAS INDEPENDENT SCHOOL DISTRICT (DALLAS ISD) SETTING FORTH THE POLICIES AND PROCEDURES FOR THEIR RESPECTIVE POLICE DEPARTMENTS WHEN PROVIDING POLICE SERVICES AT DALLAS ISD SCHOOLS LOCATED WITHIN THE TOWN OF ADDISON; AUTHORIZING THE CITY MANAGER TO EXECUTE THE MOU; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Texas Education Code Section 37.081 authorizes a school district to enter into a memorandum of understanding ("MOU") with a local law enforcement agency for the provision of peace officers to help maintain safety, law, and order at school campuses; and

WHEREAS, the Town and Addison (the "Town") and the Dallas Independent School District ("Dallas ISD") desire to establish common understanding of the policies and procedures that the Addison Police Department and the DISD Police Department will follow in providing police services to DISD schools located within the Town of Addison; and

WHEREAS, the Town and Dallas ISD desire to enter into MOU to formally clarify jurisdiction, define parameters and areas of responsibilities, and to establish a spirit of cooperation to enhance the services that both agencies provide at the school campuses located in the Town of Addison, as set forth in the MOU attached hereto as **Exhibit A**.

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

SECTION 1. The City Council hereby approves the Memorandum of Understanding (MOU) between the Town of Addison and the Dallas Independent School District setting forth the policies and procedures for their respective Police Departments when providing police services at Dallas ISD schools located within the Town of Addison, a copy of which is attached to this Resolution as **Exhibit A**. The City Manager is hereby authorized to execute the same.

SECTION 2. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the 12th day of ***SEPTEMBER, 2023*.**

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____

Irma Parker, City Secretary

MEMORANDUM OF UNDERSTANDING

Between

TOWN OF ADDISON, on behalf of its POLICE DEPARTMENT AND

DALLAS INDEPENDENT SCHOOL DISTRICT, on behalf of its POLICE DEPARTMENT

This Memorandum of Understanding (MOU) is being executed by the Dallas Independent School District, on behalf of its Police Department (hereinafter, "Dallas ISD" or Dallas ISD Police Department") in conjunction with the Town of Addison, on behalf of its Police Department (hereinafter, "Addison" or "Addison Police Department") (collectively, the "Parties"). The Parties agree to abide by the terms and provisions of this MOU throughout the duration of this agreement.

I. PURPOSE

The purpose of this MOU is to set out a common understanding of the policies and procedures that the Addison Police Department, and the Dallas ISD Police Department will follow in providing police service to Dallas ISD schools in the Town of Addison, Dallas County and/ or The State of Texas. This MOU is a formal agreement to clarify jurisdiction, define parameters and areas of responsibilities, and to establish a spirit of cooperation to enhance the services that both agencies provide to the citizens residing within the city limits of Addison, in accordance with the provisions of the *Texas Education Code, Section 37.081.*

II. MISSION

The mission of this MOU is to provide better utilization of resources by the Addison Police Department and Dallas ISD Police Department. Further, it will substantially increase cooperation between the Parties, eliminating waste of public resources and resulting in better accumulation of crime analysis data and ultimately providing the safest environment possible for the school children of Dallas ISD and reducing crime in the Addison city limits.

III. SERVICES PROVIDED AND RESPONSIBILITIES OF THE ADDISON POLICE DEPARTMENT

A. Addison Police Department Public Information Office shall notify the Dallas ISD Communications Office, prior to releasing information to the media or public, in joint cases involving students, district employees, crimes involving district property or where the investigation involves the mutual interest of both the Dallas ISD and Addison Police Department.

B. The Addison Police Department will continue as the lead agency in the reporting and investigating of major crimes against person crimes reported by Dallas ISD, including homicides, kidnappings, suicides, and any other major crime where the Chief of the Dallas ISD Police Department has requested (and the Chief of the Addison Police Department has agreed) that the Addison Police Department will be the lead agency.

C. Addison Police Department agrees to coordinate warrant service on Dallas ISD property with the Dallas ISD Police Department.

D. The Addison Police Department will share gang intelligence information regarding campus crime with the Dallas ISD Police Department.

E. The Addison Police Department will notify Dallas ISD Police Department of any "undercover" investigation prior to commencing on any Dallas ISD campus(s) or facilities, for safety of officers and students.

F. The Addison Police Department agrees to provide officer safety assistance and assist officer back-up to officers employed by the Dallas ISD Police Department when requested, and to the degree necessary to ensure the safety of Dallas ISD Police Officers. In no event should the Addison Police Department Police Officers be used as a replacement for or as a solution to Dallas ISD Police Officer understaffing.

G. The Addison Police Department agrees to provide canine services (when available and requested) for all campuses and facilities in the interest of public safety.

H. The Addison Police Department agrees to provide the Dallas ISD Police Department National Incident-Based Reporting System (NIBRS) reporting information and raw data related to offenses occurring on Dallas ISD property.

I. The first responding agency will take control of any active threats on the campus until such time as deemed appropriate to release control or authority to the local agency.

IV. SERVICES PROVIDED AND RESPONSIBILITIES OF THE DALLAS INDEPENDENT SCHOOL DISTRICT POLICE DEPARTMENT:

A. Dallas ISD Police Department will initiate a crime offense report and investigate all crimes on Dallas ISD campuses and facilities, unless otherwise agreed by the Parties' Chiefs of Police pursuant to Section III(B).

B. The Dallas ISD Police Department will provide officer safety assistance and assist with officer back-up to officers employed by the Addison Police Department when requested, and to the degree necessary to ensure the safety of Addison Police Officers.

C. Dallas ISD Police Department agrees to coordinate warrant service with the appropriate Addison Police Department Patrol Division.

D. Dallas ISD Police Department will share gang intelligence with the Addison Police Department on a continuous basis.

E. The first responding agency will take control of any active threats on the campus until such time as deemed appropriate to transfer control or authority to the local agency.

V. DURATION:

A. This agreement will be effective from the date that the agreement has been fully executed by both parties to November 01, 2025. This agreement may be renewed for 3 one-year terms by the Dallas ISD Police Department providing Addison Police Department with a written notice of its intention to renew not later than thirty (30) days prior to the expiration of the then current term.

B. Each party will be responsible for their own costs and expenses related to the services provided in the Memorandum of Understanding.

C. Nothing contained in this agreement shall waive the respective immunities of the Town of Addison and Dallas Independent School District.

SIGNATORIES

For the Town of Addison:

_____ _____

David Gaines, City Manager Date
Town of Addison

ATTEST:

_____ _____

Irma Parker, City Secretary Date
Town of Addison

Approved as to form:

_____ _____

Whitt Wyatt, City Attorney Date
Town of Addison

For the Dallas Independent School District:

_____ _____

Board President Date
Dallas ISD

ATTEST BY:

_____

Board Secretary

Approved as to form for Dallas ISD only:

_____ _____

Dallas ISD Legal Counsel Date

City Council **4. a.**

Meeting Date: 09/12/2023

Department: Development Services

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on a request to rezone 10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, from Planned Development (PD) to the Belt Line District, to allow a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements. Case 1877-Z/Trammell Crow Mixed Use.

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of a request to rezone 10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, from Planned Development (PD) to the Belt Line District, to allow a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements, subject to the items identified in the attached approval conditions exhibit.

Voting Aye: Branson, Catalani, DeFrancisco, Fansler, Meleky
Voting Nay: Faircloth
Abstain: Chavez

SPEAKERS AT THE PUBLIC HEARING:

For: Tyler Sommers, 3765 Waterford Drive
Britton Wells (Acram Group), 5080 Spectrum Drive

On: Michael Sauer, 3772 Waterside Court

Against: Nancy Wright, 4111 Rive Lane
David Collins, 14668 Wayside Court
Lorrie Semler, 14821 Le Grande Drive
James “Burk” Burkhalter, 3824 Waterford Drive

POSITION OF THOSE PRESENT BUT NOT SPEAKING AT THE PUBLIC HEARING:

For: Charles Hunter, 3940 Asbury Lane
Adriene Wright, 3940 Asbury Lane

Against: Carmen Runte, 3772 Waterside Court
Margaret Tang, 3888 Ridgelake Court
Val Collins, 14668 Wayside Court

Please refer to the Staff Report for additional details.

RECOMMENDATION:

Administration recommends approval of the request subject to the conditions specified in the “Approval Conditions” Exhibit.

Attachments

1877-Z Presentation
1877-Z Ordinance
1877-Z Staff Report
1877-Z Approval Conditions
1877-Z Concept Plan
1877-Z Surveyor Median Exhibit
1877-Z Major Waiver Requests
1877-Z Tree Preservation Plan
1877-Z Landscape Plan
1877-Z Landscape Site Renderings
1877-Z Facade Plans, Multifamily North & East Elevations
1877-Z Facade Plans, Multifamily South & West Elevations
1877-Z Facade Plans, Retail & Townhomes
1877-Z Building Renderings
1877-Z Multifamily Floor Plans and Unit Mix
1877-Z Traffic Impact Analysis

Trammell Crow Mixed Use (1877-Z)

Case 1877-Z Trammell Crow Mixed Use

LOCATION:

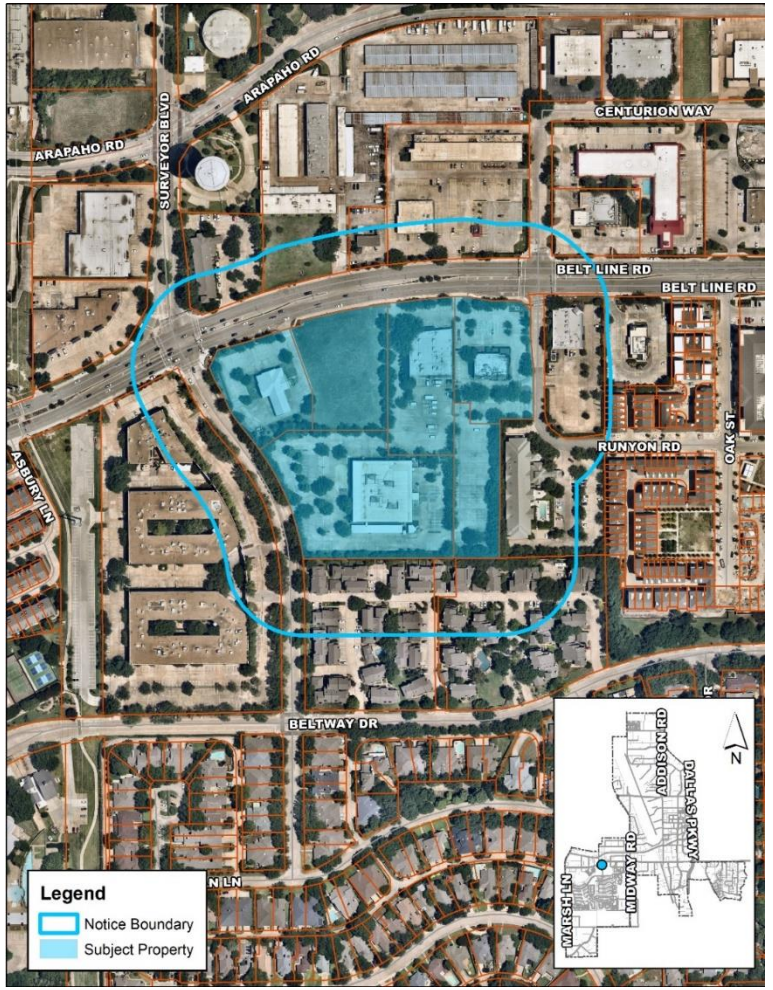
10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard.

REQUEST:

Rezoning of 10.1± acres from Planned Development (PD) to the Belt Line District to allow a mixed use development comprised of multifamily residential and live/work dwelling units, townhomes, restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements.

ACTION REQUIRED:

Discuss, consider, and take action on the appropriateness of the proposed rezoning and associated concept plan and major waiver requests.



Case 1877-Z Trammell Crow Mixed Use

SITE HISTORY:

1978 – The subject property and the surrounding area was zoned PD through PD Ordinance #460.

1983 – 2-story office building at southern limit (1500 Surveyor Blvd) of the subject property constructed.

1988 – Event venue building at northern limit (4050 Belt Line Road) of the subject property constructed.

1992 – PD 460 amended by O92-058 to modify development standards; Restaurant building at northern limit (4060 Belt Line Road) of the subject property constructed.

1995 – Surface parking lot between the restaurant and office building expanded.

2005 - Bank building at northern limit (4020 Belt Line Road) of the subject property constructed. Vacant since 2020.

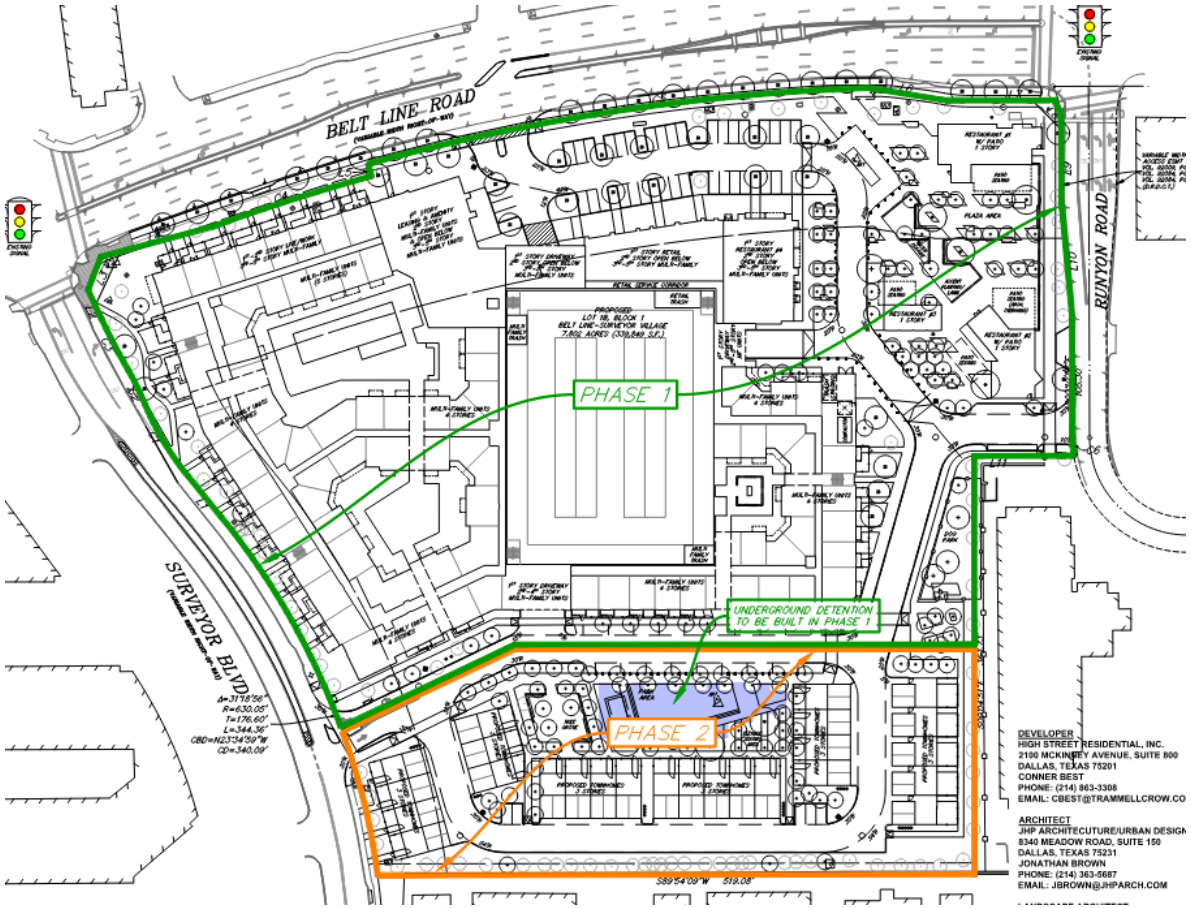
Case 1877-Z Trammell Crow Mixed Use

Proposed Concept Plan

CONCEPT PLAN:

- Multi-phase development on 10.1 acres
  - 4 and 5 story wrap multifamily building with 394 multifamily dwelling units, 9 live/work units, and 12,000 SF of ground floor retail/restaurant space
  - Restaurant plaza with 3 freestanding restaurant buildings comprising 7,000 SF
  - 25, 3 story ownership townhomes
- 2.2 acres of private landscape area, to include a private park and dog park
- Wrapped Parking garage with 635 parking spaces (130 reserved for retail and leasing use), and 740 parking spaces provided in total

Case 1877-Z Trammell Crow Mixed Use



Proposed Phasing Plan

PHASING PLAN:

- **Phase 1**
  - Public and private infrastructure
  - 403 unit multifamily building + 12K SF of retail/restaurant space
  - Restaurant plaza executed in partnership with Rebees
- **Phase 2**
  - 25 fee simple townhomes to be executed by townhome development partner (LOI pending)
  - Performance standards required to ensure fulfillment of this phase

Case 1877-Z Trammell Crow Mixed Use

PARKING:

- 635 parking garage spaces, (130 reserved for retail and leasing use), 50 townhome garage spaces, and 55 surface and on-street parking spaces provided for retail and visitor parking

- Site is parked in excess of minimum requirements by 29 spaces

- On street parking is private and to be managed by onsite property manager and to be regulated via Property Owner's Association documents

OPEN SPACE, LANDSCAPE, AND STREETSCAPE:

- 2.2 acres of landscape area, inclusive of private park and dog park

- Implementation of 10' MTP trail at northern boundary and variable width trail at western boundary; looped sidewalk connectivity throughout site

Case 1877-Z Trammell Crow Mixed Use

FACADE DESIGN:

- 4 (48.5’ height) and 5 story (63.5’ height) building clad with brick, cultured stone, glazing, fiber cement board and panel, and ACM panel

- Transition to 4 stories occurs 110 feet behind north façade; front façade massing varied by 64 setback and building midpoint

- Accessible entries and patios at ground floor units

- Projecting and recessed balconies provided throughout the building

- 5th floor recessed patio common amenity space and 3rd floor common amenity terrace

- 20-foot 1st floor ceiling heights at Belt Line frontage for commercial use and character

Case 1877-Z Trammell Crow Mixed Use

FACADE DESIGN - RESTAURANTS:

- 1 story (20 -30’ tall) buildings clad with brick, glazing. and fiber cement board and panel

- Patios for outdoor dining provided for each building

- Glazing to support strong interaction between interior and exterior dining area

- Situated within larger plaza space that supports additional seating, public art, water features, landscape and specialized paving

Case 1877-Z Trammell Crow Mixed Use

FACADE DESIGN - TOWNHOMES:

- 3 story (42’ tall) buildings clad with brick, glazing, and fiber cement board and panel

- Accessible entries and gated courtyards at ground floor

- Enhanced articulation achieved through façade, roof, and balcony projections, and material differentiation

Case 1877-Z Trammell Crow Mixed Use

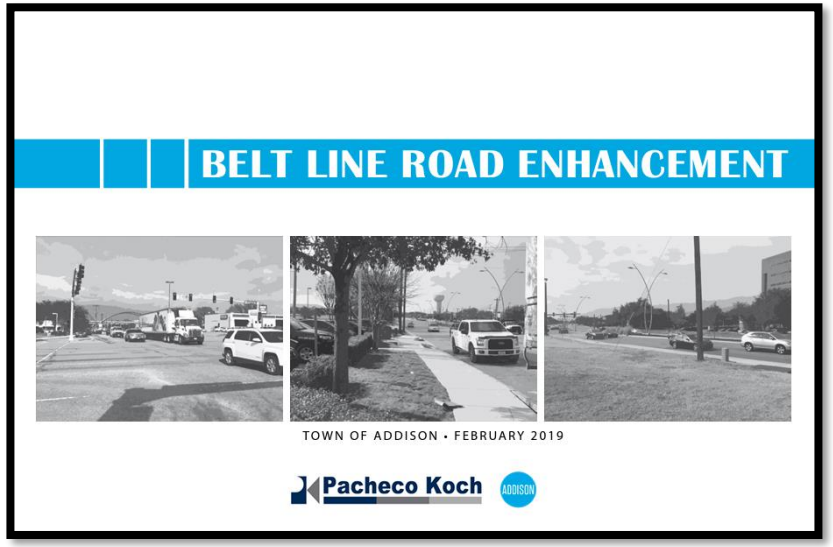
UNIT MIX, INTERIOR CONSTRUCTION, AND SUSTAINABILITY FEATURES:

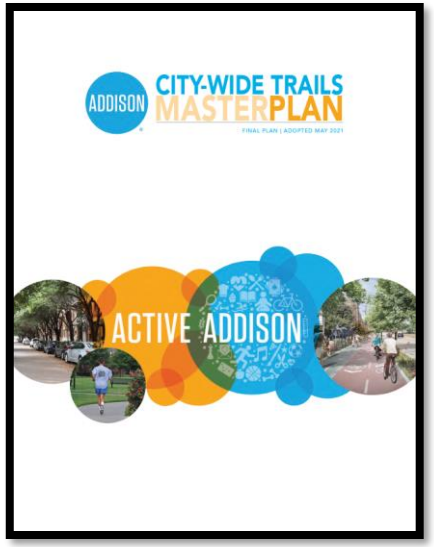
- Unit Mix:
  - 300 one-bedroom units
  - 86 two-bedroom units
  - 8 three-bedroom units
  - 9 live/work units
  - 25 fee simple townhomes
- 623 SF minimum unit size; 1,477 SF maximum unit size; Townhome unit sizes to be determined by the townhome development partner
- National Green Building Standard (NGBS) Silver Certified
- Stone countertops, energy efficient appliances, no linoleum or formica surfaces
- Recycling services provided
- A minimum of 30 electric vehicle charging stations

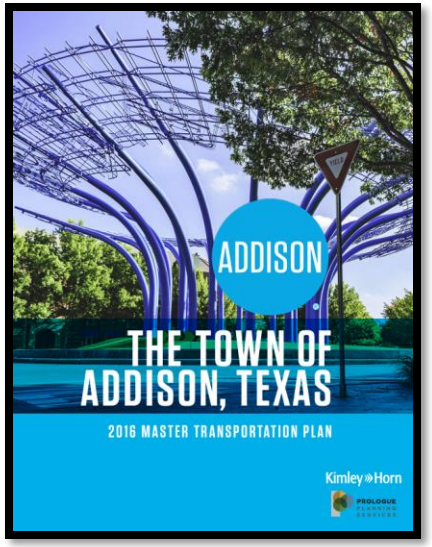
Case 1877-Z Trammell Crow Mixed Use

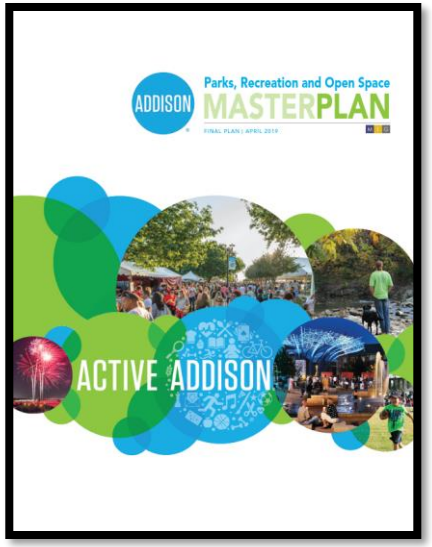
COMPLIANCE WITH TOWN POLICIES

- 2013 Comprehensive Plan
- Belt Line Corridor Vision/District/Enhancement
- Addison Housing Policy
- Transportation, Park and Trail Master Plans









Case 1877-Z Trammell Crow Mixed Use

Belt Line Corridor Vision - 2006

- Corridor plan and form-based zoning district to promote reinvestment in the Belt Line corridor
- Plan calls to “reinvent” the corridor to be pedestrian friendly, attract young professionals and empty nesters, and to combine enhanced streetscape ad housing within smaller blocks, to build something that is regionally unique and that will attract continuing reinvestment over the long-term
- Identified sub-districts to create focus for reinvestment – subject property is the Les Lacs Village sub-district, a “mixed use retail, residential, and office district”
- High degree of walkability due to proximity (< 1,000 ft) to existing Redding Trail and future Cottonbelt Trail

Case 1877-Z Trammell Crow Mixed Use

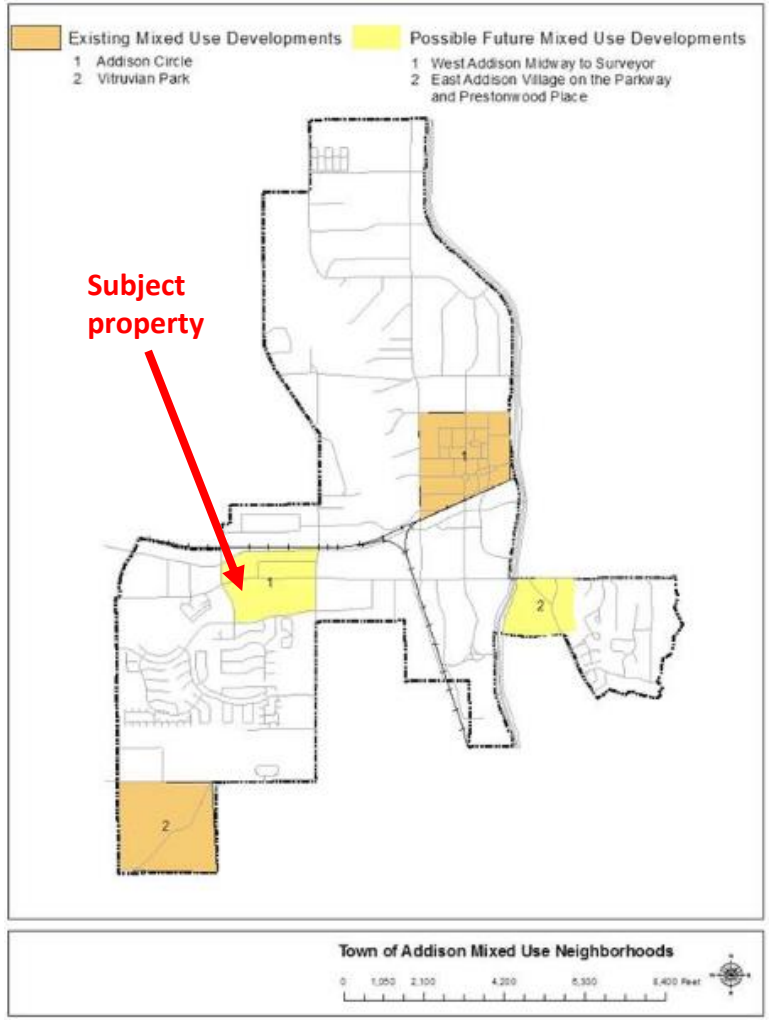
2013 COMPREHENSIVE PLAN

- 2013 Comprehensive Plan identifies Addison as a mixed use leader that has embraced and understood mixed use development

- The plan noted an emerging preference for millennials to live in mixed use developments

- The comprehensive states that “Addison should consider mixed use development as a viable alternative as sections of the Town face redevelopment. Several locations along Belt Line Road would lend themselves to mixed use development…”

    - The subject property was designated for future mixed use development on the mixed use neighborhood map



Case 1877-Z Trammell Crow Mixed Use

Belt Line District - 2006

- Belt Line District goals and intent excerpts:
  - "To capitalize on the convergence of regional transit, freeways and arterial roadways to create major urban and village centers in the DFW region that offer a variety of housing, retail and office uses not commonly present in other areas of the Metroplex."
  - "To provide a mix of residential, retail and office uses in a pedestrian-friendly environment."
  - "To provide a comfortable and attractive environment for pedestrians..."
  - "To construct buildings close to the sidewalk and street."

Appendix I. BELT LINE DISTRICT USE CHART

Note: Uses not authorized, are prohibited.

RESIDENTIAL

HOUSEHOLD UNITS

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
Apartment; Apartment House or Complex	●	●[1]		●
Four-plex	●	●[1]		●
Live-Work Unit	●	●[1]		●
Loft Unit	●	●[1]		●
Single-Family Unit, Attached	●	●[1]		●
Townhouse	●	●[1]		●

[1] Allowed only outside of FAA Noise Contours

- Subject property is in the Les Lacs Village sub-district, a "mixed use retail, residential, and office district"
  - All forms of urban housing permitted in this subdistrict

Case 1877-Z Trammell Crow Mixed Use

ADDISON HOUSING POLICY - 2017

1. Where feasible and appropriate, new housing should increase the proportion of fee-simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.

2. A proposal should offer a "best fit" mix of uses and housing choices within the context of the surrounding Addison community. The Town may use a study area committee with staff, elected, and appointed members such as area residents and business representatives) to evaluate a proposal's fit in Addison.

3. New housing should create or enhance neighborhoods of urban character rather than locate on a stand-alone, nonintegrated property and should continue the high quality design and walkability that make Addison's existing neighborhoods distinctive.

4. Proposals for independent and/or assisted living may be considered by the Town of Addison. Since there are no assisted living housing units in Addison today, the Town will conduct research to understand how this housing could or should be included in Addison's future

5. The City Council acknowledges that there may be exceptional projects that do not comply with elements of this policy. The Council encourages developers and staff to pursue projects that represent the highest and best use of each property and that advance portions of this policy or other Town goals.

Case 1877-Z Trammell Crow Mixed Use

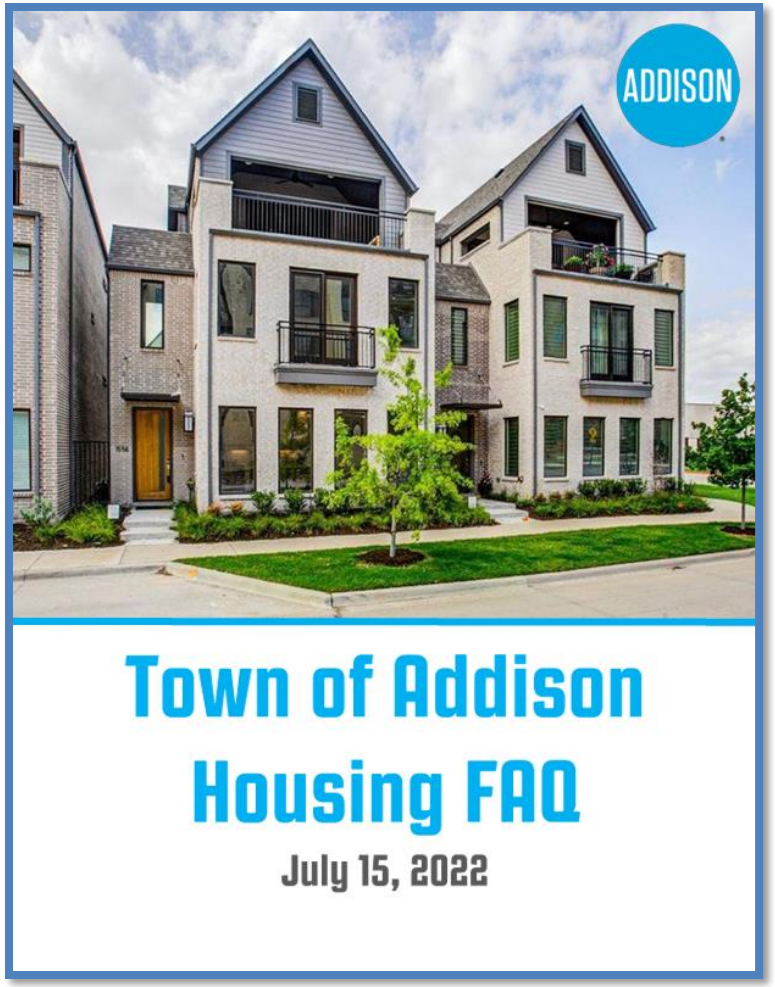
ADDISON HOUSING POLICY COMPLIANCE

- This plan does not increase the proportion of fee simple ownership in Addison
  - Due to the high redevelopment costs for this site and the nearby availability of 151 fee simple townhome sites, this goal is appropriate for this site, but unlikely to be feasible

- High density condo housing would be appropriate here, but market conditions suggest that it would be very unlikely for a large redevelopment project like this

- The applicant has proposed a true mixed use development that includes a unique restaurant node and civic space, and a market supported offering of fee simple townhomes.

- This development proposal models an appropriate mix of uses for future mixed use projects in Addison, and as such, it merits consideration as an exceptional project.



Case 1877-Z Trammell Crow Mixed Use

EXISTING AND APPROVED HOUSING MIX

	Existing	Approved	Total
Ownership	2,435 (21.3%)	182	**2,617 (17.1%)**
Rental	9,012 (78.7%)	3,632	**12,644 (82.9%)**
Total	**11,447**	**3,814**	**15,261**

If this application were to be approved, the approved housing mix would be 2,642 ownership dwellings (**16.8%**) to 13,047 rental dwellings (**83.2%**).

Note: This assumes full redevelopment and buildout of Vitruvian (net addition of 2,160 units), which is likely a 15 to 20-year endeavor.

Case 1877-Z Trammell Crow Mixed Use

BELTWAY / PROTON ADJACENT DEVELOPMENT HOUSING MIX

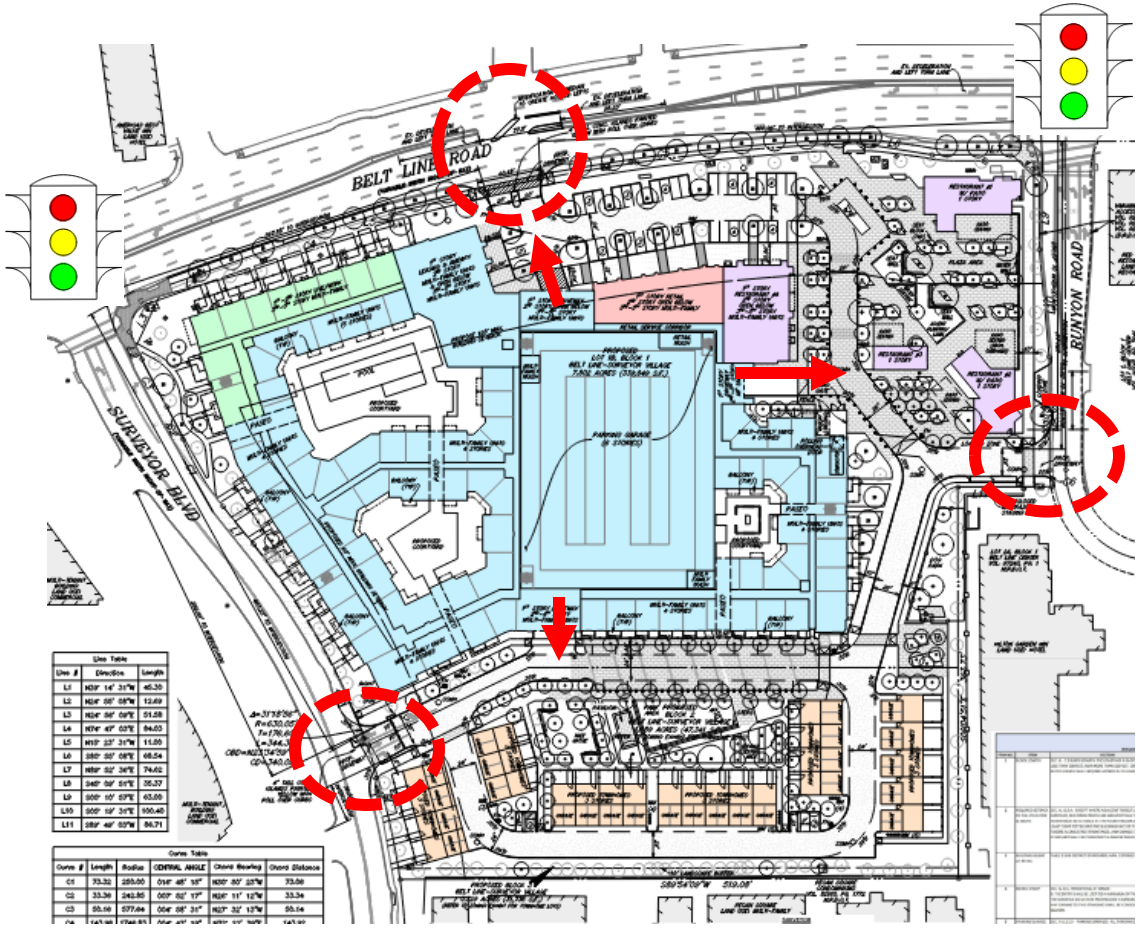
- Existing + Approved + Proposed SF and Condo = 1,662 lots
- Existing + Approved + Proposed MF Rental = 1,396 units

= 54% ownership and 46% multifamily rental if this project were to be approved

Case 1877-Z Trammell Crow Mixed Use

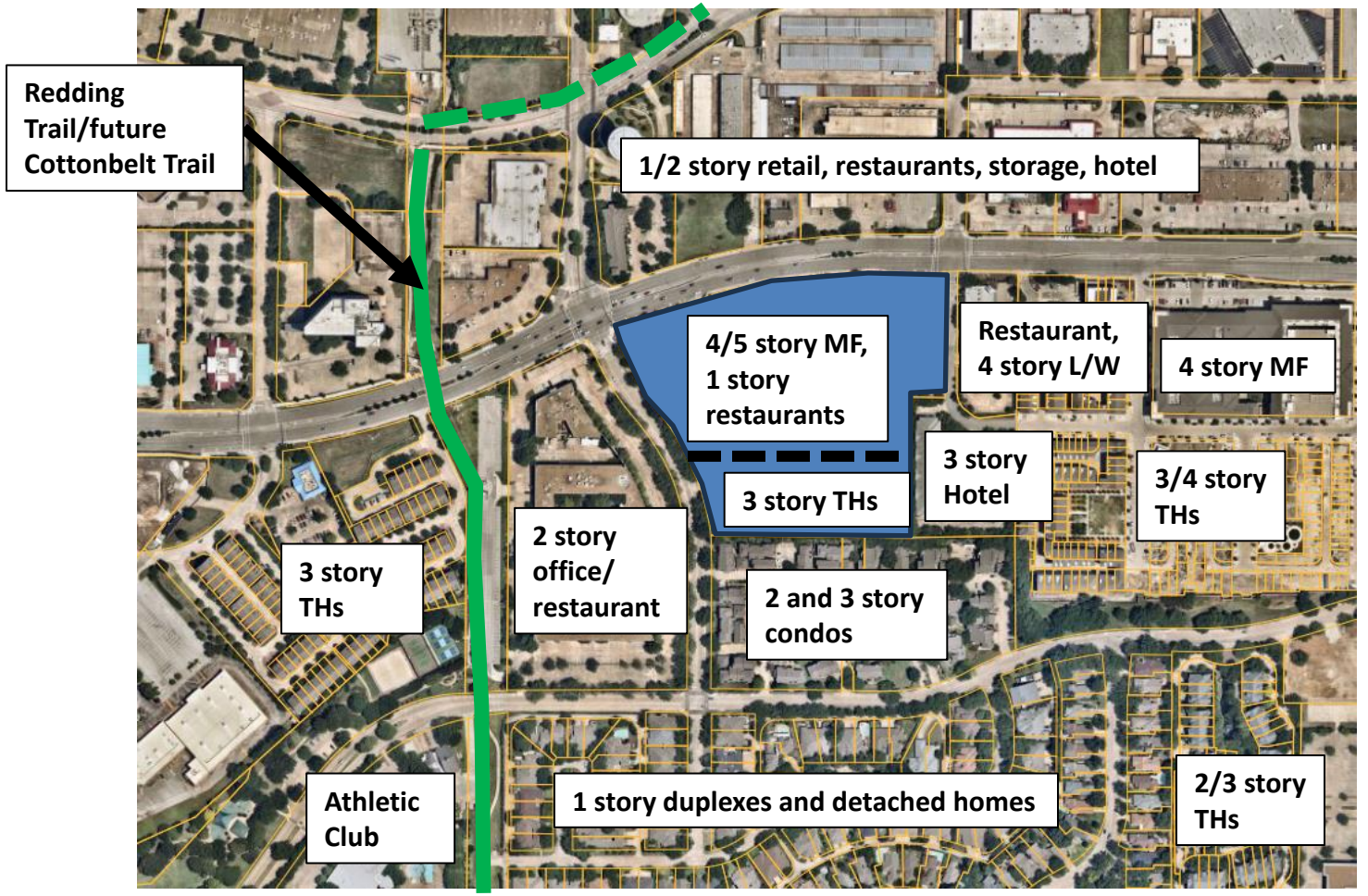
MITIGATION OF DEVELOPMENT IMPACTS – TRAFFIC GENERATION AND CIRCULATION

- TIA was required for this proposal
- Increased traffic is likely to be observed due to low occupancy and high vacancy with existing uses
- If current uses were thriving, change in use would be less impactful (proposal only adds 140 parking spaces)
- TIA projects minor traffic increase on Beltway (less than 20 trips at peak hours); Site design restricts southbound turning movement on Surveyor. Most Beltway traffic results from existing neighborhoods.
- Site is highly connected and Addison is centrally located, results in well-distributed traffic pattern.



Case 1877-Z Trammell Crow Mixed Use

MITIGATION OF DEVELOPMENT IMPACTS – LAND USE COMPATABILITY



Case 1877-Z Trammell Crow Mixed Use

BELTWAY DRIVE TRAFFIC CONSIDERATIONS

- Beltway Drive is a 34-foot, undivided residential collector

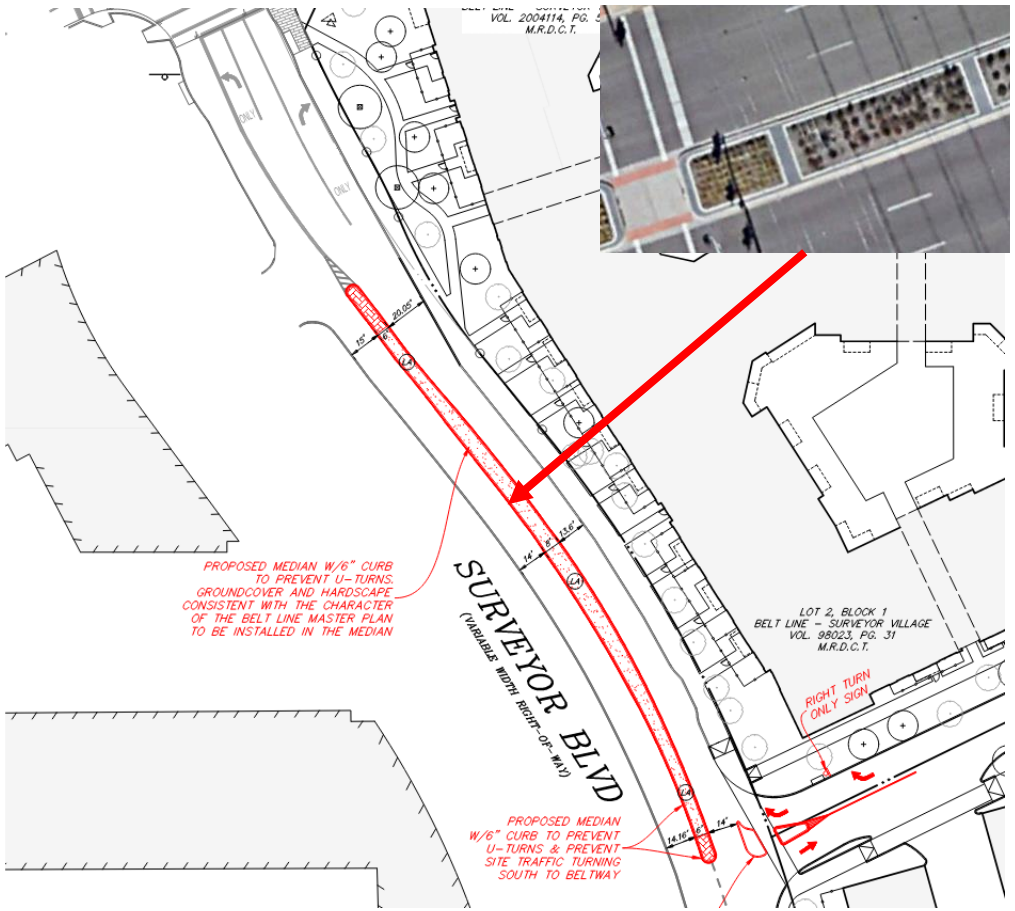
- Typical designs for this street section:
  - 38 feet with two 11-foot travel lanes and two 8-foot parking lanes
  - 34 feet with two 11-foot travel lanes and a 12-foot center turn lane/median

- Because on-street parking is not permitted and there is no median, the travel lanes are very wide, which makes it comfortable for drivers to go fast and be inattentive; this condition will improve with the Town's bike lane project.

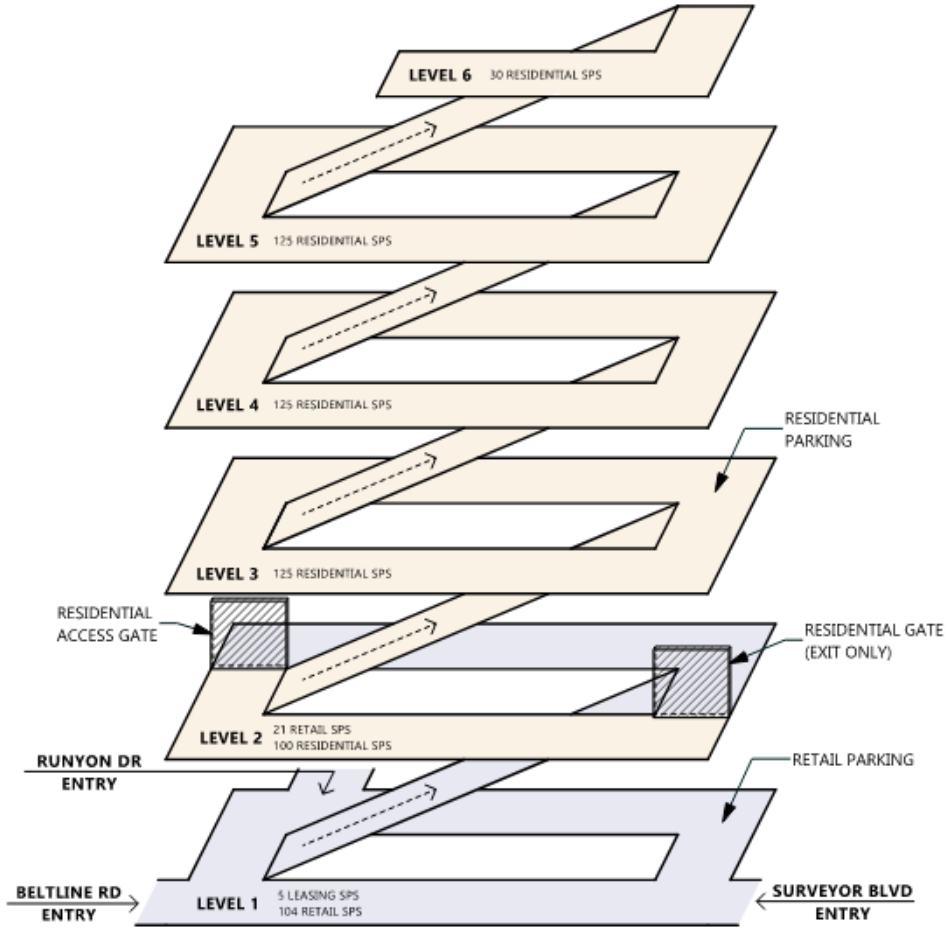
- Current traffic conditions influenced by Midway Road construction. Traffic issues on Beltway are behavioral, not volume driven. Calming is the best solution.

Case 1877-Z Trammell Crow Mixed Use

ADDITIONAL MITIGATION TRAFFIC ACTIONS

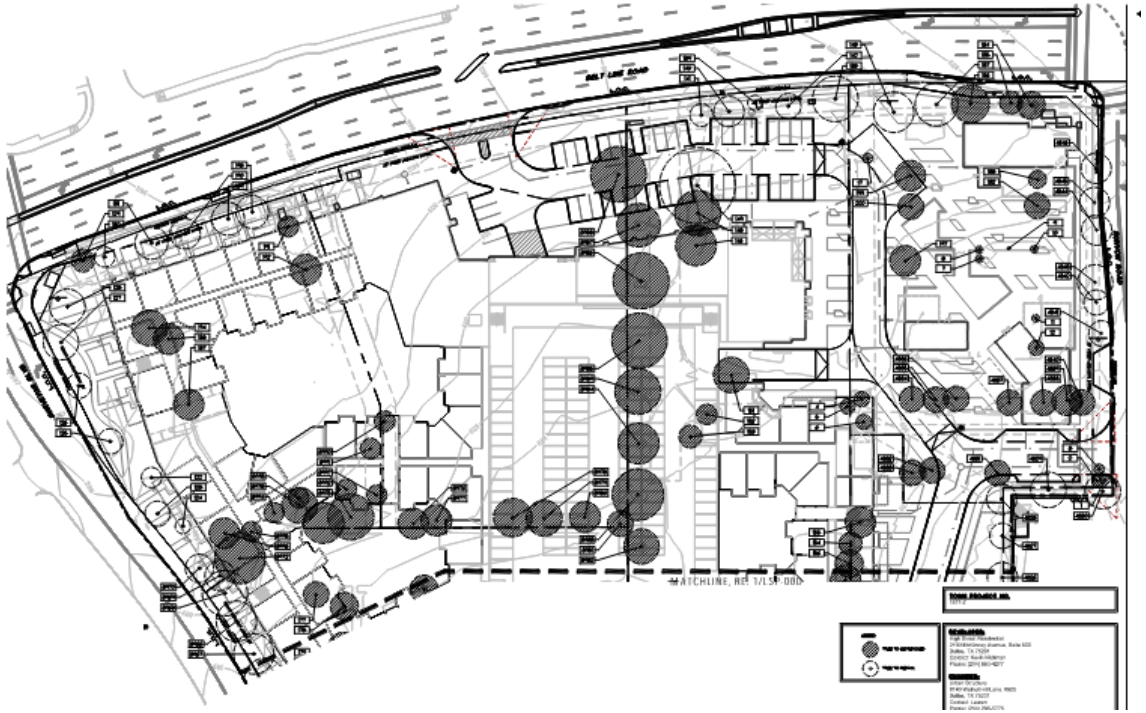


Surveyor Boulevard Median



Parking Structure Access Design

Case 1877-Z Trammell Crow Mixed Use



MITIGATION OF DEVELOPMENT IMPACTS – PUBLIC SERVICES, TREE MITIGATION, & SITE ENCUMBRANCES

- Substantial tree preservation (50 percent), particularly the Surveyor frontage
- Water and sewer service is available at this site
- No anticipated issues with Town service provision, ISD
- Encumbrances – existing detention
- **Removed Trees to be mitigated through new plantings and, if needed, contribution to the tree mitigation fund**

Case 1877-Z Trammell Crow Mixed Use

Major Waivers

- Block Length –600 foot maximum length

- 4th Floor, 8’ Building Façade Stepback at the Surveyor Boulevard frontage

- Stoop Condition at Ground Floor Residential Entries – 2 feet above sidewalk, 24 SF stoop area

- Minimum Building Height for nonresidential buildings – 1 story in lieu of 2 stories

- Parking Structure Design – flat parking decks required

Case 1877-Z Trammell Crow Mixed Use

Major Waiver Analysis

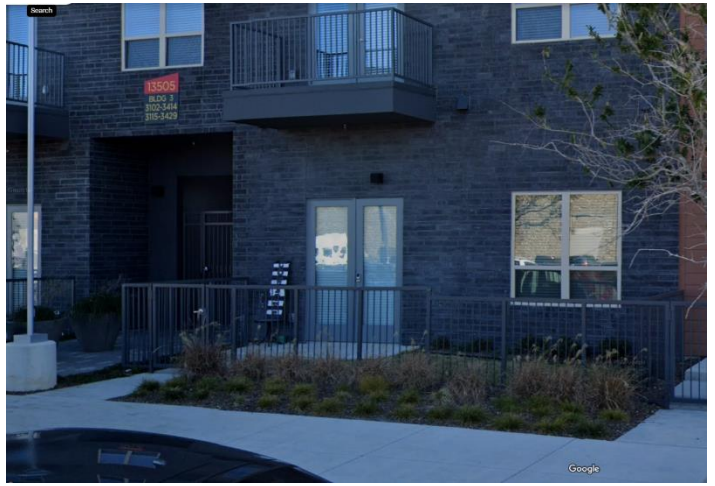
- Block Length – applicant could comply by locating the building closer to Surveyor and modifying the access drive with direct access to Belt Line (would not improve the design)

- 4th Floor, 8’ Building Façade Stepback at the Surveyor Boulevard frontage – applicant could comply by making those units shallower, proposed alternative form of compliance – full building setback 5 – 37 feet on Surveyor

- Stoop Condition at Ground Floor Residential Entries – 2 feet above sidewalk, 24 SF stoop area – proposed courtyard condition provides more landscape area and achieves universal design solution for people of all ages and disabilities (equitable solution for these premium units)

- Minimum Building Height for nonresidential buildings – 1 story in lieu of 2 stories –the proposed design is more human scale

- Parking Structure Design – flat parking decks required – this parking structure is enclosed by the building and will never be retrofitted



Case 1877-Z Trammell Crow Mixed Use

PUBLIC NOTICE:

Notice of public hearing was provided to property owners within 200 feet of the subject property and DISD in accordance with Town and State law.

NOTICE RECIPIENTS: 87.

FOR: 4.
AGAINST: None.
NEUTRAL: None.

ADDITIONAL FEEDBACK RECEIVED: 9 letters of support; one letter of support from the Asbury Circle HOA.

PLANNING & ZONING COMMISSION ACTION:

Approval: 5-1-1

Case 1877-Z Trammell Crow Mixed Use

RECOMMENDATION:

Staff recommends **approval with conditions.**

- Use Conditions
- Site and Building Design Conditions
- Development Phasing and Property Management Conditions

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE BY REZONING PROPERTIES COMPRISING 10.1± ACRES OF LAND GENERALLY LOCATED AT THE SOUTHEAST CORNER OF BELT LINE ROAD AND SURVEYOR BOULEVARD, FROM PLANNED DEVELOPMENT (PD) TO THE BELT LINE DISTRICT, TO ALLOW A MIXED USE DEVELOPMENT COMPRISED OF MULTIFAMILY RESIDENTIAL AND LIVE/WORK DWELLING UNITS (APARTMENT COMPLEX), TOWNHOMES (SINGLE-FAMILY UNIT, ATTACHED), RESTAURANT AND RETAIL USES, AND ASSOCIATED PRIVATE OPEN SPACE AND COMMON AREAS, THROUGH APPROVAL OF A CONCEPT PLAN AND ASSOCIATED MAJOR WAIVER REQUESTS RELATED TO BLOCK LENGTH, 4TH FLOOR BUILDING FAÇADE SETBACK, FREESTANDING RESTAURANT BUILDING HEIGHT, BUILDING ENTRY AND PARKING STRUCTURE DESIGN REQUIREMENTS; PROVIDING A PENALTY NOT TO EXCEED TWO THOUSAND AND NO/100 DOLLARS ($2,000.00); PROVIDING FOR SAVINGS, NO SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, at its regular meeting held on August 15, 2023 the Planning & Zoning Commission considered and made recommendations on Case No.1877-Z, being a request to rezone properties comprising 10.1± acres of land generally located at the southeast corner of Belt Line Road and Surveyor Boulevard (the "Subject Property"), from Planned Development (PD) to the Belt Line District to allow a mixed use development comprised of multifamily residential and live/work units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas (the "Project"), through the approval of development conditions, a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements; and

WHEREAS, the Project shall be developed in conformance with this Ordinance together with all definitive development agreements executed in connection with the Project (collectively herein, the "Definitive Agreements"); and

WHEREAS, the City Council finds that this change of zoning is in accordance with the adopted Comprehensive Plan of the Town of Addison, as amended; and

WHEREAS, the City Council further finds, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at a public hearing, and other relevant information and materials, that this amendment promotes the general welfare and safety of this community.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. That the recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

SECTION 2. The Zoning Ordinance and official zoning map shall be amended so as to rezone the Subject Property, being further described within **Exhibit A** attached hereto, to the Belt Line District, subject to the following conditions:

A. Development of the Subject Property shall comply with the Approval Conditions, Concept Plan, and Major Waiver Requests, which are attached hereto as **Exhibit B**, **Exhibit C,** and **Exhibit D**, respectively, and made a part hereof for all purposes.

SECTION 3. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, Section 1-7 of the Code of Ordinances for the Town of Addison.

SECTION 4. The provisions of this Ordinance are severable, and should any section, subsection, paragraph, sentence, phrase or word of this Ordinance, or application thereof to any person, firm, corporation or other business entity or any circumstance, be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of the remaining or other parts or portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining parts or portions of this Ordinance despite such unconstitutionality, illegality, or invalidity, which remaining portions shall remain in full force and effect.

SECTION 5. All ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 6. This Ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter or ordinance.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas, on this the ***12TH*** day of ***SEPTEMBER 2023*.**

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma Parker, City Secretary

APPROVED AS TO FORM:

_____
Whitt Wyatt, City Attorney

EXHIBIT A

LEGAL DESCRIPTION OF THE SUBJECT PROPERTY

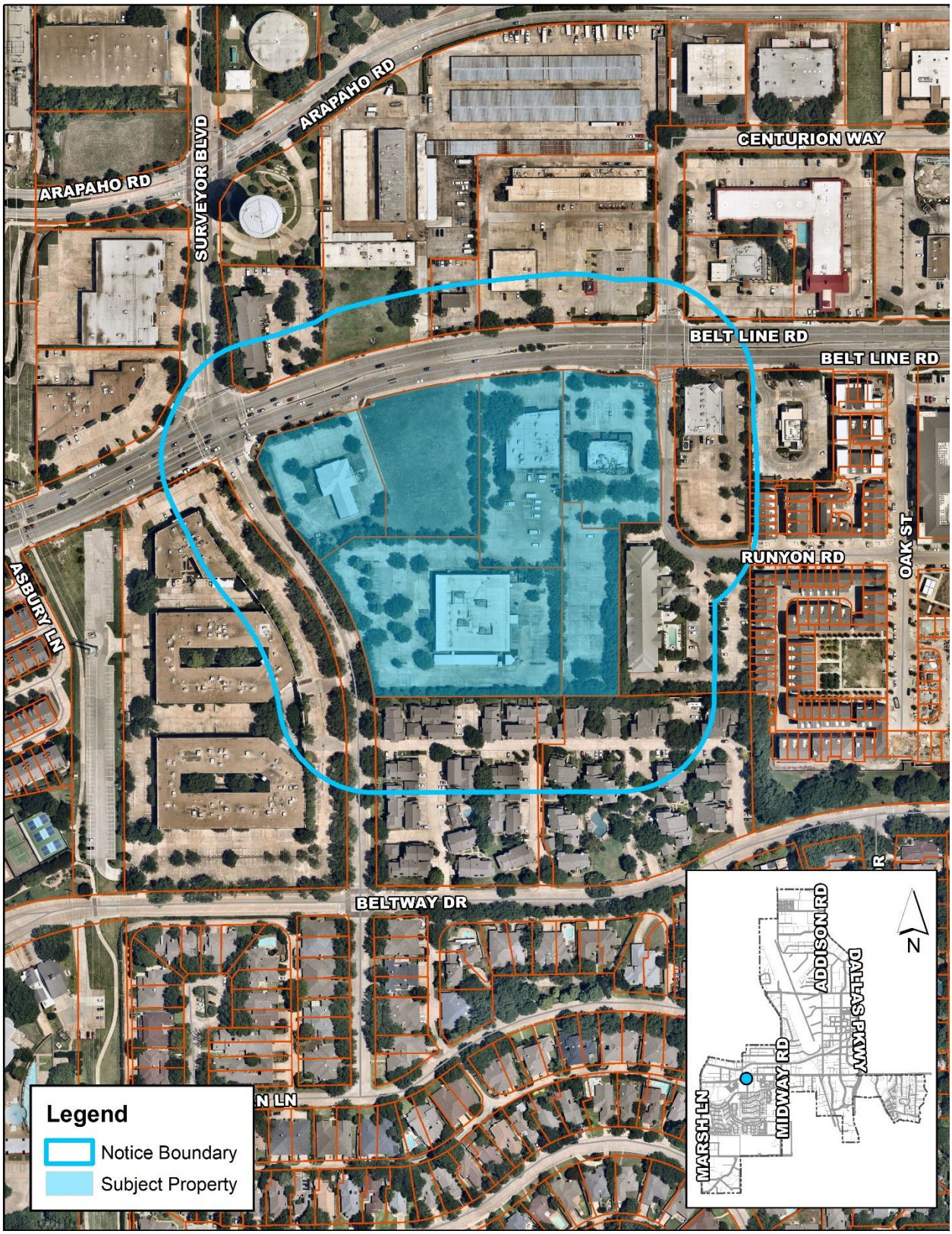


EXHIBIT A

Being a 439,314 square foot or a 10.085 acre tract of land situated in the Thomas L. Chenoweth Survey, Abstract No. 273, in the Township of Addison, Dallas County, Texas, being all of that tract of land described to 15K Surveyor, L.L.C., by Special Warranty Deed recorded in Instrument No. 201900021132, Official Public Records, Dallas County, Texas (O.P.R.D.C.T.), that tract of land described to Pappas Restaurants, Inc., Pamela Pappas Mattingly, and Mersina Pappas Stubbs, by Special Warrant Deed recorded in Instrument No. 201400239586, O.P.R.D.C.T., that tract of land described to P.H.C.G. Investments, by Special Warranty Deed recorded in Volume 94067, Page 5798, Deed Records, Dallas County, Texas (D.R.D.C.T.), being all of Lot 2, Block 1, Belt Line - Surveyor Village, an addition to the Town of Addison, Dallas County, Texas, according to the Map thereof recorded in Volume 98023, Page 31, Map Records, Dallas County, Texas (M.R.D.C.T.), being all of Lots 1A and 2A, Block 1, Belt Line - Surveyor Village, an addition to the Town of Addison, Dallas County, Texas, according to the Map thereof recorded in Volume 2004114, Page 58, according to the Map thereof recorded in Volume 2004114, Page 58, M.R.D.C.T., and also being Lots 2R and Lot 3, Block 1, Belt Line Center, an addition to the Town of Addison, Dallas County, Texas, according to the Map thereof recorded in Volume 97060, Page 3189, M.R.D.C.T., and all of the Mercado Juarez Final Plat, an addition to the Town of Addison, according to the Map thereof recorded in Volume 88172, Page 1066, M.R.D.C.T., and being more particularly described as follows:

BEGINNING (P.O.B.) at a 1 inch iron rod pipe found for the Northwest corner of that tract of land conveyed to Pecan Square Condominiums, by deed recorded in Volume 82165, Page 1772, M.R.D.C.T., and being in the East Right-of-Way (R.O.W.) line of Surveyor Boulevard (a variable width R.O.W.), and being the beginning of a curve to the left, having a radius of 630.05 feet, a central angle of 31 degrees 18 minutes 56 seconds, and a chord bearing and distance of North 23 degrees 34 minutes 59 seconds West, 340.09 feet;

THENCE, with the East R.O.W. line of said Surveyor Boulevard, the following bearings and distances:

Along said curve to the left, passing a 1/2 inch iron rod found at the common West corner of aforesaid Lot 2, Block 1, Belt Line - Surveyor Village (98023/31) and Lot 1A, Block 1, Belt Line - Surveyor Village (2004114/58), for reference at a distance of 306.92 feet, and continuing a total distance of 344.36 feet to a 3/8 inch iron rod found;

North 39 degrees 14 minutes 31 seconds West, a distance of 45.30 feet to the beginning of a curve to the right, having a radius of 254.13 feet, a central angle of 16 degrees 31 minutes 45 seconds, and a chord bearing and distance of North 30 degrees 50 minutes 23 seconds West, 73.06 feet;

Along said curve to the right, an arc length of 73.31 feet to the beginning of a curve to the left, having a radius of 250.00 feet, a central angle of 07 degrees 37 minutes 42 seconds, and a chord bearing and distance of North 26 degrees 15 minutes 07 seconds West, 33.26 feet;

Along said curve to the left, an arc length of 33.28 feet to the beginning of a curve to the right, having a radius of 559.00 feet, a central angle of 05 degrees 08 minutes 57 seconds,

and a chord bearing and distance of North 27 degrees 29 minutes 29 seconds West, 50.22 feet;

Along said curve, an arc length of 50.24 feet to a point for corner;

North 24 degrees 55 minutes 08 seconds West, 12.69 feet to the intersection of aforesaid Surveyor Boulevard, and the South R.O.W. line of Belt Line Road (a variable width R.O.W.);

THENCE, North 24 degrees 56 minutes 09 seconds East, along said intersection, a distance of 51.59 feet to a point in the South R.O.W. line of said Belt Line Road;

THENCE, with the South R.O.W. line of said Belt Line Road, the following bearings and distances:

North 74 degrees 47 minutes 26 seconds East, a distance of 84.03 feet, to the beginning of a curve to the right, having a radius of 1849.00 feet, a central angle of 04 degrees 27 minutes 39 seconds, and a chord bearing and distance of North 72 degrees 22 minutes 39 seconds East, 143.92 feet;

With said curve to the right, an arc length of 143.96 feet;

North 15 degrees 23 minutes 31 seconds West, a distance of 11.00 feet to the beginning of a curve to the right, having a radius of 1860.00 feet, a central angle of 13 degrees 35 minutes 15 seconds, and a chord bearing and distance of North 81 degrees 22 minutes 23 seconds East, 440.06 feet;

With said curve to the right, an arc length of 441.09 feet;

South 80 degrees 55 minutes 08 seconds East, a distance of 68.54 feet to a 1/2 inch iron with plastic cap stamped “PACHECO” and “KOCH 411”;

North 89 degrees 52 minutes 36 seconds East, a distance of 74.62 feet to a point for corner;

South 45 degrees 09 minutes 51 seconds East, a distance of 35.37 feet to a 1/2 inch iron rod found with cap stamped “HALFF 307” on the West line of Lot 2A, Block 1, Belt Line Center, an addition to the Town of Addison, according to the Map thereof recorded in Volume 97243, Page 1, M.R.D.C.T.

THENCE, with the West line of aforesaid Lot 2A, Block 1, Belt Line Center (97243/1), the following bearings and distances:

South 00 degrees 10 minutes 57 seconds East, a distance of 63.00 feet to a 1/2 inch iron with plastic cap stamped “PACHECO” and “KOCH 411”;

South 05 degrees 19 minutes 31 seconds East, a distance of 100.40 feet to an "X" found in concrete;

South 00 degrees 10 minutes 57 seconds East, a distance of 105.30 feet to the beginning of a curve to the left, having a radius of 100.00 feet, a central angle of 09 degrees 00 minutes 04 seconds, and a chord bearing and distance of South 04 degrees 42 minutes 06 seconds East, 15.69 feet;

With said curve to the left, an arc length of 15.71 feet to a 1/2 inch iron with plastic cap stamped "PACHECO" and "KOCH 411";

South 89 degrees 49 minutes 03 seconds West, a distance of 86.71 feet to a 1/2 inch iron with plastic cap stamped "PACHECO" and "KOCH 411";

South 00 degrees 04 minutes 51 seconds East, a distance of 363.65 feet to the Southwest corner of aforesaid Lot 2A, Block 1, Belt Line Center (97243/1), and being in the North line of said Pecan Square Condominiums tract;

THENCE South 89 degrees 53 minutes 35 West, with the North line of said Pecan Square Condominiums tract, a distance of 519.07 feet to the **POINT OF BEGINNING (P.O.B.)**, and containing 439,314 square feet or 10.085 acre of land, more or less.

The Basis of Bearing is the State Plane Coordinate System, Texas North Central Zone 4202, North American Datum 1983, Adjustment Realization 2011.

EXHIBIT A

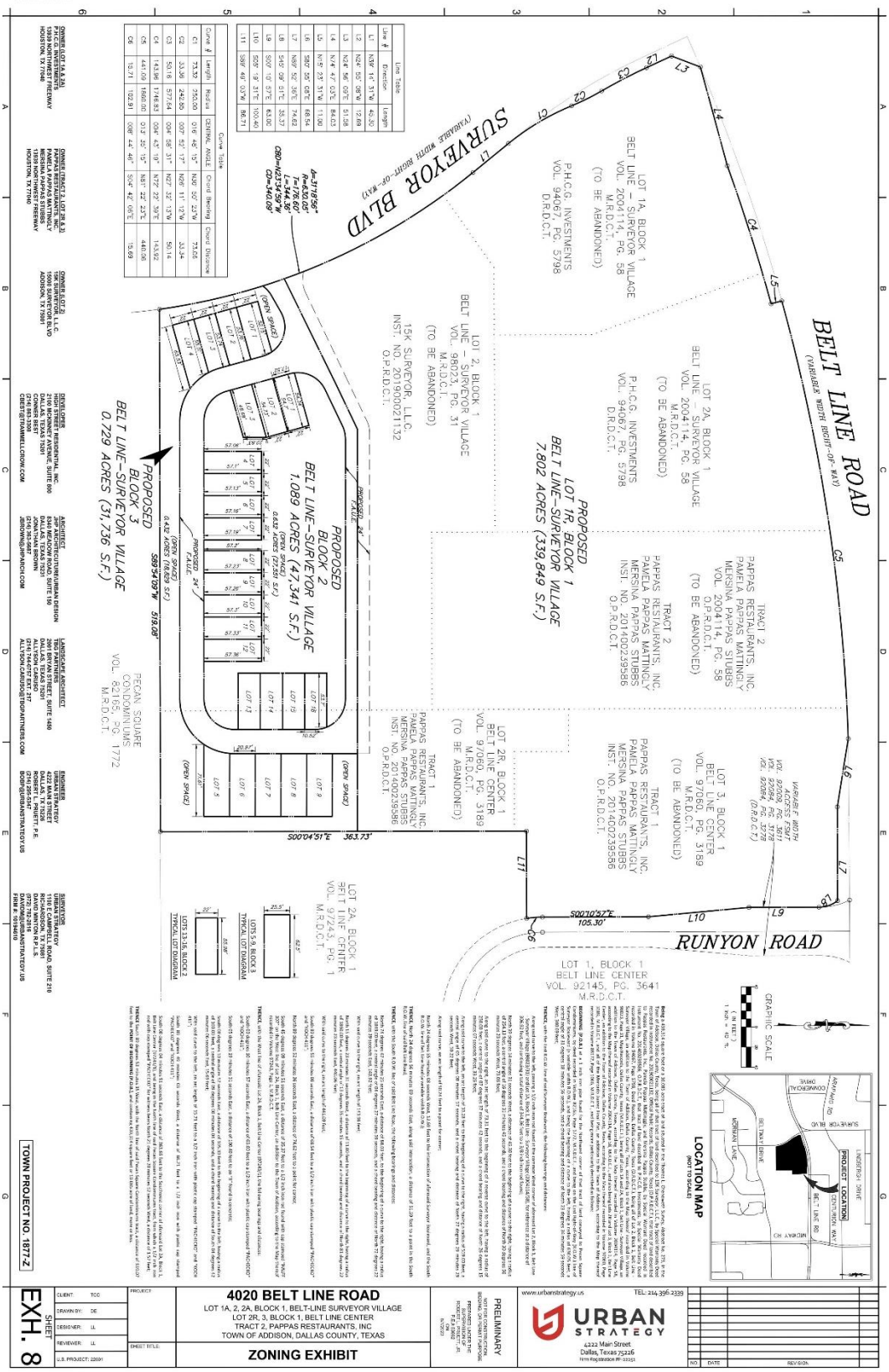

BELT LINE ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)
SURVEYOR BLVD
(VARIABLE WIDTH RIGHT-OF-WAY)
RUNYON ROAD
PROPOSED BLOCK 2
BELT LINE-SURVEYOR VILLAGE
1.089 ACRES (47,341 S.F.)
PROPOSED BLOCK 3
BELT LINE-SURVEYOR VILLAGE
0.729 ACRES (31,736 S.F.)
PROPOSED LOT 1R, BLOCK 1
BELT LINE-SURVEYOR VILLAGE
7.802 ACRES (339,849 S.F.)
LOT 1A, BLOCK 1
BELT LINE - SURVEYOR VILLAGE
VOL. 2004114, PG. 58
M.R.D.C.T.
(TO BE ABANDONED)
LOT 2A, BLOCK 1
BELT LINE - SURVEYOR VILLAGE
VOL. 2004114, PG. 58
M.R.D.C.T.
(TO BE ABANDONED)
LOT 2, BLOCK 1
BELT LINE - SURVEYOR VILLAGE
VOL. 98023, PG. 31
M.R.D.C.T.
(TO BE ABANDONED)
LOT 2R, BLOCK 1
BELT LINE CENTER
VOL. 97060, PG. 3189
M.R.D.C.T.
(TO BE ABANDONED)
LOT 3, BLOCK 1
BELT LINE CENTER
VOL. 97060, PG. 3189
M.R.D.C.T.
(TO BE ABANDONED)
LOT 2A, BLOCK 1
BELT LINE CENTER
VOL. 97245, PG. 1
M.R.D.C.T.
LOT 1, BLOCK 1
BELT LINE CENTER
VOL. 92145, PG. 3641
M.R.D.C.T.
TRACT 1
PAPPAS RESTAURANTS, INC.
PAMELA PAPPAS MATTINGLY
MERSINA PAPPAS STUBBS
INST. NO. 20140023956
O.P.R.D.C.T.
TRACT 2
PAPPAS RESTAURANTS, INC.
PAMELA PAPPAS MATTINGLY
MERSINA PAPPAS STUBBS
VOL 2004114, PG. 58
O.P.R.D.C.T.
(TO BE ABANDONED)
P.H.C.G. INVESTMENTS
VOL. 94067, PG. 5798
D.R.D.C.T.
15K SURVEYOR, L.L.C.
INST. NO. 20190002132
O.P.R.D.C.T.
RECAN SQUARE
CONDOMINIUMS
VOL. 82165, PG. 1772
M.R.D.C.T.
VARIABLE WIDTH ACCESS EASEMENT VOL. 97245, PG. 3728 VOL. 92084, PG. 3728 (D.R.D.C.T.)
PROPOSED 24' FAULE
(OPEN SPACE)
0.432 ACRES (18,829 S.F.)
0.532 ACRES (22,251 S.F.)
S89°54'09"W 518.08'
S00°04'51"E 363.73'
S00°10'52"E 105.30'
Curve Table
Curve # | Length | Radius | CENTRAL ANGLE | Chord Bearing | Chord Distance
C1 | 73.32' | 255.00' | 016° 45' 13" | N08° 30' 22"W | 73.06'
C2 | 33.36' | 242.00' | 007° 53' 17" | N09° 11' 12"W | 33.34'
C3 | 50.16' | 577.64' | 004° 58' 31" | N27° 32' 12"W | 50.14'
C4 | 143.96' | 1746.83' | 004° 43' 19" | N29° 22' 39"E | 143.92'
C5 | 441.09' | 1600.00' | 015° 35' 15" | N81° 22' 23"E | 440.06'
C6 | 15.71' | 10.00' | 090° 00' 00" | S04° 42' 05"E | 14.89'
Line Table
Line # | Direction | Length
L1 | N39° 14' 51"W | 40.30'
L2 | N24° 50' 38"W | 12.89'
L3 | N24° 56' 03"E | 51.58'
L4 | N 4° 47' 03"E | 84.03'
L5 | N 6° 23' 51"W | 11.00'
L6 | S80° 55' 08"E | 68.54'
L7 | N69° 52' 30"E | 74.63'
L8 | S45° 09' 51"E | 35.37'
L9 | S00° 10' 57"E | 83.00'
L10 | S05° 19' 31"E | 100.40'
L11 | S89° 49' 03"W | 86.71'
Δ=71°18'56"
R=450.00'
T=176.60'
CBD=N23°49'56"W
CD=140.09'
LOT 1 BLOCK 1
LOT 2 BLOCK 1
LOT 3 BLOCK 1
LOT 4 BLOCK 1
LOT 5 BLOCK 1
LOT 6 BLOCK 1
LOT 7 BLOCK 1
LOT 8 BLOCK 1
LOT 9 BLOCK 1
LOT 10 BLOCK 1
LOT 11 BLOCK 1
LOT 12 BLOCK 1
LOT 13 BLOCK 1
LOT 14 BLOCK 1
LOT 15 BLOCK 1
LOT 16 BLOCK 1
LOT 17 BLOCK 1
LOT 18 BLOCK 1
LOT 19 BLOCK 1
LOT 20 BLOCK 1
(OPEN SPACE)
LOTS 9, BLOCK 2
TYPICAL LOT DIAGRAM
LOTS 13-16, BLOCK 2
TYPICAL LOT DIAGRAM
GRAPHIC SCALE
1 INCH = 40 FT.
LOCATION MAP
NOT TO SCALE
PROJECT LOCATION
MIDWAY ROAD
BELT LINE ROAD
SURVEYOR BLVD
ADDISON AIRPORT
COMMERCIAL DRIVE
LINDBERGH DRIVE
CENTENNIAL WAY
PROPERTY OWNER (LOT 1A, BLOCK 1)
PAPPAS RESTAURANTS, INC. &
PAMELA PAPPAS MATTINGLY
1959 NORTHWEST FREEWAY
HOUSTON, TX 77040
PROPERTY OWNER (LOT 2, BLOCK 1)
15K SURVEYOR, L.L.C.
1999 SURVEYOR BLVD
ADDISON, TX 75001
DEVELOPER
TRAMMELL CROW COMPANY
2100 MCKINNEY AVENUE, SUITE 600
DALLAS, TX 75201
CONNER BEST | 713.577.1300
CREG@TRAMMELLCROW.COM
ARCHITECT
JHP ARCHITECTURE/URBAN DESIGN
5949 MEADOW ROAD, SUITE 196
DALLAS, TX 75230
JONATHAN BROWN
469.713.5121
JBROWN@JHPARCH.COM
LANDSCAPE ARCHITECT
TEN TWENTY DESIGN
2001 BRYAN STREET, SUITE 1400
DALLAS, TX 75201
ALLYSON CARDEO
214.871.0710
ALLYSON.CARDEO@TENTWENTYDESIGN.COM
ENGINEER
URBAN STRATEGY
4222 MAIN STREET
DALLAS, TX 75226
ROBERT L. PRUETT, P.E.
214.396.2339
ROBP@URBANSTRATEGY.US
SURVEYOR
URBAN STRATEGY
1100 E CAMPBELL ROAD, SUITE 210
RICHARDSON, TX 75081
DAVID MINTON R.P.L.S.
214.396.2339
DAVIDM@URBANSTRATEGY.US
FIRM # 10194410
TOWN PROJECT NO. 1877-Z
EXH. 8
SHEET
CLIENT: TCC
DRAWN BY: DE
DESIGNER: LL
REVIEWER: LL
U.S. PROJECT: 22001
PROJECT
SHEET TITLE:
4020 BELT LINE ROAD
LOT 1A, 2, 2A, BLOCK 1, BELT-LINE SURVEYOR VILLAGE
LOT 2R, 3, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS
ZONING EXHIBIT
PRELIMINARY
NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION PURPOSES
PREPARED UNDER THE SUPERVISION OF ROBERT L. PRUETT JR. ON 10/2023
www.urbanstrategy.us
TEL: 214.396.2339
URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
Firm Registration #F-23315
NO. | DATE | REVISION

EXHIBIT B

APPROVAL CONDITIONS

1. Use Conditions:

A. Maximum Number of Multifamily Dwelling Units: 394 dwelling units.

B. Minimum Number of Multifamily Live/Work Units: 9 dwelling units.

A. The nonresidential use is limited to services such as accountants, architects, artisans, attorneys, computer and multimedia related professionals, consultants, engineers, hair stylists, insurance, real estate, athletic trainers, travel agents, one-on-one instructors, and similar occupations as may be approved by the Director of Development Services provided that the use does not detract from, or pose a nuisance to, the adjacent uses.

B. Both the residential and nonresidential components of each Live/Work unit must be occupied by the same tenant.

C. Minimum Number of Single-Family (Attached or Detached Townhouse) Lots: 25 lots.

D. Minimum Amount of Commercial Floor Area: 18,000 square feet.

E. Minimum Number of Restaurant Tenant Spaces: 4 restaurant tenant spaces. A reduction to 3 restaurant tenant spaces may be permitted subject to approval of a minor waiver.

F. Nonresidential Use Restrictions: Permitted nonresidential uses shall be limited to:

i. Grocery Store.
ii. Specialty Food Store.
iii. Health Club.
iv. Restaurants (SUP required).
v. Sale of Alcohol for On-Premises Consumption (SUP required).
vi. Retail (Minor waiver required).
vii. Personal, Business, or Professional Services (Minor waiver required).
viii. Office or Co-Working (Minor Waiver required).
ix. Home Occupations accessory to a permitted primary use.

2. Site and Building Design Conditions:

A. Sustainable Building Rating: The multifamily building shall achieve, at a minimum, a Silver rating in the National Green Building Standards (NGBS) system.

B. Public Art: Funding shall be provided for partnership with the Addison Arbor Foundation to finance the acquisition and installation of three public art pieces, as depicted on the concept plan. Funding levels shall be further defined in a Memorandum of Understanding (MOU) between the Town and applicant.

C. Electric Vehicle (EV) Charging Infrastructure: A minimum of 30 EV charging stations shall be installed in the parking structure and utility services shall be installed to allow for future expansion.

D. Bus Transit Facilities: In accordance with the concept plan, the developer shall install a bus transit shelter on Belt Line Road. Maintenance of this shelter shall be an obligation of this property.

E. Interior Finishes: There shall be no linoleum or Formica surfaces in the units. All countertops shall be granite, stone, or a superior surface material.

F. Appliances: All units shall be equipped with energy efficient appliances.

3. Development Phasing and Property Management Conditions:

A. Site Development Permits shall be obtained and construction shall be substantially commenced on the retail plaza prior to issuance of a Certificate of Occupancy (CO) for the multifamily component of the Project. Substantial commencement of construction shall be defined by the installation of common utilities, paving, landscape, and hardscape site amenities for the restaurant plaza and the acquisition of a building permit for at least one of the three planned freestanding buildings in the restaurant plaza.

B. The intent of this project is to timely execute a Class A mixed-use development in two phases. If the developer fails to substantially initiate construction for Phase 2 (townhomes) within two (2) years of issuance of a Certificate of Occupancy (CO) for the multifamily component of Phase 1, the developer shall extend an option to purchase to the Town. The terms of this condition shall be further defined in a MOU between the Town and applicant.

C. The applicant shall establish standards encumbering future operators of the property that require said operators to employ highly qualified property management that demonstrates the capacity to maintain and manage the property as a Class A property. The terms of this condition shall be further defined in a MOU between the Town and applicant.

D. At time of platting, a Property Owner's Association (POA) shall be established. The POA shall define access rights and maintenance responsibilities for the properties. In General, the multifamily component of the project shall be responsible for maintaining all paving, utilities, drainage, landscape, irrigation, and site furnishings on the property. Exceptions for those features that exclusively serve single-family or nonresidential POA members may be defined by the POA. Access to project common

areas shall be granted to all residents and tenants of the project, and their authorized guests and customers. Use of on-street parking and designated retail parking within the parking structure, by multifamily residential tenants shall be prohibited and enforced by the property manager.

E. The intent of this project is to periodically utilize project civic spaces (to include streets) for neighborhood compatible community events such as farmers markets. An option for the Town to utilize property features to host and/or to partner on the facilitation of said events shall be further defined in a MOU between the Town and applicant.

F. The applicant has requested to memorialize a position of support for the permanent existence of Beltway Drive access restrictions (bollards limiting access to emergency service access only) for the Addison Grove neighborhood. The terms of this request shall be further defined in a MOU between the Town and applicant.

EXHIBIT C

CONCEPT PLAN

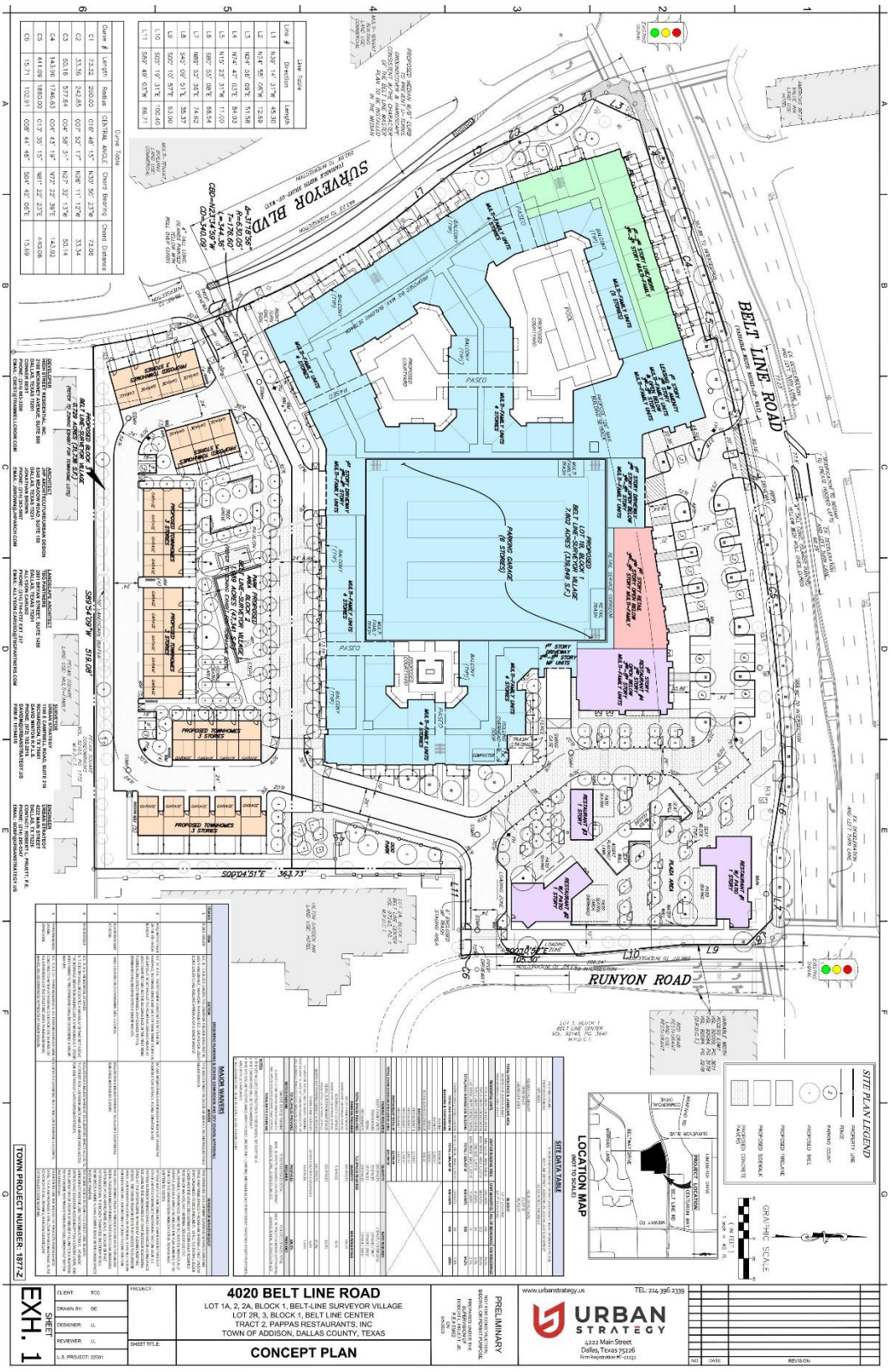


EXHIBIT C

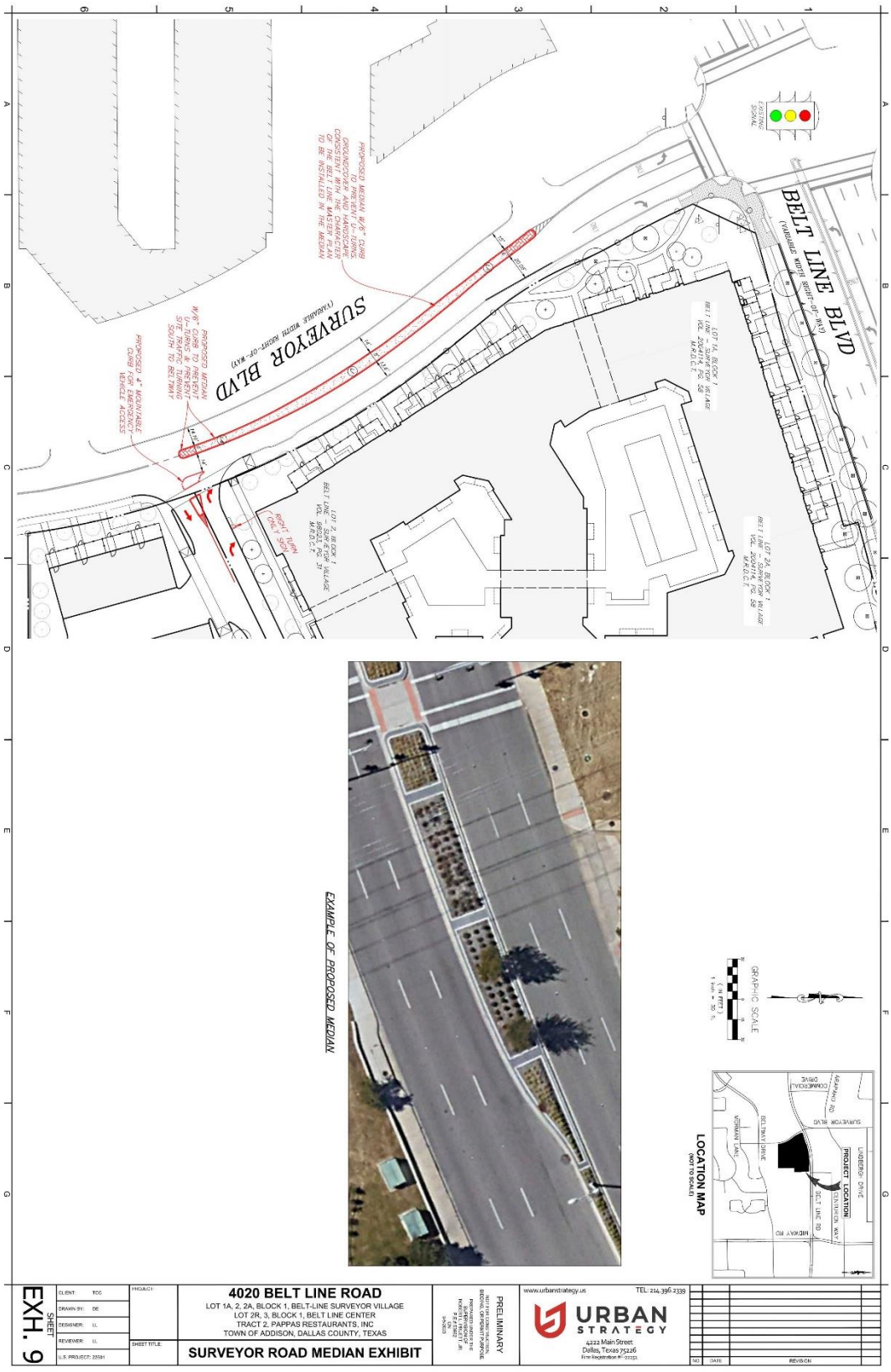

BELT LINE BLVD
SURVEYOR BLVD
PROPOSED MEDIAN WITH CURB TO PREVENT U-TURNS, GROUNDCOVER AND HARDSCAPE CONSISTENT WITH MASTER PLAN OF THE BELT LINE MASTER PLAN TO BE INSTALLED IN THE MEDIAN
PROPOSED MEDIAN WITH CURB TO PREVENT U-TURNS & PREVENT SITE TRAFFIC TURNING SOUTH TO BELTWAY
PROPOSED 4" MOUNTABLE CURB FOR EMERGENCY VEHICLE ACCESS
RIGHT TURN ONLY SIGN
EXISTING SIGNAL
EXAMPLE OF PROPOSED MEDIAN
GRAPHIC SCALE
LOCATION MAP
PROJECT LOCATION
4020 BELT LINE ROAD
LOT 1A, 2, 2A, BLOCK 1, BELT-LINE SURVEYOR VILLAGE
LOT 2R, 3, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS
SURVEYOR ROAD MEDIAN EXHIBIT
PRELIMINARY
URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
TEL: 214.396.2339
EXH. 9

EXHIBIT C

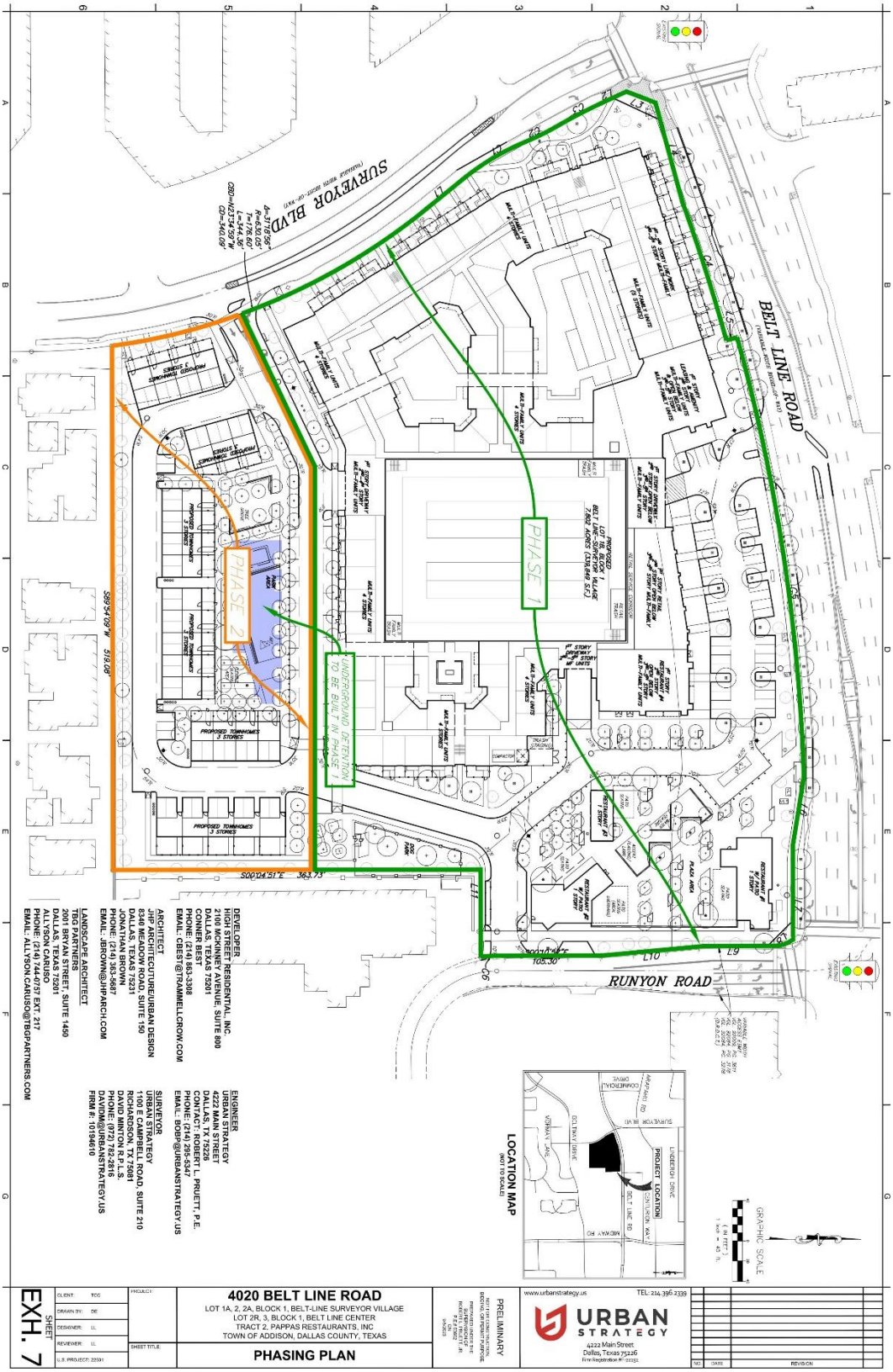

SURVEYOR BLVD.
BELT LINE ROAD
RUNYON ROAD
PHASE 1
PHASE 2
UNDERGROUND DETENTION TO BE BUILT IN PHASE 1
PROPOSED TOWNHOMES 3 STORIES
S89°54'09"W 519.08'
S00°04'51"E 363.73'
LOCATION MAP
PROJECT LOCATION
GRAPHIC SCALE
4020 BELT LINE ROAD
LOT 1A, 2, 2A, BLOCK 1, BELT-LINE SURVEYOR VILLAGE
LOT 2R, 3, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS
PHASING PLAN
PRELIMINARY
NOT FOR CONSTRUCTION PURPOSES
URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
www.urbanstrategy.us
TEL: 214.396.2339
EXH. 7
DEVELOPER
HIGH STREET RESIDENTIAL, INC.
2100 MCKINNEY AVENUE, SUITE 800
DALLAS, TEXAS 75201
PHONE: (214) 863-3308
CONNER BEST
EMAIL: CBEST@TRAMMELLCROW.COM
ARCHITECT
JHP ARCHITECTURE/URBAN DESIGN
8340 MEADOW ROAD, SUITE 150
DALLAS, TEXAS 75231
JONATHAN BROWN
PHONE: (214) 696-2040
EMAIL: JBROWN@JHPARCH.COM
LANDSCAPE ARCHITECT
TBG PARTNERS
2323 BRYAN STREET, SUITE 1450
DALLAS, TEXAS 75201
ALLYSON CARUSO
PHONE: (214) 744-0757 EXT. 217
EMAIL: ALLYSON.CARUSO@TBGPARTNERS.COM
ENGINEER
URBAN STRATEGY
4222 MAIN STREET
DALLAS, TX 75226
CONNER ROBERTI, PRUETT, P.E.
PHONE: (214) 295-5347
EMAIL: BOBP@URBANSTRATEGY.US
SURVEYOR
URBAN STRATEGY
1100 E CAMPBELL ROAD, SUITE 210
RICHARDSON, TX 75081
DAVID MINTON R.P.L.S.
PHONE: (972) 782-2816
DAVIDM@URBANSTRATEGY.US
FIRM #: 10194616

EXHIBIT C

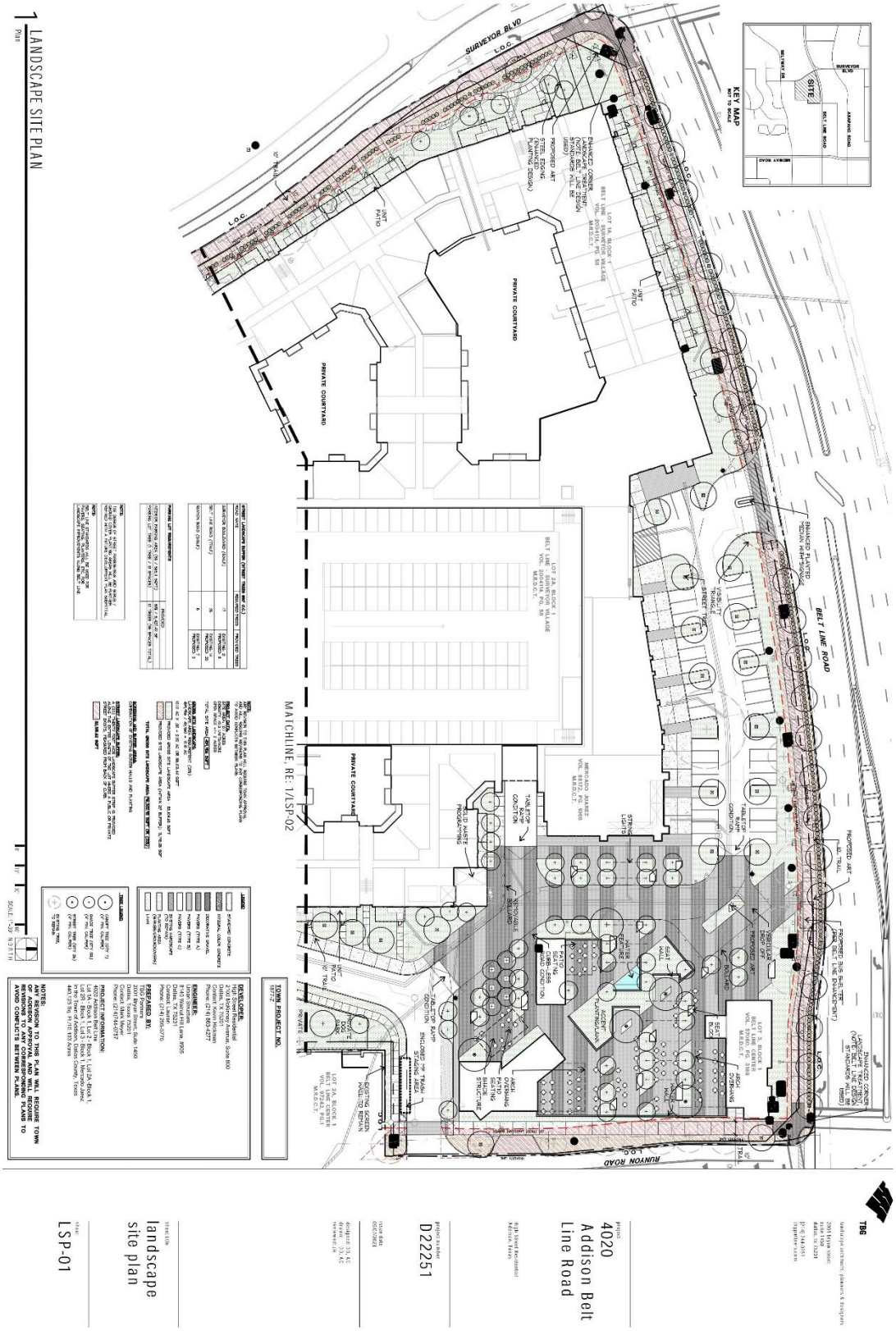

LANDSCAPE SITE PLAN
SURVEYOR BLVD
BELT LINE ROAD
RUNYON ROAD
PRIVATE COURTYARD
MATCHLINE, RE: 1/LSP-02
KEY MAP
SITE
TBG
4020 Addison Belt Line Road
D22251
LSP-01
landscape site plan

EXHIBIT C

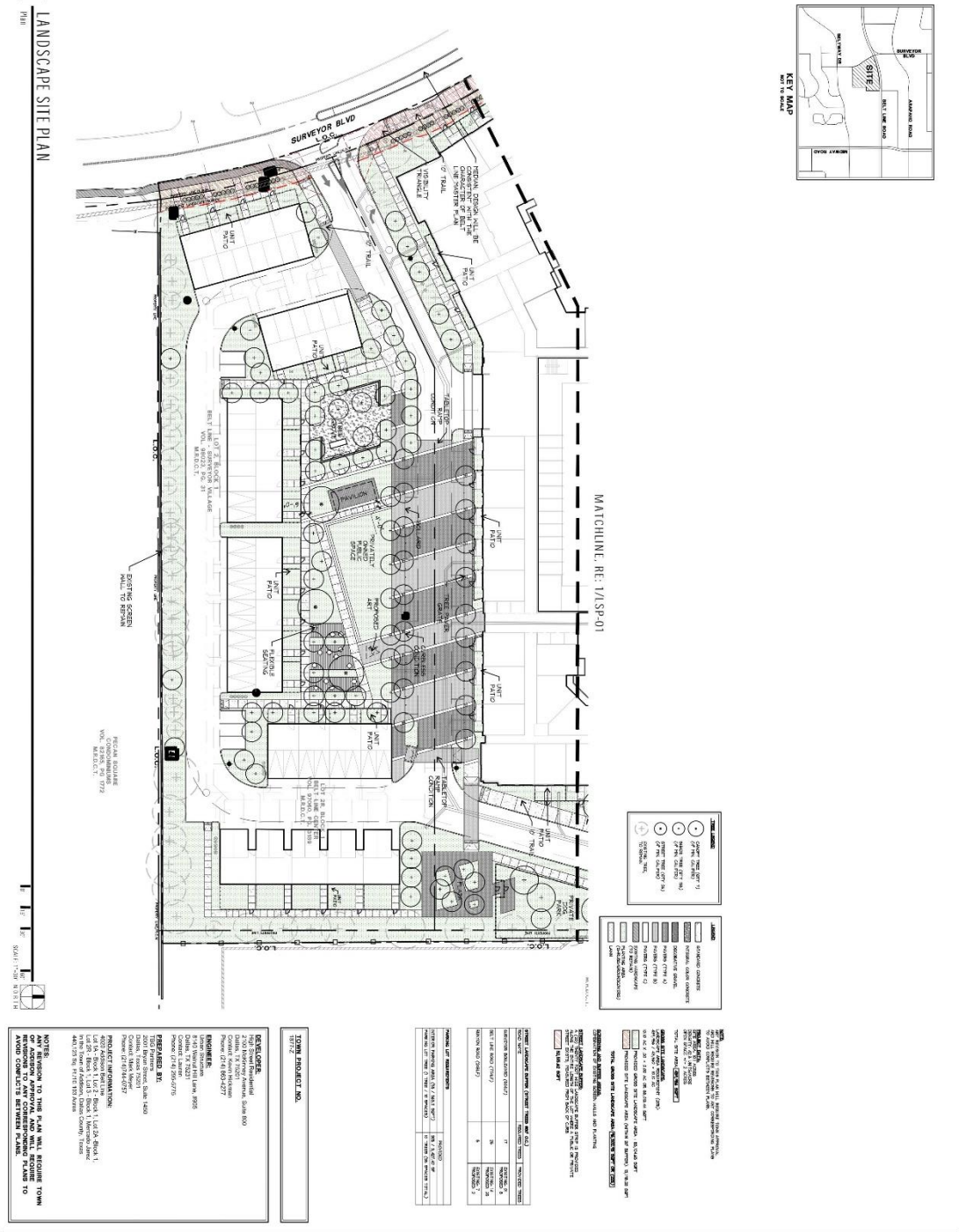

KEY MAP
NOT TO SCALE
SITE
SURVEYOR BLVD
BELT LINE ROAD
ADDISON ROAD
MATCHLINE: RE: 1/LSP-01
1 LANDSCAPE SITE PLAN
Plan
TBG
4020 Addison Belt Line Road
D22251
landscape site plan
LSP-01

EXHIBIT C

1 OPEN SPACE DIAGRAM
SURVEYOR BLVD
BELT LINE ROAD
RUNYON ROAD
PRIVATE COURTYARD
PRIVATE COURTYARD
PRIVATE COURTYARD
MATCHLINE, RE: 1/OSP-02
KEY MAP
NOT TO SCALE
SITE
DEVELOPER:
PREPARED BY:
ENGINEER:
PROJECT INFORMATION:
NOTES:
4020 Addison Belt Line Road
D22251
OSP-01
open space diagram

EXHIBIT C

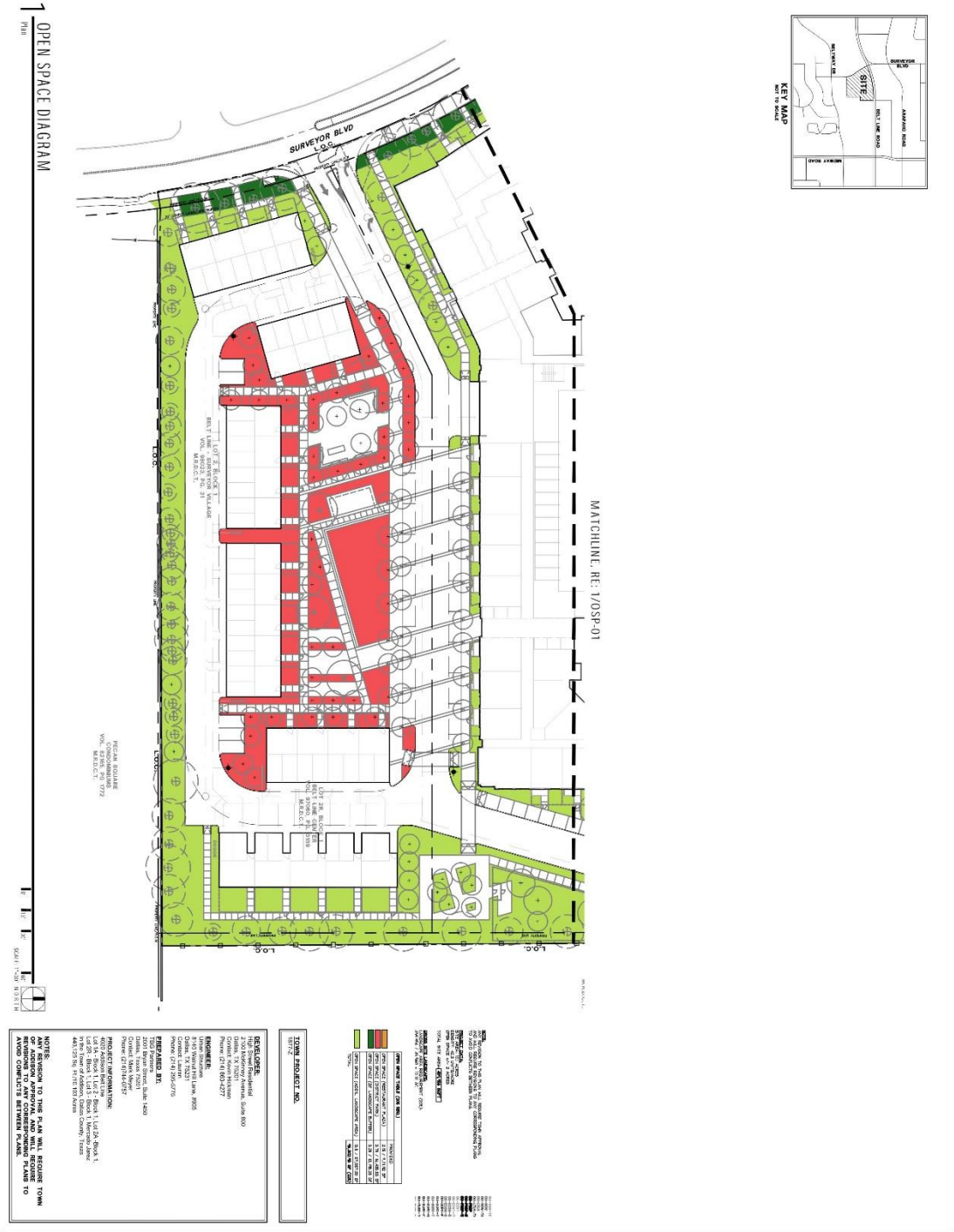

1 OPEN SPACE DIAGRAM
Plan
SURVEYOR BLVD
L.O.C.
MATCHLINE: RE: 1/OSP-01
KEY MAP
NOT TO SCALE
SITE
BELT LINE ROAD
ADDISON ROAD
MONTFORT DR
SURVEYOR BLVD
DEVELOPER:
ENGINEER:
PREPARED BY:
PROJECT INFORMATION:
NOTES:
TOWN PROJECT NO.
4020 Addison Belt Line Road
High Street Residential
Addison, Texas
D22251
issue date
05/07/2024
open space diagram
OSP-01

EXHIBIT C

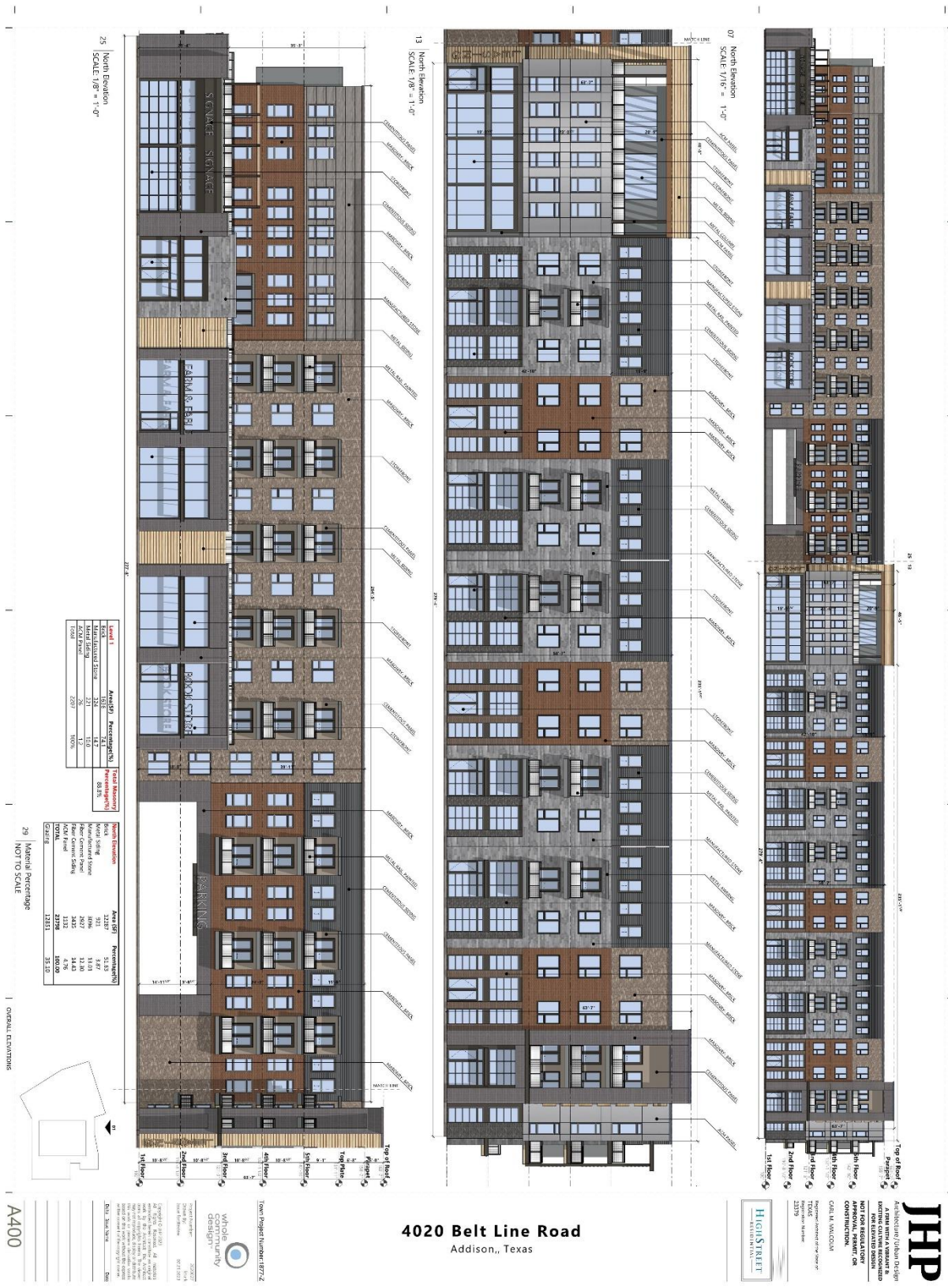

4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
whole community design
A400

EXHIBIT C

01 East Elevation
SCALE:1/16" = 1'-0"
13 East Elevation
SCALE:1/8" = 1'-0"
25 East Elevation
SCALE:1/8" = 1'-0"
16 North Elevation
SCALE: 1/8" = 1'-0"
29 Material Percentage
NOT TO SCALE
OVERALL ELEVATIONS
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
whole community design
A401

EXHIBIT C

01 West Elevation
SCALE: 1/16" = 1'-0"
13 West Elevation
SCALE: 1/8" = 1'-0"
25 West Elevations
SCALE: 1/8" = 1'-0"
29 Material Percentage
NOT TO SCALE
OVERALL ELEVATIONS
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
whole community design
A402

EXHIBIT C

01 South Elevation
SCALE: 1/8" = 1'-0"
13 South Elevation
SCALE: 1/8" = 1'-0"
25 South Elevation
SCALE: 1/8" = 1'-0"
29 Material Percentage
NOT TO SCALE
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
whole community design
A403

EXHIBIT C

01 - NORTH ELEVATION
02 - SOUTH ELEVATION
03 - WEST ELEVATION
04 - EAST ELEVATION
SIGNAGE
First Level
RESTAURANT 1
3,147 sq ft
COVERED - PORCH
50'-0"
90'-0"
34'-0"
KEY PLAN
4020 Belt Line Road
Addison, Texas
A404

EXHIBIT C

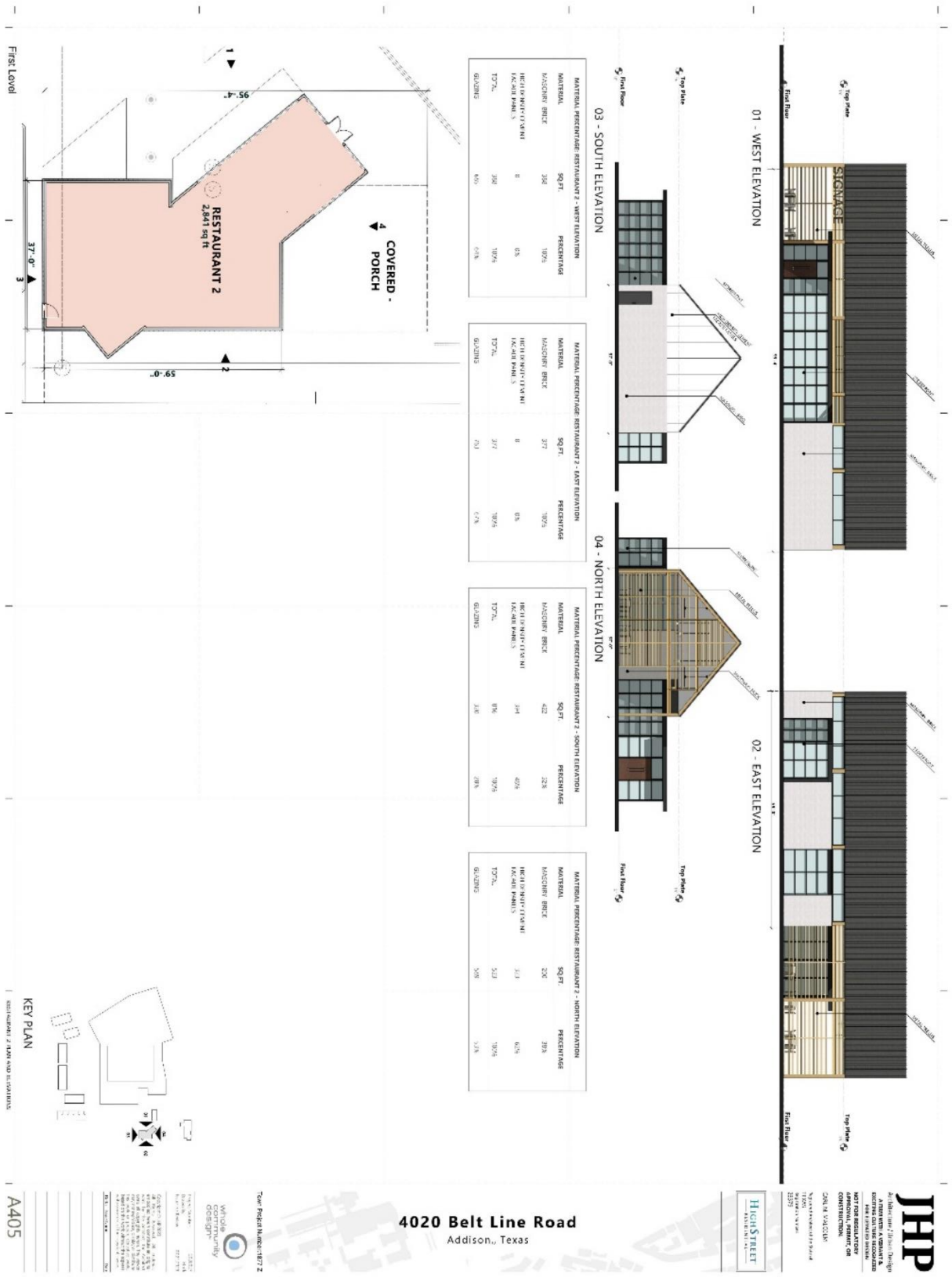

01 - WEST ELEVATION
02 - EAST ELEVATION
03 - SOUTH ELEVATION
04 - NORTH ELEVATION
SIGNAGE
RESTAURANT 2
2,841 sq ft
COVERED - PORCH
First Level
KEY PLAN
4020 Belt Line Road
Addison, Texas
A405

EXHIBIT C

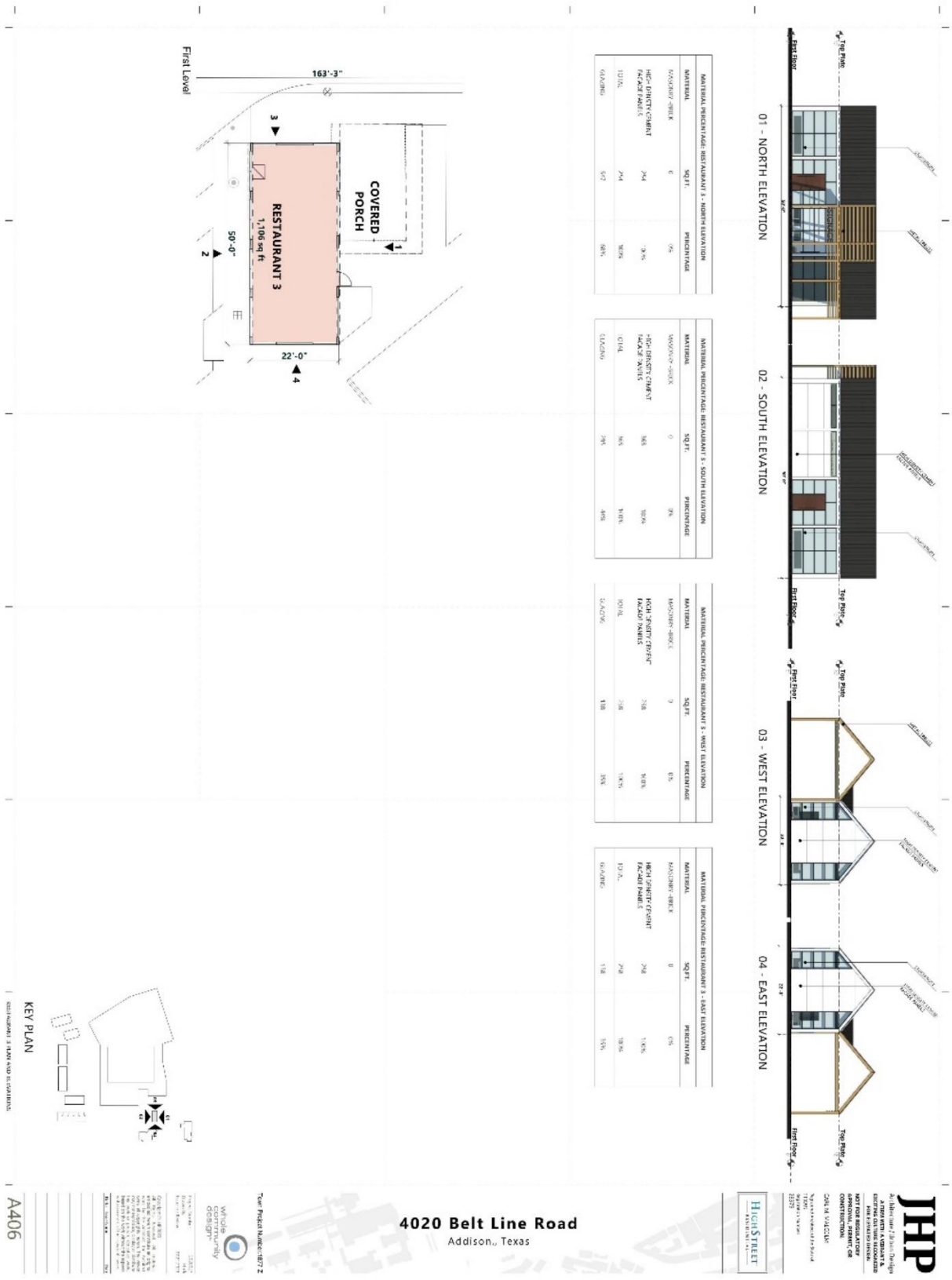

01 - NORTH ELEVATION
02 - SOUTH ELEVATION
03 - WEST ELEVATION
04 - EAST ELEVATION
Top Plate
First Floor
MATERIAL PERCENTAGE: RESTAURANT 3 - NORTH ELEVATION
MATERIAL PERCENTAGE: RESTAURANT 3 - SOUTH ELEVATION
MATERIAL PERCENTAGE: RESTAURANT 3 - WEST ELEVATION
MATERIAL PERCENTAGE: RESTAURANT 3 - EAST ELEVATION
MATERIAL
SQ.FT.
PERCENTAGE
MASONRY-BRICK
HIGH-DENSITY COMPOSITE FACADE PANELS
GLAZING
TOTAL
First Level
163'-3"
COVERED PORCH
RESTAURANT 3
1,106 sq ft
50'-0"
22'-0"
KEY PLAN
JHP
HIGHSTREET
4020 Belt Line Road
Addison, Texas
whole community design
A406

EXHIBIT C

01 - ELEVATION 01
02 - ELEVATION 02
03 - ELEVATION 03
04 - ELEVATION 04
KEY PLAN
First Level
TH2.1
39'-0"
127'-6"
4020 Belt Line Road
Addison, Texas
JHP
HIGHSTREET
A407

EXHIBIT C

01 - ELEVATION 01
02 - ELEVATION 02
03 - ELEVATION 03
04 - ELEVATION 04
First Level
TH1.1
110'-0"
39'-0"
KEY PLAN
4020 Belt Line Road
Addison, Texas
JHP
HIGHSTREET
whole community design
A408

EXHIBIT C

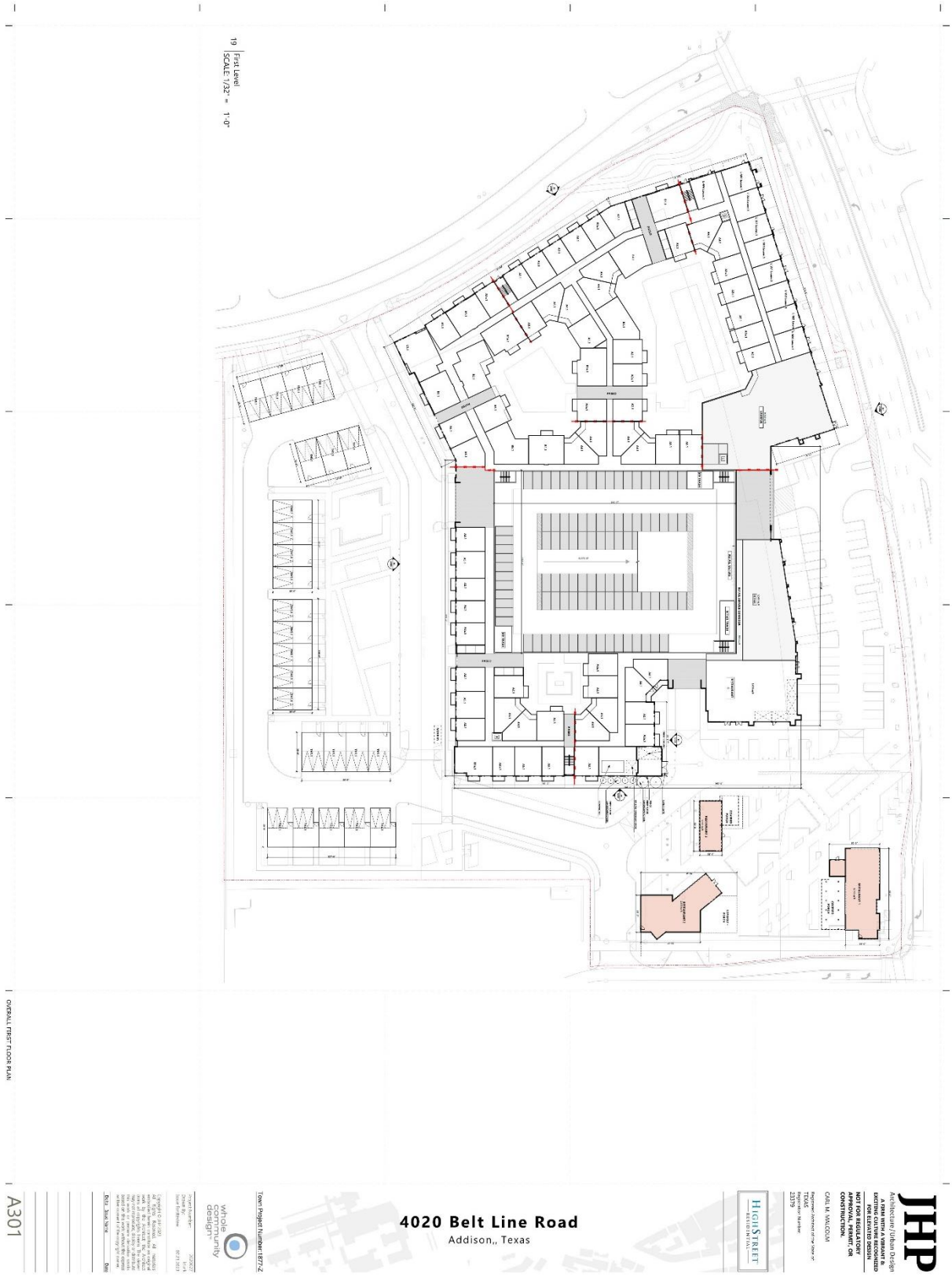

1 First Level
SCALE: 1/32" = 1'-0"
OVERALL FIRST FLOOR PLAN
A301
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET RESIDENTIAL
whole community design

EXHIBIT C

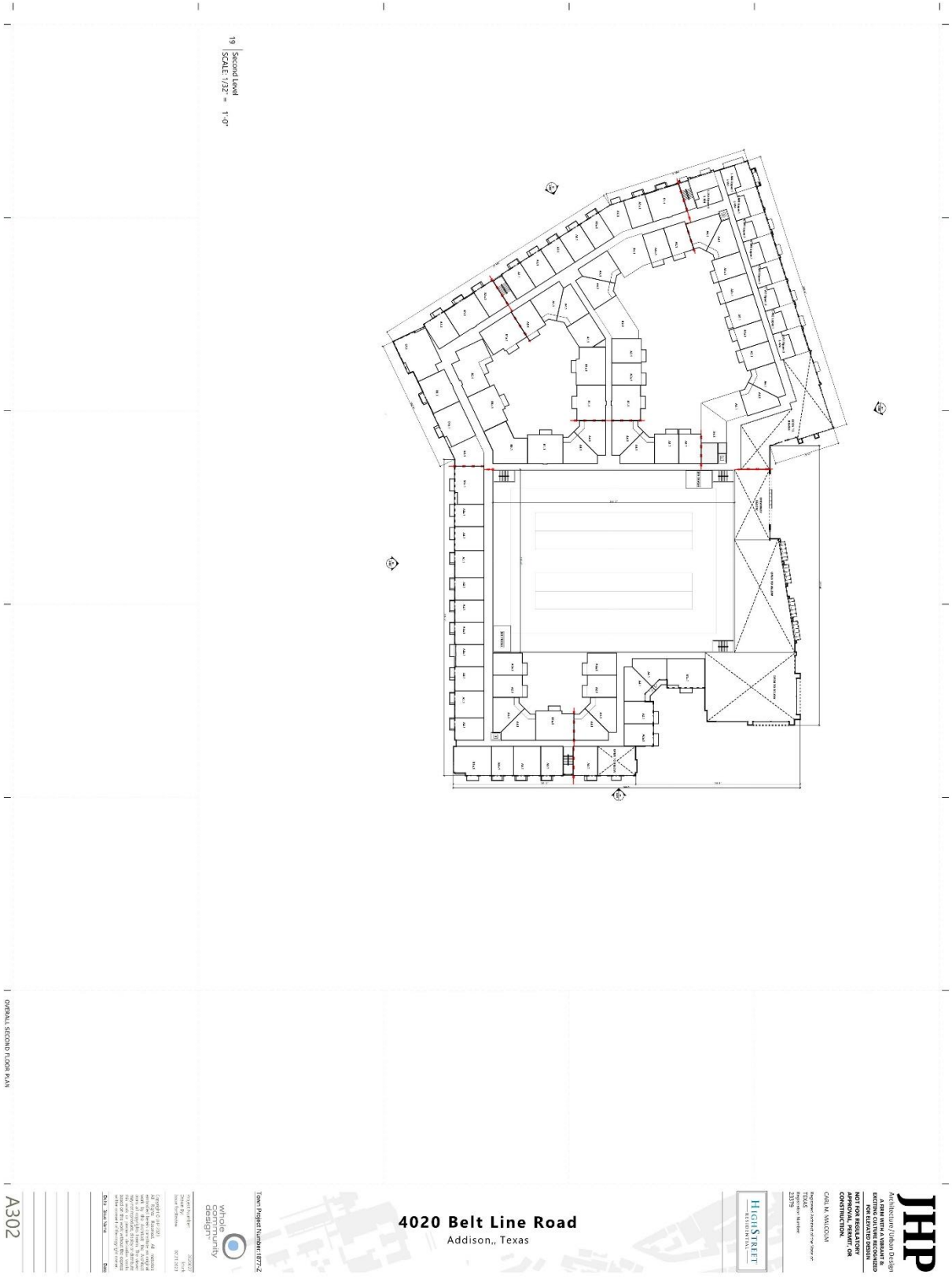

19 Second Level
SCALE: 1/32" = 1'-0"
OVERALL SECOND FLOOR PLAN
A302
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
RESIDENTIAL
whole community design

EXHIBIT C

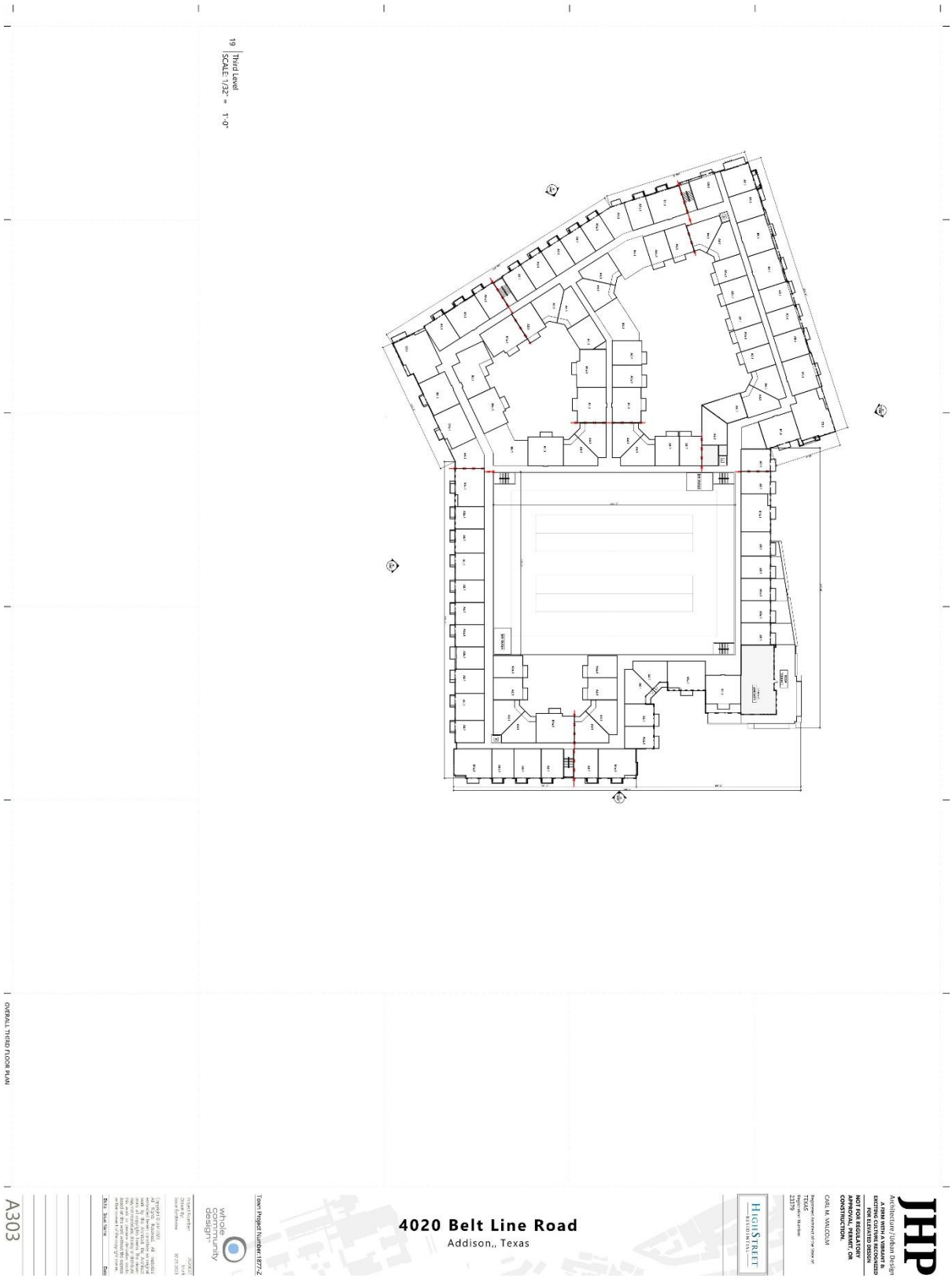

19 Third Level
SCALE: 1/32" = 1'-0"
OVERALL THIRD FLOOR PLAN
A303
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
whole community design

EXHIBIT C

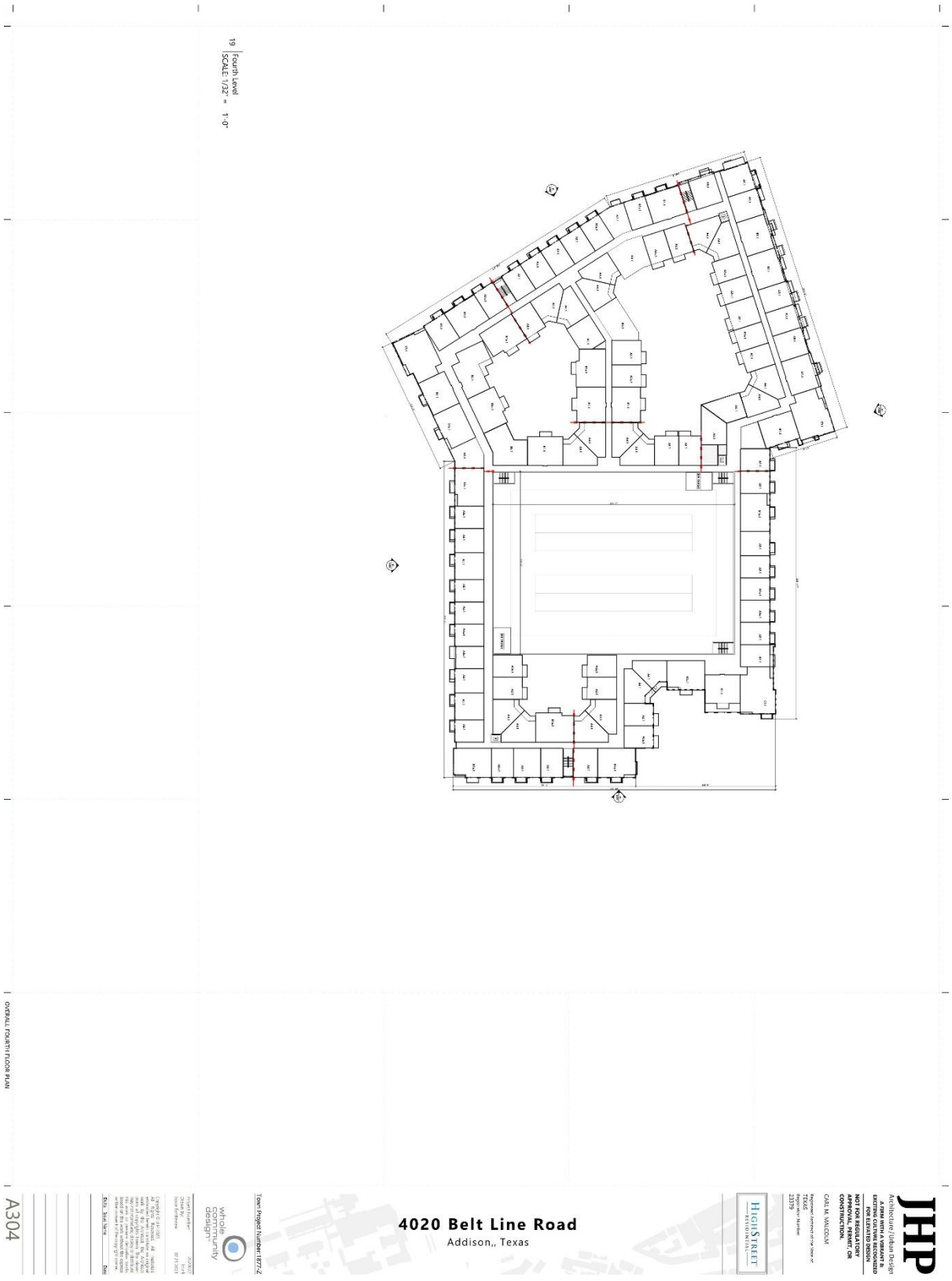

19 Fourth Level
SCALE: 1/32" = 1'-0"
OVERALL FOURTH FLOOR PLAN
A304
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
RESIDENTIAL
whole community design

EXHIBIT C

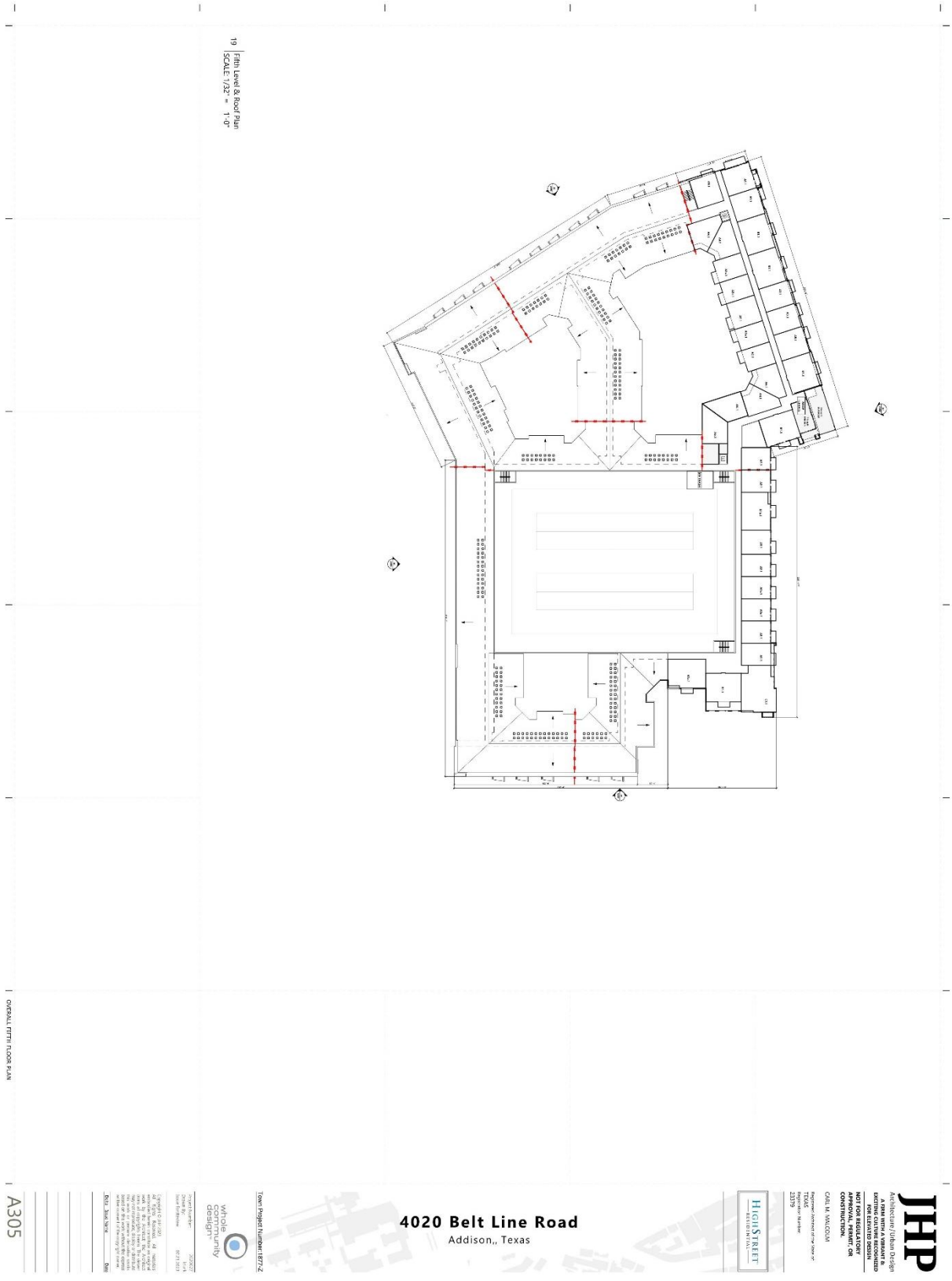

19
Fifth Level & Roof Plan
SCALE: 1/32" = 1'-0"
OVERALL FIFTH FLOOR PLAN
A305
4020 Belt Line Road
Addison,, Texas
JHP
HIGHSTREET
RESIDENTIAL
whole community design

EXHIBIT C

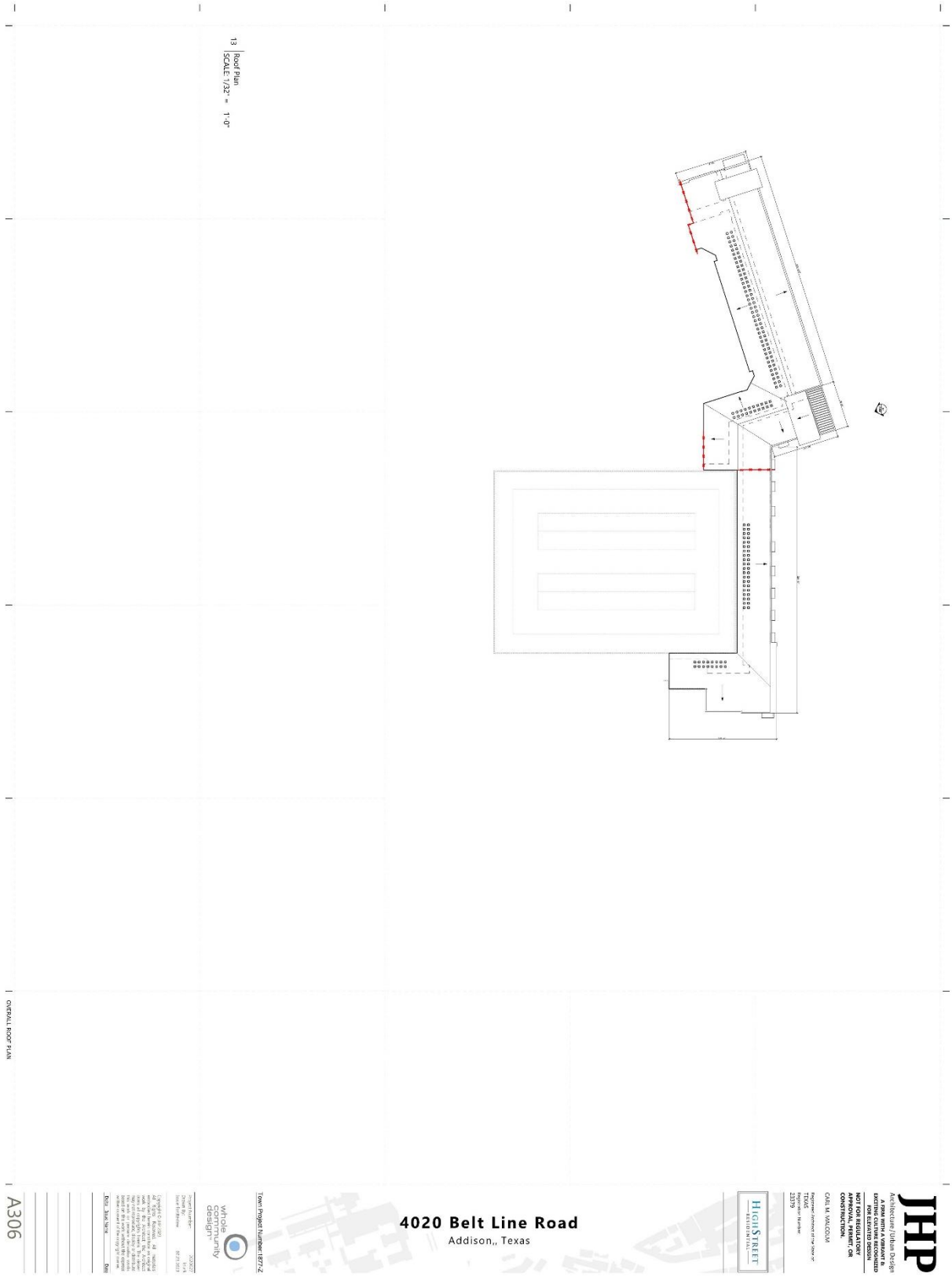

13 Roof Plan
SCALE: 1/32" = 1'-0"
OVERALL ROOF PLAN
4020 Belt Line Road
Addison,, Texas
A306

EXHIBIT C

KEY PLAN
SURVEYOR BLVD ENTRY
BELTLINE RD ENTRY
RUNYON DR ENTRY
N
PARKING GARAGE AXONOMETRIC DIAGRAM
LEVEL 6 30 RESIDENTIAL SPS
LEVEL 5 125 RESIDENTIAL SPS
LEVEL 4 125 RESIDENTIAL SPS
LEVEL 3 125 RESIDENTIAL SPS
LEVEL 2 21 RETAIL SPS 100 RESIDENTIAL SPS
LEVEL 1 55 LEASING SPS 104 RETAIL SPS
RESIDENTIAL ACCESS GATE
RUNYON DR ENTRY
BELTLINE RD ENTRY
SURVEYOR BLVD ENTRY
RETAIL PARKING
RESIDENTIAL GATE (EXIT ONLY)
RESIDENTIAL PARKING
N
JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN
HIGHSTREET RESIDENTIAL
4020 Belt Line Road
Addison, TEXAS
GARAGE DIAGRAM
09.06.2023
01
#2020027.00 IN

EXHIBIT C

Belt Line Addison

SUMMARY

Site Acreage 10.1 Net Acres
Project Density 42.38 Units Per Acre

UNIT DATA:

Description	Unit	A1 1B/1B	A2 1B/1B	A2a 1B/1B	A3 1B/1B	A4 1B/1B	A5 1B/1B	A6 1B/1B	A7 1B/1B	A8 1B/1B	B1 2B/2B	B1a 2B/2B	B2 2B/2B	B3 2B/2B	B4 2B/2B	B5 2B/2B	C1 3B/2B	LW 1 1B/1B	LW 2 1B/1B	LW 3 1B/1B	LW 4 1B/1B	TH 1 2B/2.5B	TH 2 2B/2.5B	Totals/Avg.
Total Number		4	68	65	41	74	32	8	4	4	37	33	4	4	4	4	8	2	2	1	4	20	5	**428**
Net Square Footage		623	642	642	658	769	780	769	697	748	999	1,067	1,319	1,083	1,094	1,216	1,477	950	1,040	1,137	1,162	2,100	2,300	**895**
Gross Square Footage		623	642	642	658	769	780	769	697	748	999	1,067	1,319	1,083	1,094	1,216	1,477	950	1,040	1,137	1,162	2,200	2,400	**901**
Percent of Total		0.9%	15.9%	15.2%	9.6%	17.3%	7.5%	1.9%	0.9%	0.9%	8.6%	7.7%	0.9%	0.9%	0.9%	0.9%	1.9%	0.5%	0.5%	0.2%	0.9%	4.7%	1.2%	**100%**
Percentage of Mix				70.1%								20.1%							2.1%			5.8%		**100%**
Unit Net Totals		2,492	43,656	41,730	35,178	56,906	24,960	6,152	2,788	2,992	38,963	35,211	5,276	4,332	4,376	4,864	11,816	1,900	2,080	1,137	4,648	42,000	11,500	**382,957**
Unit Gross Totals		2,492	43,656	41,730	35,178	56,906	24,960	6,152	2,788	2,992	38,963	35,211	5,276	4,332	4,376	4,864	11,816	1,900	2,080	1,137	4,648	44,000	12,000	**383,457**
MF BUILDING DATA:																								
	1st Floor	1	14	11	8	16	7	0	1	1	4	3	1	1	1	1	1	2	2	3	4	0	0	**80**
	2nd Floor	1	13	15	8	18	4	2	1	1	6	8	1	1	1	1	1	0	0	0	0	0	0	**82**
	3rd Floor	1	17	17	11	18	8	2	1	1	11	10	1	1	1	1	2	0	0	0	0	0	0	**103**
	4th Floor	1	16	17	11	18	8	2	1	1	11	10	1	1	1	1	3	0	0	0	0	0	0	**105**
	5th Floor	0	6	5	3	4	5	2	0	0	5	2	0	0	0	0	1	0	0	0	0	0	0	**33**
		A1 1B/1B	A2 1B/1B	A2a 1B/1B	A3 1B/1B	A4 1B/1B	A5 1B/1B	A6 1B/1B	A7 1B/1B	A8 1B/1B	B1 2B/2B	B1a 2B/2B	B2 2B/2B	B3 2B/2B	B4 2B/2B	B5 2B/2B	C1 3B/2B	LW 1 1B/1B	LW 2 1B/1B	LW 3 1B/1B	LW 4 1B/1B	TH 1 1B/1B	TH 2 1B/1B	Unit Total
TOTAL		**4**	**68**	**65**	**41**	**74**	**32**	**8**	**4**	**4**	**37**	**33**	**4**	**4**	**4**	**4**	**8**	**2**	**2**	**1**	**4**	**20**	**5**	**403**
TH BUILDINGS DATA																								**25**
Parking Spaces @ 1/BR		4	68	65	41	74	32	8	4	4	74	66	8	8	8	8	24	2	2	1	4	40	10	**555**
																						Total Garage Parking		**27**
																						Total Surface Parking		**582**

Commercial Total	s.f.
RESTAURANT 1	3,174
RESTAURANT 2	2,841
RESTAURANT 3	1,106
RESTAURANT 4	5,610
RETAIL	5,589
RETAIL CORRIDOR	896
TOTAL	**19,216**

Amenity for MF Total	s.f.
LEASING	10,056
AMENITY	3,060
TOTAL	**13,116**

12,731

6,485

19 Project Data
NOT TO SCALE

PROJECT DATA

JHP
Architecture/Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

HIGHSTREET RESIDENTIAL

whole community design

Town Project Number: 1877-Z

4020 Belt Line Road
Addison,, Texas

A110

EXHIBIT D

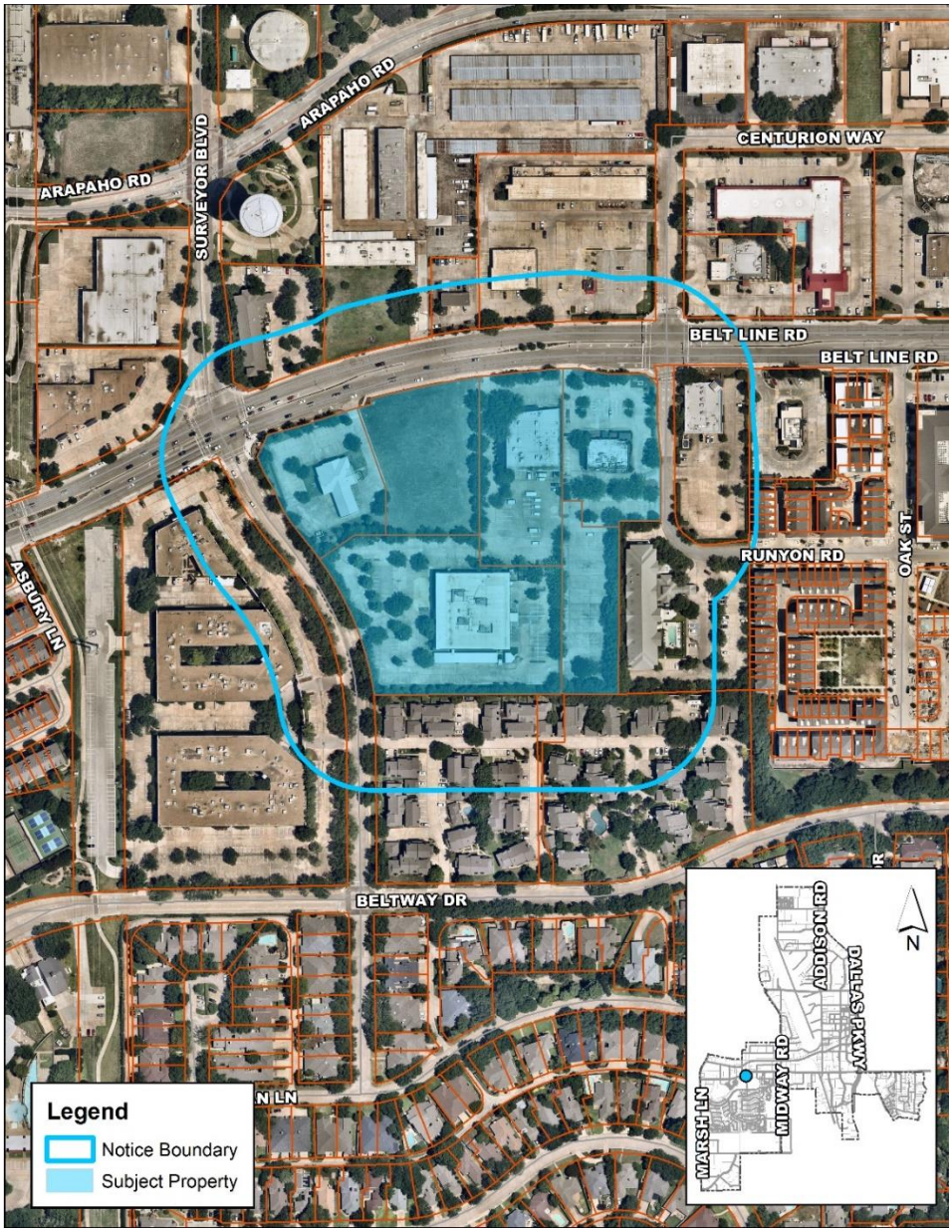
MAJOR WAIVERS

		REQUIREMENT	WAIVER
1	Block Length	Sec. III . E.1 Block length: The length of a block shall not be less than 200 feet, nor more than 600 feet. Greater or lesser block length shall require approval of a major waiver.	As depicted in the Concept Plan, block length at the Belt Line Road frontage may exceed 600 feet.
2	4th Floor Building Setback	Sec. IV. B.2.a.: Except where adjacent to Belt Line or Arapaho, buildings which are greater than three stories in height must be set back at the fourth floor and above at least eight feet behind the building face of the first three floors along street frontages. Any change to this standard shall be considered a major waiver.	As depicted in the Concept Plan, the 4th story setback at the Surveyor Road frontage may be omitted, provided that a larger setback of the entire building frontage is maintained.
3	Minimum Building Height	Table 1 Sub-district Standards: min. 2 stories	As depicted in the Concept Plan, free standing nonresidential buildings may be less than 2 stories in height.
4	Raised Stoops	Sec. IV.B.5.- Residential at grade: b. The entry shall be located a minimum of two feet above the sidewalk elevation and include a minimum 24 s.f. stoop. Any change to this standard shall be considered a major waiver.	As depicted in the Concept Plan, at grade yard access may be provided in lieu of a raised stoop condition.
5	Parking Garage Design	Sec. V.A.2.e.ii - Parking garages: All parking garages shall be constructed with flat parking decks for ease in reuse of all or portions of the structure when parking demand wanes, unless otherwise approved by major waiver.	As depicted in the Concept Plan, a sloped deck parking structure is permitted.

1877-Z

PUBLIC HEARING Case 1877-Z/Trammell Crow Mixed Use. Hold a public hearing, present, discuss, and consider action on a request to rezone 10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, from Planned Development (PD) to the Belt Line District, to allow a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements.

LOCATION MAP



August 11, 2023

STAFF REPORT

RE:	1877-Z/Trammell Crow Mixed Use
LOCATION:	10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, addressed as 4020, 4050, 4060, and 4062 Belt Line Road and 15000 Surveyor Boulevard.
REQUEST:	Approval to rezone the properties from Planned Development (PD) to the Belt Line District for a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements. (Application Date: 12/15/2022).
APPLICANT:	Joel Behrens, High Street Residential, Inc., on behalf of Pamela Pappas Mattingly, Mersina Pappas Stubbs, Christopher J. Pappas (PHCG Investments and Pappas Restaurants Inc.), and Justin Martin (15K Surveyor LLC)

DISCUSSION:

Background: This rezoning request is for a 10.1 acre site located at the southeast corner of Belt Line Road and Surveyor Boulevard. This site is comprised of six parcels and is controlled by four ownership entities. Five of the six parcels are owned by heirs to the Pappas branded restaurants. Their holdings include a vacant bank building, a 1.6 acre vacant lot, an event venue (Venue Forty|50), a restaurant (The Back 9), and a surface parking lot. The remaining parcel is the site of a two-story office building owned by the Godsey Martin Law Firm. The office building (1983) was the first building constructed at this site, and it was followed by the event venue building (1988), restaurant (1992), surface parking lot (1995), and bank (2005).

This site is zoned Planned Development (PD) through Ordinance Nos. 460 and 92-058. There is also an assortment of Special Use Permits (SUP) that have been applied to the site to accommodate the various restaurant concepts that have occupied this site over the past 35 years.

The applicant, High Street Residential, a subsidiary of Trammell Crow Company, is a Class A multifamily developer that focuses on the development of multifamily rental communities in mixed use environments. With this request, the applicant proposes to rezone the property from the Planned Development District to the Belt Line District to support a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas. This request includes consideration of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements.

Proposed Concept Plan: The proposed development is comprised of a multifamily building accommodating 394 dwelling units, 9 live/work units, 2 commercial tenant spaces comprising 12,000 square feet of floor area, 3 free standing restaurant buildings comprising 7,000 square feet of floor area with patio dining areas oriented on a civic space, 25 fee simple townhomes, a private dog park and open space, public art, a bus shelter, and new trails, enhanced sidewalks/paving, and associated pedestrian amenities.

To accommodate a more prominent (20 feet ceiling height) ground floor frontage for nonresidential uses and live/work units (2 stories), the multifamily building is 5 stories at the Belt Line Road frontage, and quickly transitions to 4 stories, 110 feet south of the front facade. The ground floor includes a 6,500 square foot retail tenant space, a 5,500 square foot restaurant tenant space with dedicated space for outdoor seating/dining, a 13,000 square foot leasing and amenity area, and 9 live/work units. The building includes three interior courtyards comprising 29,000 square feet in floor area, which includes a 16,000 square foot courtyard for the development's pool amenity. An additional 4,400 square foot amenity space and roof top terrace is provided on the third floor, at the northeast corner of this building.

This building provides 635 off-street parking spaces in an integrated, 6 level parking structure that is fully wrapped and screened by the building facade. 130 parking spaces will be reserved at the ground floor for retail customers and leasing. Three points of access are provided to the parking structure to allow for efficient ingress and egress from the site.

A prominent civic space with three freestanding, single-story restaurant tenant spaces (7,000 square feet) with dedicated space for outdoor seating/dining is provided at the northeast quadrant of the site, adjacent to Runyon Road. This civic area will include specialized paving, landscape, water features, public art, and pedestrian furnishings, to include additional outdoor seating. An area for valet and ride share drop-off is established adjacent to this civic area. To develop, market, and program the project restaurants, retail space, and civic area, the applicant is partnering with Rebees, a Dallas-based retail development firm with expertise in retail in mixed use environments.

Immediately to the south of the multifamily building, the applicant has established lots for 25 fee simple townhomes. These ownership townhome units are three stories in height and front on a private green space. This green space is passively programmed with a pavilion, seating area, public art, landscape, and hardscape. Each townhome unit will have a private courtyard defined by ornamental fencing. The street that the multifamily building and townhome block fronts on will be curbless and have specialized paving to allow for periodic use as a plaza for neighborhood events.

Throughout the development site, the applicant is providing trails, enhanced sidewalks, and street trees to support a pedestrian-oriented environment. A prominent upgrade to the Belt Line Road frontage is being made to support alignment with the Belt Line Master Plan. This will include a 10

foot trail, a bus shelter, specialized paving, public art, and street trees planted at the street edge planting zone, 30 feet on center. A variable width trail (6 – 10 feet) is accommodated at the Surveyor Boulevard frontage. Substantial preservation of the existing trees at the Surveyor Boulevard frontage is achieved through additional setback of the multifamily building and townhomes. The transition zone with the adjacent housing and hotel to the south and east is achieved through the preservation of existing mature trees and supplementary plantings. A private dog park is provided at the eastern edge of the site for use by residents of this development.

Fire code compliant access drives and privately managed on-street parking spaces are provided throughout the development, with access drive connections to Belt Line Road, Runyon Road, and Surveyor Boulevard. The Surveyor Boulevard access drive will have a channelized median to prohibit southbound turning movements for outbound traffic. Head-in parking is provided at the Belt Line Road frontage to allow convenient access to planned retail and restaurant tenant spaces. At least 30 electric vehicle charging stations will be provided within the development and the entire development will be served by 740 dedicated parking spaces achieved through a combination of structured parking, individual garages, a surface parking lot, and on-street parking within the development's private street network.

Trash and recycling service is provided at the northeast corner of the multifamily building, with several screened trash enclosures provided at this eastern edge of the site to assist with staging for trash collection.

Building Facades: The multifamily building is 5 stories in height (58.5 foot typical height, and 63.5 feet at the building corners) at the Belt Line Road frontage and four stories (48.5 feet) in height at the building height transition zone that begins 110 feet from the front facade. The ground floor at the Belt Line Road frontage has 20 foot tall storefronts and is heavily glazed to present a defined commercial character for that mixed use frontage. This building achieves an exterior building façade comprised primarily of glazing and masonry materials by utilizing a palette of brick and manufactured stone materials. Fiber cement panel/siding, metal siding, and ACM panel are utilized as accent materials. Building articulation is achieved through vertical and horizontal expression of the building façade, material color changes, and the generous placement of balconies throughout the façade. Ground floor units will be accessible from the exterior of the building and outdoor living space will be provided to achieve a more active, visually interesting streetscape.

The three proposed freestanding restaurant buildings are single story buildings that vary in height from 20 to 30 feet. These buildings are constructed of masonry and cement fiber board panels. Articulation is achieved through unique patio and roof forms. Glazing is provided to achieve positive interaction between interior and exterior dining spaces.

The townhomes are three stories in height (42 feet) and are constructed primarily of brick masonry and cement fiber board materials. Building articulation is achieved through vertical step back and projection of the façade, changes in roof form, and through material and color transitions. Outdoor living space is provided via projecting and recessed balconies and each townhome unit will have a small fenced in courtyard at the ground floor frontage.

Parking: To fully comply with the Belt Line District, the applicant proposes to provide one parking space per rental multifamily bedroom, one parking space per 200 square feet of retail floor area, one parking space per 100 square feet of restaurant floor area, and two garage spaces per townhome unit. The applicant provided 55 additional on-street and surface parking lot parking

spaces to accommodate additional visitors and customers. 130 ungated spaces will be reserved in the parking structure to allow for use by retail, restaurant, and leasing patrons.

Landscaping/Open Space and Trails: Excluding the vacant lot, the majority of this site is currently comprised of impervious cover, with landscape primary achieved through street trees and parking lot island trees. With this redevelopment proposal, 22 percent of the site (2.2 acres) would be comprised of landscape area, exceeding the minimum requirement of 20 percent. This is a positive condition, as with typical urban multifamily developments in Addison, developers frequently seek relief from the Town to allow less than 20 percent of the site to be comprised of landscape area. As an example, both JPI Addison Heights and the AMLI Quorum development provided less than 20 percent landscape area. Common open space is provided at the transition between the multifamily building and townhomes and through a private dog park.

Connected trails and sidewalks are provided throughout the project, allowing for looped walking paths around and through the project. This site is uniquely situated for pedestrians and cyclists due to it being located less than 1,000 feet from both the Redding Trail and the future Cottonbelt Trail.

Streetscapes: The Master Transportation Plan (MTP) provides direction on streetscape standards for various street types throughout the community. Additional direction on streetscape design is provided by the Belt Line District, as well as the Belt Line Master Plan. This project complies with these standards through the installation of enhanced trails/sidewalks, a bus shelter, street trees, and preservation of existing trees at the Belt Line Road and Surveyor Boulevard frontages. Enhanced paving, landscape, and public art is situated at the intersection of Belt Line Road and Surveyor Boulevard to create a gateway effect at this site. Interior to the site, streetscapes will be furnished in accordance with the Belt Line District standards. These furnishings will include pedestrian lighting, benches, bollards, trash receptacles, and bike racks. Enhanced hardscape and landscape elements are provided at the restaurant civic space and at the curbless street section at the transition zone between the townhomes and multifamily building.

Unit Mix, Interior Construction, and Sustainability Features: The proposed multifamily rental unit mix includes 309 one bedroom units, 86 two bedroom units, and 8 three bedroom units. The floor plans for the 25 fee simple townhomes will be refined by a townhome development partner. The applicant has indicated that selection of a townhome development partner is imminent.

The applicant will provide recycling services and will accommodate a minimum of 30 electric vehicle charging stations on site. The applicant has also committed to meeting the following standards for interior construction and sustainability:

- The multifamily buildings shall be National Green Building Standard (NGBS) certified (minimum designation of Silver);
- There shall be no linoleum or formica surfaces in the units;
- All units shall be equipped with energy efficient appliances; and
- All countertops shall be granite, stone, or better material.

Major Waiver Requests: The proposed zoning district, the Belt Line District, is a form-based zoning district that establishes a two-step zoning process for properties seeking to rezone to that district designation. The first step involves action to rezone a property through adoption of a concept plan. Because form-based districts define very prescriptive design standards, it is

common – particularly in the case of redevelopment – for there to be procedures to allow for deviation from the development standards. For the Belt Line District, that is presented in the form of major and minor waivers. Major waivers are addressed at the first step in this zoning process and are acted on by City Council. Minor waivers are addressed at the second step in the zoning process and are acted on by Town staff. For this request, the applicant has proposed the following major waivers:

1. Block Length. The length of a block shall not be less than 200 feet, nor more than 600 feet. Greater or lesser block length shall require approval of a major waiver.

   Staff Analysis: The applicant would comply with this if they reduced their setback from Surveyor Boulevard and shifted their access drive connection to Belt Line Road to the east, away from the existing median opening. Neither of these modifications would improve the site design or operation.

   4th Floor Façade Stepback. Except where adjacent to Belt Line or Arapaho, buildings which are greater than three stories in height must be set back at the fourth floor and above at least eight feet behind the building face of the first three floors along street frontages. Any change to this standard shall be considered a major waiver.

   Staff Analysis: While well-intended, the Town has historically been challenged to implement this requirement in similar mixed use districts. It presents building construction and functional challenges which typically outweigh the benefit of the stepback. In lieu of providing the stepback, the applicant has setback the entire Surveyor Boulevard building frontage a minimum of 5 additional feet and a maximum of 37 additional feet beyond the build-to-line requirement. This action also contributed to the preservation of existing trees at this frontage.

2. Minimum Building Height: buildings must be a minimum of two stories in height.

   Staff Analysis: Converting the proposed single story buildings to two story buildings is not market supported and would negatively impact the human scale design of the restaurant plaza.

   Residential Entries at Grade: The entry shall be located a minimum of two feet above the sidewalk elevation and include a minimum 24 square foot stoop. Any change to this standard shall be considered a major waiver.

   Staff Analysis: Substituting this condition with the proposed courtyard condition at grade provides more outdoor space to residents and it is also more compatible for occupants with limited mobility.

3. Parking Garages: All parking garages shall be constructed with flat parking decks for ease in reuse of all or portions of the structure when parking demand wanes, unless otherwise approved by major waiver.

   Staff Analysis: This standard was intended to apply to free-standing commercial parking structures, not parking structures integrated into the design of a residential building. This parking structure will always need to be utilized for parking supply and it would not support conversion.

Compliance with Town Land Use and Development Policies: In considering rezoning requests, it is important for Town leadership to utilize the Town's long range planning documents to evaluate compliance with Town land use and development policies. Most notably for this request, this includes consideration of the Belt Line Corridor Vision and Belt Line District, the Comprehensive Plan, and the Addison Housing Policy. Key considerations include:

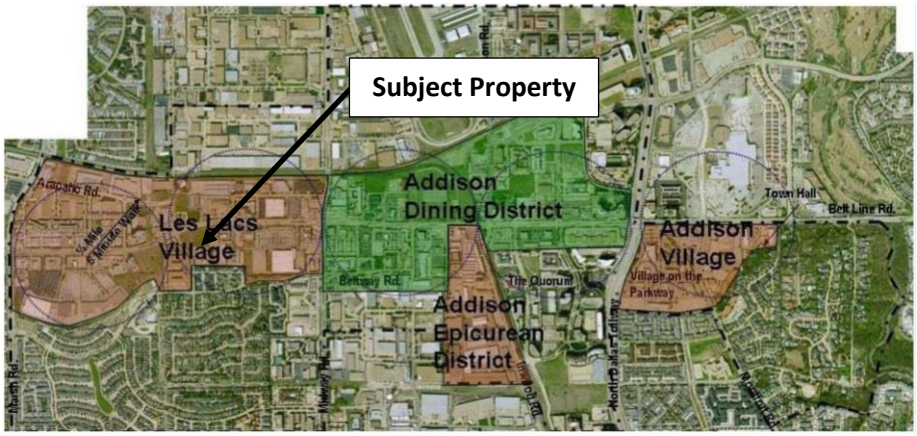
2006 Belt Line Corridor Vision and Belt Line District

In 2006, the Town engaged a planning consultant team to develop a plan and zoning implementation tools to promote reinvestment in the Belt Line corridor. Upon completion of that planning effort, the Town amended the Comprehensive Plan to adopt the Belt Line Corridor Vision and established a new zoning district - the Belt Line District – as a tool to implement this vision.

The intent of this planning effort was communicated in this comprehensive plan amendment through the following intent statement:

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

One of the main outcomes of this long range planning policy was the establishment of sub-districts that were to be further defined by the Belt Line District. Property owners in this planning area could elect to opt into this vision by requesting to rezone to the Belt Line District, a form-based zoning district designed to facilitate the mix of uses and pedestrian-oriented development pattern envisioned by this plan.



Belt Line District Sub-Area Map

The property that is subject to this zoning request is situated in the Les Lacs Village sub-district. The vision for this sub-district is for it to become:

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

This mixed use vision for the Les Lacs Village sub-district was codified in the Belt Line District by permitting the full spectrum of urban residential housing types by right in the Les Lacs Village sub-district.

Appendix I. BELT LINE DISTRICT USE CHART

Note: Uses not authorized, are prohibited.

RESIDENTIAL

HOUSEHOLD UNITS

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
Apartment; Apartment House or Complex	●	●[1]		●
Four-plex	●	●[1]		●
Live-Work Unit	●	●[1]		●
Loft Unit	●	●[1]		●
Single-Family Unit, Attached	●	●[1]		●
Townhouse	●	●[1]		●

[1] Allowed only outside of FAA Noise Contours

Additional goals of the Belt Line Corridor Vision include enhancing Belt Line Road to become a grand boulevard and creating a series of architectural elements and entryways along its length.

This proposed mixed use development comprised of multiple urban housing types, restaurants, retail, urban streetscape, gateway features and civic spaces very strongly aligns with the intent of the Belt Line Corridor Vision and Belt Line District.

2013 Comprehensive Plan

The 2013 Comprehensive Plan further reinforced the recommendations of the Belt Line Corridor Vision by designating the area bounded by Surveyor Boulevard, Arapaho Road, Midway Road, and Beltway Drive as a "possible future mixed use development". The comprehensive plan also highlighted the Town's early and continued support of mixed use development and the emerging preferences of millennials to live in mixed use neighborhoods.

2013 Comprehensive Plan, pg. 103

This proposed mixed use development strongly aligns with the recommendations of the comprehensive plan for this area.

Addison Housing Policy

In order to help guide future housing decisions, the City Council adopted a Housing Policy in 2015 and amended it in early 2017. Components of the policy are provided below:

1. Where feasible and appropriate, new housing should increase the proportion of fee simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.
2. A proposal should offer a 'best fit' mix of uses and housing choices within the context of the surrounding Addison community. The Town may use a study area committee (with staff, elected, and appointed members such as area residents and business representatives) to evaluate a proposal's fit in Addison.
3. New housing should create or enhance neighborhoods of urban character rather than locate on a stand-alone, nonintegrated property and should continue the high quality design and walkability that make Addison's existing neighborhoods distinctive.
4. Proposals for independent and/or assisted living may be considered by the Town of Addison. Since there are no assisted living housing units in Addison today, the Town will conduct research to understand how this housing could or should be included in Addison's future.
5. The City Council acknowledges that there may be exceptional projects that do not comply with elements of this policy. The Council encourages developers and staff to pursue projects that represent the highest and best use of each property and that advance portions of this policy or other Town goals.

As can be expected with a policy addressing such a broad consideration, evaluating alignment of this proposal with this policy can be a very nuanced exercise.

This proposal does not achieve the goal of "increasing the proportion of fee simple ownership in Addison" that is called for in the first component of the Housing Policy. While this goal is appropriate for this site, it is unlikely to be feasible, as the cost of redeveloping commercial properties and the nearby ample supply of available fee simple lots in Addison Grove (~125 lots) and the future Cobalt Homes development (31 lots), makes it unlikely that a project that includes a high proportion of single-family homes would be proposed by a developer. This goal could also be achieved through high density condo development; however, condo market conditions in Addison and the north Texas region would suggest that is a very unlikely scenario for a large redevelopment site like this. Based on recent trends, we are more likely to see that housing type blossom in Addison on smaller infill tracts of vacant land or through the conversion of failed office or hospitality buildings.

This dynamic as well as other local and regional housing considerations is discussed in greater detail in the Town of Addison Housing FAQ that was published in 2022.

In lieu of increasing the proportion of fee simple ownership, the applicant has proposed a true mixed use development that includes a unique restaurant node and civic space, and a market supported offering of fee simple townhomes. This development proposal models an appropriate mix of uses for future mixed use projects in Addison, and as such, it merits consideration as an exceptional project that should be considered in spite of the market dynamics that do not position it to comply with all aspects of the policy.

Development Impacts: In the review of this rezoning request, assessment of anticipated impacts of the development should be carefully considered. These considerations include:

Residential Compatibility

With its direct adjacency to the Walnut Square and Pecan Square condos, and the proposed access drive connection to Surveyor Boulevard, residential compatibility is a critical development impact for the applicant to address. To address this issue, the applicant made substantial modifications to their proposal during initial feasibility discussions and throughout the development review process. These modifications included:

- Transitioning the multifamily building height from five to four stories 110 feet from the front facade;
- Placing three-story fee simple townhomes between the multifamily building the existing condo and rental condo neighborhoods to the south;
- Preserving mature trees at the edges of the site; and
- Providing a channelized median at the Surveyor access drive to prohibit southbound turning movements for outbound traffic.

Traffic Generation and Circulation

The Town required the applicant to complete a Traffic Impact Analysis (TIA) to determine what effect the proposed development would have on the roadway network in the near-term and long-term. TIAs are based on traffic engineering standards and best practices, and traffic data assumptions published by the Institute of Transportation Engineers (ITE). The ITE Trip Generation Manual combines multiple studies of actual traffic counts from different uses to establish the average number of one way trips that similar uses can be expected to generate

in a day, as well as in the AM peak hour and the PM peak hour. The table below provides anticipated trip generation for the proposed development. Note that this table reflects trip generation for an earlier version of the development concept, which provided for slightly more development quantities than what the current concept plan envisions. These increased quantities were utilized in this report to reflect a more conservative approach to the analysis.

Use	Size	Average Weekday Daily One Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
			In	Out	Total	In	Out	Total
Multi-Family Residential (mid-rise)	402 units	1,872	38	127	165	96	61	157
Townhomes	26 lots	148	2	6	8	7	5	12
Office	7,500 SF	108	11	2	13	5	11	16
Retail/Service	7,500 SF	408	11	7	18	32	32	64
Restaurant	13,500 SF	1,448	71	58	129	74	48	122
TOTAL (does not net out trips within the project)		**3,984**	**133**	**200**	**333**	**214**	**157**	**371**

Due to the increased development intensity of this proposal and the underutilization of the current site, the change in use would result in increased traffic. If the current commercial uses were to experience more operational activity, the change in traffic generation from existing to proposed conditions would be far less noticeable, as the current condition provides 607 parking spaces compared to the proposed condition that provides a supply of 740 parking spaces.

In addition to analyzing traffic generation, the TIA also analyzes how the site generated traffic impacts the operations of the surrounding roadway network. The analysis indicates that there is sufficient capacity in the surrounding roadway network, with most conditions being Level of Service C or higher following the full buildout of this project. The only Level of Service D condition observed is for traffic on Runyon Road that is attempting to remain on Runyon Road while traversing across Belt Line Road.

Of particular importance to this project is the impact of traffic operations on Beltway Drive, as that is a residential collector that is a popular corridor for pedestrians and cyclists, and it serves as the only point of access to several of our existing neighborhoods. Current conditions on Beltway Drive are being impacted by cut through traffic from the Midway Road project. That condition will be resolved when travel lane construction is completed.

While this project is likely to introduce new traffic to Beltway Drive, this analysis projects a very small amount of traffic generated by this site (15 AM peak hour trips and 13 PM peak hour trips) to utilize Beltway Drive. The reason for this can be attributed to how highly accessible this site is, with multiple points of access to Belt Line Road, multiple signalized intersections directly accessible to the site (Belt Line/Surveyor and Belt Line/Runyon), and convenient access to the most efficient east/west arterial in Addison, Arapaho Road. As proposed, this is one the best access conditions for mixed use development in Addison.

With Addison being so centrally located, traffic destinations for the trips generated by this site will have a broad distribution, and it will not result in Beltway Drive being a vector for site generated trips. The majority of traffic on Beltway Drive will continue to be generated by the 120 condos, 84 duplex dwellings, 200 single-family detached homes, 63 townhomes, and 31 future townhomes that can only access their neighborhood by traversing Beltway Drive. The applicant has attempted to further mitigate any potential impact on Beltway Drive by preventing the ability for southbound turning movements from their Surveyor Boulevard access drive.

This analysis was conducted by Lee Engineering, a Dallas-based traffic engineering firm. The analysis was reviewed by Town staff and traffic engineers at Kimley-Horn and Associates. Kimley-Horn's traffic engineering group provides traffic engineering and transportation planning services to the Town, which includes development of the Town's Master Transportation Plan. Based on their review, Kimley-Horn determined that the applicant's traffic impact assessment was accurate.

Utility and Drainage Analysis
At this feasibility stage, the applicant has demonstrated the capacity to connect to the Town's utility network and to mitigate the impacts of any surface runoff generated by this site. If this project is approved, detailed civil engineering plans will be prepared for the proposed connections to the Town's water and sanitary sewer systems, and the required drainage infrastructure needed to convey site generated runoff.

Existing Site Encumbrances
Given that this a redevelopment proposal, there would be substantial modification to the existing on site utility and storm sewer network to accommodate this use on the site. One challenge includes the presence of an existing underground stormwater detention facility. The applicant will need to account for that required detention as well as any other detention needs in the civil site design process.

Tree Mitigation
With this proposal, 1,433 caliper inches of trees would be preserved, and 1,398 caliper inches of trees would be removed. The applicant would fully mitigate this impact by planting 225 four inch caliper trees on site and contributing $96,000 to the Town's tree mitigation fund. In lieu of cash contribution, the developer has the option to increase their replacement tree size to six inches. Critical to the preservation needs of this site, the developer configured their site to allow for substantial tree preservation at site boundaries, particularly, the Surveyor Boulevard frontage.

Public Services Capacity
This site is served by Dallas Independent School District (DISD) and given the anticipated demographics of the project, DISD is unlikely to have issues serving this property. This development provides sufficient access for emergency services through its three points of access.

With onsite open space being provided, and its close proximity to the Redding Trail and the future Cottonbelt Trail, the proposed development has sufficient access to open space and recreational facilities. The proposed development will include social amenities such as a pool, fitness center, retail, and restaurants. As Town residents, tenants will also have the opportunity to become members of the Addison Athletic Club.

Community Input: At the onset of this application process, staff directed the applicant to conduct outreach to the adjacent neighborhoods in order to present and receive feedback on their plans. This was formally conducted through two community meetings that were held on July 26th and August 9th at the Addison Conference Centre. Approximately 130 residents attended those events.

Feedback provided by those residents included the following concerns:

- Traffic/cut through traffic on Beltway Drive
- Desire to see ownership housing in lieu of multifamily rental housing
- Architectural character of the multifamily building
- Safety and crime prevention measures
- Property management
- Quality of the retail/restaurant offerings; consideration of the inclusion of a public library
- Improvement to the Belt Line streetscape
- Bike/pedestrian bridge over Belt Line Road

During the community meetings, the applicant explained how their project is addressing those concerns and following those meetings, the applicant worked with Town staff to apply additional conditions that would apply to their proposal (see attached Approval Conditions document).

Public Notice: In accordance with Town Ordinances and State Statutes, The Town notified adjacent property owners (within 200 feet) and DISD. At the time of packet posting, staff has received one response (support).

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

This proposed rezoning is strongly aligned with the 2006 Belt Line Corridor Vision and the Belt Line District, as well as the 2013 Comprehensive Plan. This development proposal models an appropriate mix of uses for future mixed use projects in Addison, and as such, it merits consideration as an exceptional project that should be considered in spite of the market dynamics that do not position it to increase the proportion of fee simple housing in Addison's housing mix.

The proposed concept plan and associated major waiver requests are appropriate and remain very consistent with the intent of the Belt Line District. The approval conditions negotiated by the applicant and Town staff will help mitigate concerns shared by the community related to property management and maintenance, the quality of the retail environment, mitigation of traffic impacts, certainty on the delivery of the fee simple townhome component of the project, quality streetscape design at the property frontages and in the interior of the site, and the incorporation of sustainable design practices in the project.

Aggressive land assemblies such as this are tremendously complex endeavors and require a level of risk that needs to be supported by a predictable and strong return on investment. What is proposed by the applicant for this site reflects that and it provides a cohesive development vision from a development team that has a strong record of success delivering on their vision.

If this project does not advance, the likely path forward for this site is one of several scenarios: 1) the existing condition remains with limited reinvestment in the property; 2) fragmented redevelopment occurs, resulting in a mix of development contexts that lack coordination and cohesiveness, but that still bring the other impacts of change, i.e. increased traffic; or 3) time

passes and a similar project anchored by rental housing is proposed, as we have consistently seen in Addison and in other redeveloping communities in the region, that having a rental housing component in these large projects allows developers to mitigate the risk presented by rising development costs and more economically fragile classes of real estate.

Staff recommends approval of the request subject to the conditions specified in the "Approval Conditions" Exhibit.

Case 1877-Z/Trammell Crow Mixed Use

August 15, 2023

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of a request to rezone 10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, from Planned Development (PD) to the Belt Line District, to allow a mixed use development comprised of multifamily residential and live/work dwelling units (apartment complex), townhomes (single-family unit, attached), restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements, subject to the items identified in the attached approval conditions exhibit.

Voting Aye: Branson, Catalani, DeFrancisco, Fansler, Meleky
Voting Nay: Faircloth
Abstain: Chavez

SPEAKERS AT THE PUBLIC HEARING:

For: Tyler Sommers, 3765 Waterford Drive
Britton Wells (Acram Group), 5080 Spectrum Drive

On: Michael Sauer, 3772 Waterside Court

Against: Nancy Wright, 4111 Rive Lane
David Collins, 14668 Wayside Court
Lorrie Semler, 14821 Le Grande Drive
James “Burk” Burkhalter, 3824 Waterford Drive

POSITION OF THOSE PRESENT BUT NOT SPEAKING AT THE PUBLIC HEARING:

For: Charles Hunter, 3940 Asbury Lane
Adriene Wright, 3940 Asbury Lane

Against: Carmen Runte, 3772 Waterside Court
Margaret Tang, 3888 Ridgelake Court
Val Collins, 14668 Wayside Court

1877-Z APPROVAL CONDITIONS

1. **Use Conditions:**

   A. Maximum Number of Multifamily Dwelling Units: 394 dwelling units.

   B. Minimum Number of Multifamily Live/Work Units: 9 dwelling units.

      A. The nonresidential use is limited to services such as accountants, architects, artisans, attorneys, computer and multimedia related professionals, consultants, engineers, hair stylists, insurance, real estate, athletic trainers, travel agents, one-on-one instructors, and similar occupations as may be approved by the Director of Development Services provided that the use does not detract from, or pose a nuisance to, the adjacent uses.

      B. Both the residential and nonresidential components of each Live/Work unit must be occupied by the same tenant.

   C. Minimum Number of Single-Family (Attached or Detached Townhouse) Lots: 25 lots.

   D. Minimum Amount of Commercial Floor Area: 18,000 square feet.

   E. Minimum Number of Restaurant Tenant Spaces: 4 restaurant tenant spaces. A reduction to 3 restaurant tenant spaces may be permitted subject to approval of a minor waiver.

   F. Nonresidential Use Restrictions: Permitted nonresidential uses shall be limited to:

      i. Grocery Store.
      ii. Specialty Food Store.
      iii. Health Club.
      iv. Restaurants (SUP required).
      v. Sale of Alcohol for On-Premises Consumption (SUP required).
      vi. Retail (Minor waiver required).
      vii. Personal, Business, or Professional Services (Minor waiver required).
      viii. Office or Co-Working (Minor Waiver required).
      ix. Home Occupations accessory to a permitted primary use.

2. **Site and Building Design Conditions:**

   A. Sustainable Building Rating: The multifamily building shall achieve, at a minimum, a Silver rating in the National Green Building Standards (NGBS) system.

B. Public Art: Funding shall be provided for partnership with the Addison Arbor Foundation to finance the acquisition and installation of three public art pieces, as depicted on the concept plan. Funding levels shall be further defined in a Memorandum of Understanding (MOU) between the Town and applicant.

C. Electric Vehicle (EV) Charging Infrastructure: A minimum of 30 EV charging stations shall be installed in the parking structure and utility services shall be installed to allow for future expansion.

D. Bus Transit Facilities: In accordance with the concept plan, the developer shall install a bus transit shelter on Belt Line Road. Maintenance of this shelter shall be an obligation of this property.

E. Interior Finishes: There shall be no linoleum or Formica surfaces in the units. All countertops shall be granite, stone, or a superior surface material.

F. Appliances: All units shall be equipped with energy efficient appliances.

3. Development Phasing and Property Management Conditions:

A. Site Development Permits shall be obtained and construction shall be substantially commenced on the retail plaza prior to issuance of a Certificate of Occupancy (CO) for the multifamily component of the Project. Substantial commencement of construction shall be defined by the installation of common utilities, paving, landscape, and hardscape site amenities for the restaurant plaza and the acquisition of a building permit for at least one of the three planned freestanding buildings in the restaurant plaza.

B. The intent of this project is to timely execute a Class A mixed-use development in two phases. If the developer fails to substantially initiate construction for Phase 2 (townhomes) within two (2) years of issuance of a Certificate of Occupancy (CO) for the multifamily component of Phase 1, the developer shall extend an option to purchase to the Town. The terms of this condition shall be further defined in a MOU between the Town and applicant.

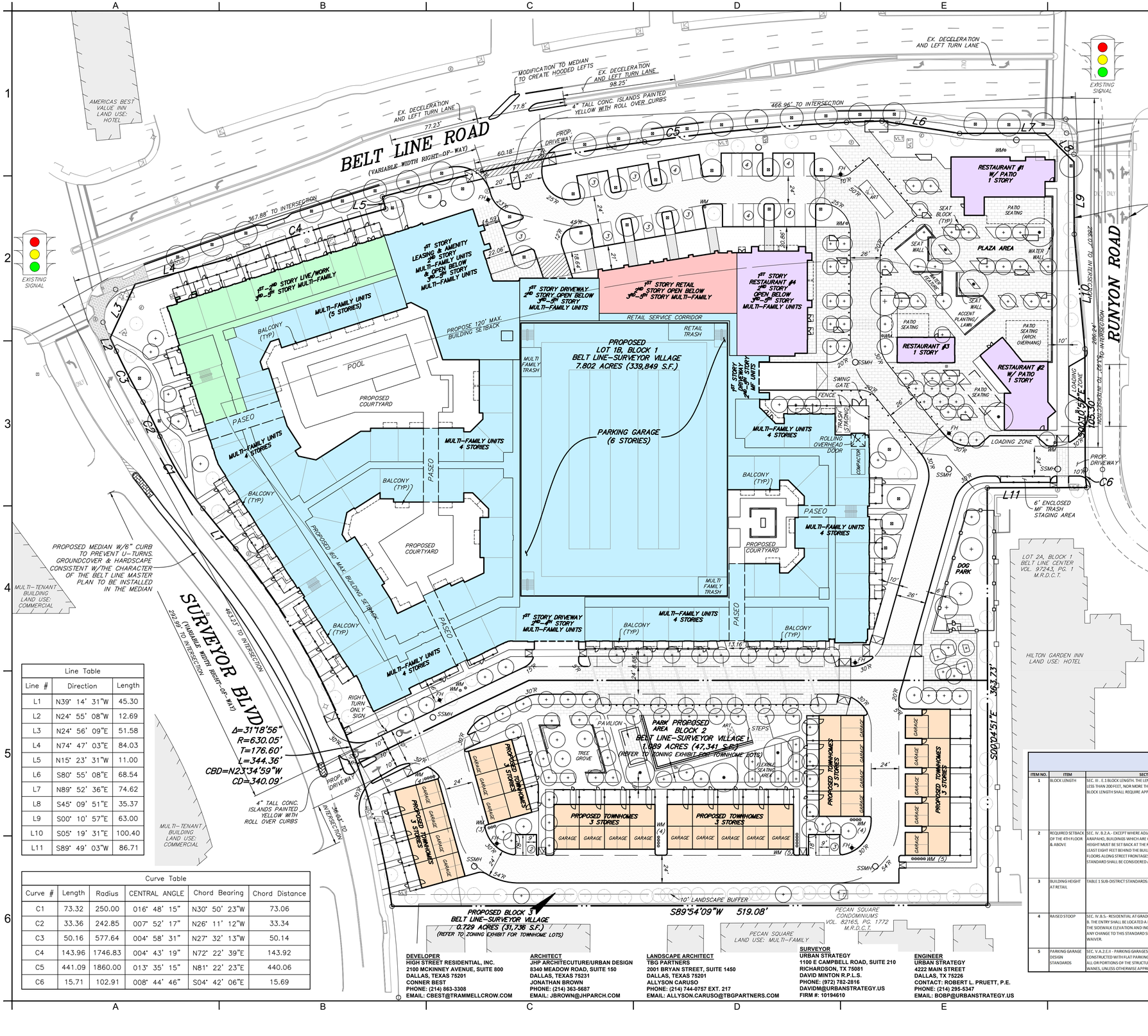
C. The applicant shall establish standards encumbering future operators of the property that require said operators to employ highly qualified property management that demonstrates the capacity to maintain and manage the property as a Class A property. The terms of this condition shall be further defined in a MOU between the Town and applicant.

D. At time of platting, a Property Owner's Association (POA) shall be established. The POA shall define access rights and maintenance responsibilities for the properties. In General, the multifamily component of the project shall be responsible for maintaining all paving, utilities, drainage, landscape, irrigation, and site furnishings on the property. Exceptions for those features that exclusively serve single-family or nonresidential POA members may be defined by the POA. Access to project common

areas shall be granted to all residents and tenants of the project, and their authorized guests and customers. Use of on-street parking and designated retail parking within the parking structure, by multifamily residential tenants shall be prohibited and enforced by the property manager.

E. The intent of this project is to periodically utilize project civic spaces (to include streets) for neighborhood compatible community events such as farmers markets. An option for the Town to utilize property features to host and/or to partner on the facilitation of said events shall be further defined in a MOU between the Town and applicant.

F. The applicant has requested to memorialize a position of support for the permanent existence of Beltway Drive access restrictions (bollards limiting access to emergency service access only) for the Addison Grove neighborhood. The terms of this request shall be further defined in a MOU between the Town and applicant.



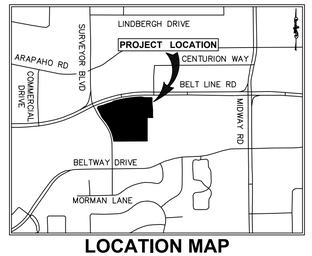
SITE PLAN LEGEND

- PROPERTY LINE
- FENCE
- (2) PARKING COUNT
- PROPOSED TREE
- PROPOSED FIRELANE
- PROPOSED SIDEWALK
- PROPOSED CONCRETE PAVERS

GRAPHIC SCALE

40 0 20 40

(IN FEET)
1 inch = 40 ft.



LOCATION MAP
(NOT TO SCALE)

SITE DATA TABLE

EXISTING ZONING	PLANNED DEVELOPMENT DISTRICT (ORDINANCE 460 & ORDINANCE 92-058)
PROPOSED ZONING	BELT LINE DISTRICT, ADDISON LIS (ACS VILLAGE SUBDISTRICT
SITE AREA	10.303 ACRES / 448,930 S.F.
RESIDENTIAL DENSITY	42.36 UNITS / ACRE
OPEN SPACE	25,567 SF
LANDSCAPE AREA	70,756 SF
TOTAL OPEN SPACE & LANDSCAPE AREA	**96,303 SF**
MINIMUM BUILDING HEIGHT	12'-0" (1 STORY)
MAXIMUM BUILDING HEIGHT	63'-7" (5 STORIES)

RESIDENTIAL UNITS	UNIT OR BUILDING AREA	UNIT QUANTITIES	NO. OF BEDROOMS	MIX PERCENTAGE
TYPE A UNITS (1 BED/1 BATH)	MIN: 623 SF, MAX: 858 SF	300 UNITS	300	70.1%
TYPE B UNITS (2 BED/2 BATH)	MIN: 999 SF, MAX: 1,319 SF	86 UNITS	172	20.1%
TYPE C UNITS (3 BED/2 BATH)	ONE SIZE: 1,477 SF	8 UNITS	24	1.9%
LIVE WORK UNITS (1 BED/1 BATH)	MIN: 950 SF, MAX: 1,162 SF	9 UNITS	9	2.1%
TOTAL/AVG IN MIXED USE BUILDING	**TOTAL = 329,457 SF**	**403 UNITS**	**505**	**94.2%**
TOWNHOMES (2 BED/2.5 BATH)	MIN: 2,100 SF, MAX: 2,300 SF	25 UNITS	50	5.8%
TOTAL AVG MIXED USE BUILDING & TOWNHOMES	**TOTAL = 385,457 SF**	**428 UNITS**	**550**	**100%**
LEASING	10,056 SF			
AMENITY	3,060 SF			
RETAIL	5,589 SF			
RETAIL SERVICE CORRIDOR	896 SF			
RESTAURANTS				
RESTAURANT 1	3,174 SF			
RESTAURANT 2	2,841 SF			
RESTAURANT 3	3,106 SF			
RESTAURANT 4	5,610 SF			
RESTAURANT TOTAL SF	**12,731 SF**			
TOTAL LIVABLE/LEASABLE BUILDING AREA	**417,789 SF**			

PARKING REQUIRED	QUANTITY	RATIO REQUIRED
MULTI-FAMILY UNITS	505 SPACES	1 SPACE / 1 BEDROOM
TOWNHOMES	50 SPACES	2 SPACES / UNIT
RETAIL	33 SPACES	1 SPACE / 200 SF
RESTAURANTS	128 SPACES	1 SPACE / 100 SF
TOTAL SPACES REQUIRED	**711 SPACES REQUIRED**	

PARKING PROVIDED	QUANTITY	MIX PERCENTAGE
MULTI-FAMILY SPACES (INSIDE MIXED-USE PARKING GARAGE)	505 SPACES	68.2%
LEASING OFFICE SPACES (INSIDE MIXED-USE PARKING GARAGE)	5 SPACES	0.7%
RETAIL & RESTAURANT SPACES (INSIDE MIXED-USE PARKING GARAGE)	125 SPACES	16.9%
MIXED-USE PARKING GARAGE SUBTOTAL	635 SPACES	85.8%
TOWNHOME GARAGES	50 SPACES (2 SPACES/GARAGE)	6.8%
TH VISITOR, RETAIL, RESTAURANT PARKING (PARKING NEAR TH UNITS, W/ PARKING SPACES NORTH OF SITE & PARALLEL SPACES SOUTH OF MIXED-USE BUILDING)	55 SPACES	7.43%
TOTAL SPACES PROVIDED	**740 SPACES**	**100.0%**

BICYCLE PARKING	REQUIRED	PROVIDED
ON-SITE BICYCLE PARKING (1 SPACE / 10 CAR PARKING SPACES REQUIRED & MIN. 50% OF REQUIRED PARKING INSIDE GARAGES)	71 BICYCLE SPACES TOTAL MIN. 36 SPACES IN MIXED-USE PARKING GARAGE & MIN. 35 SPACES ON-SITE	71 BICYCLE SPACES TOTAL MIN. 36 SPACES IN MIXED-USE PARKING GARAGE & MIN. 35 SPACES ON-SITE
TOTAL BICYCLE PARKING		

NOTES:
- THE SITE WILL BE CONSTRUCTED IN THREE PHASES, SEE SHEET EX. 6
- THE TOWNHOMES WILL BE FOR OWNERSHIP
- THIS SITE WILL BE IN COMPLIANCE WITH THE BELT LINE DISTRICT LIGHTING, MECHANICAL (AS PERMITTED BY FRANCHISE UTILITY PROVIDERS), AND BICYCLE STANDARDS
- RESTAURANTS WILL REQUIRE A SPECIAL USE PERMIT (SUP)

MAJOR WAIVERS
(REQUIRING PLANNING & ZONING COMMISSION AND CITY COUNCIL APPROVAL)

ITEM NO.	ITEM	SECTION	WAIVER	REASON FOR WAIVER REQUEST
1	BLOCK LENGTH	SEC. III . E 1 BLOCK LENGTH. THE LENGTH OF A BLOCK SHALL NOT BE LESS THAN 200 FEET, NOR MORE THAN 600 FEET. GREATER OR LESSER BLOCK LENGTH SHALL REQUIRE APPROVAL OF A MAJOR WAIVER.	THIS BLOCK LENGTH IN EXCESS OF 600 FEET, WE ARE REQUESTING A MAJOR WAIVER.	THIS MIXED USE DEVELOPMENT COMBINES SEPARATE BUILDING TYPES AND PUBLIC SPACES THROUGH AN INTERNAL STREET SYSTEM THAT ORGANIZES ITS USES AROUND IT. WHILE THE OVERALL BLOCK LENGTH FOR THE WHOLE DEVELOPMENT TECHNICALLY REQUIRES THIS MAJOR WAIVER, EACH INTERNAL ZONE OF USE (THE MULTIFAMILY, TOWNHOMES, AND RETAIL BLOCKS) INDIVIDUALLY COMPLY, AND AS A WHOLE WE BELIEVE THE PLAN ADHERES TO THE SPIRIT OF THE URBAN DISSIGN PRINCIPLES THIS ZONING WAS WRITTEN TO FOSTER.
2	REQUIRED SETBACK OF THE 4TH FLOOR & ABOVE	SEC. V. B.2.A.- EXCEPT WHERE ADJACENT TO BELT LINE OR ARAPAHO, BUILDINGS WHICH ARE GREATER THAN THREE STORIES IN HEIGHT MUST BE SET BACK AT THE FOURTH FLOOR AND ABOVE AT LEAST EIGHT FEET BEHIND THE BUILDING FACE OF THE THREE FLOORS ALONG STREET FRONTAGES. ANY CHANGE TO THIS STANDARD SHALL BE CONSIDERED A MAJOR WAIVER.	WE ARE REQUESTING A MAJOR WAIVER FOR NOT HAVING THE FOURTH STORY SETBACK ALONG SURVEYOR BLVD.	SETTING BACK THE BUILDING ABOVE LOWER FLOORS TYPICALLY (EITHER CREATED A DIFFICULT WATER INFILTRATION ISSUE (I.E. PUTTING OUTDOOR TERRACE SPACE OVER INDOOR LIVING SPACE) OR LEADS TO THE ELIMINATION OF THAT OUTDOOR RESIDENTIAL SPACE AT THE UPPER FLOORS IN FAVOR OF A SOLIND ROOFING DESIGN. THE DESIGN TEAM BELIEVES THAT ACCESS TO OUTDOOR SPACE, FOR AS MANY RESIDENTS AS POSSIBLE, IS THE BEST DESIGN SOLUTION AND WILL AFFORD HIGHER QUALITY CONSTRUCTION.
3	BUILDING HEIGHT AT RETAIL	TABLE 1 SUB-DISTRICT STANDARDS- MIN. 2 STORIES	REQUESTING A MAJOR WARRANT TO ALLOW 1 STORY RETAIL BUILDINGS INSTEAD OF 2 STORY.	THIS DEVELOPMENT PLAN IS PREDICATED ON AN INTERNALIZED RETAIL PLACEMAKING EXPERIENCE THAT CREATES AN ENGAGING EXPERIENCE AT AN APPROPRIATE SCALE. BECAUSE OF THAT INTERNALIZATION, THE DESIGN TEAM FEELS ONE STORY RETAIL REINFORCES A MORE HUMAN-CENTRIC SCALE IN THE URBAN SPACES THEY ARE FRAMING.
4	RAISED STOOP	SEC. IV. B.5.- RESIDENTIAL AT GRADE: B. THE ENTRY SHALL BE LOCATED A MINIMUM OF TWO FEET ABOVE THE SIDEWALK ELEVATION AND INCLUDE A MINIMUM 24 S.F. STOOP. ANY CHANGE TO THIS STANDARD SHALL BE CONSIDERED A MAJOR WAIVER.	REQUESTING A MAJOR WARRANT TO SUBSTITUTE DIRECT ACCESS TO THE STREET FOR LIVE/WORK UNITS AND AT GRADE YARDS ACCESS FOR MULTIFAMILY UNITS INSTEAD OF STOOPS.	THE DESIRE HERE IS TO TOUCH THE STREET EDGE IN WAYS APPROPRIATE FOR THE USES THAT CONNECT TO IT. AT GRADE ENTRIES MAKE SENSE FOR ACCESSIBILITY TO LIVE/WORK UNITS, AND THE ELIMINATION OF STOOPS AT RESIDENTIAL UNITS IS A RESPONSE TO THE DESIRE FOR PRIVATE YARDS INSTEAD, WHICH HELP SOFTEN THE STREET EDGE.
5	PARKING GARAGE DESIGN STANDARDS	SEC. V.A.2.E.II - PARKING GARAGES- ALL PARKING GARAGES SHALL BE CONSTRUCTED WITH FLAT PARKING DECKS FOR EASE IN REUSE OF ALL OR PORTIONS OF THE STRUCTURE WHEN PARKING DEMAND WANES, UNLESS OTHERWISE APPROVED BY MAJOR WAIVER.	SLOPED DECK PARKING IN A STRUCTURED GARAGE IS ALLOWED.	IN ORDER TO HIDE THE BULK OF THE PROJECT'S PARKING FROM VIEW, THE PLAN PROPOSES A STRUCTURED PARKING GARAGE IN THE CENTER OF THE MULTIFAMILY, WHICH WOULD REQUIRE INTERNALIZED DECK RAMPING.

Line Table		
Line #	Direction	Length
L1	N39° 14' 31"W	45.30
L2	N24° 55' 08"W	12.69
L3	N24° 56' 09"E	51.58
L4	N74° 47' 03"E	84.03
L5	N15° 23' 31"W	11.00
L6	S80° 55' 08"E	68.54
L7	N89° 52' 36"E	74.62
L8	S45° 09' 51"E	35.37
L9	S00° 10' 57"E	63.00
L10	S05° 19' 31"E	100.40
L11	S89° 49' 03"W	86.71

Curve Table					
Curve #	Length	Radius	CENTRAL ANGLE	Chord Bearing	Chord Distance
C1	73.32	250.00	016° 48' 15"	N30° 50' 23"W	73.06
C2	33.36	242.85	007° 52' 17"	N26° 11' 12"W	33.34
C3	50.16	577.64	004° 58' 31"	N27° 32' 13"W	50.14
C4	143.96	1746.83	004° 43' 19"	N72° 22' 39"E	143.92
C5	441.09	1860.00	013° 35' 15"	N81° 22' 23"E	440.06
C6	15.71	102.91	008° 44' 46"	S04° 42' 06"E	15.69

DEVELOPER
HIGH STREET RESIDENTIAL, INC.
2100 MCKINNEY AVENUE, SUITE 800
DALLAS, TEXAS 75201
CONNER BEST
PHONE: (214) 863-3308
EMAIL: CBEST@TRAMMELLCROW.COM

ARCHITECT
JHP ARCHITECUTURE/URBAN DESIGN
8340 MEADOW ROAD, SUITE 150
DALLAS, TEXAS 75231
JONATHAN BROWN
PHONE: (214) 363-5687
EMAIL: JBROWN@JHPARCH.COM

LANDSCAPE ARCHITECT
TBG PARTNERS
2001 BRYAN STREET, SUITE 1450
DALLAS, TEXAS 75201
ALLYSON CARUSO
PHONE: (214) 744-0757 EXT. 217
EMAIL: ALLYSON.CARUSO@TBGPARTNERS.COM

SURVEYOR
URBAN STRATEGY
1100 E CAMPBELL ROAD, SUITE 210
RICHARDSON, TX 75081
DAVID MINTON R.P.L.S.
PHONE: (972) 782-2816
DAVIDM@URBANSTRATEGY.US
FIRM #: 10194610

ENGINEER
URBAN STRATEGY
4222 MAIN STREET
DALLAS, TX 75226
CONTACT: ROBERT L. PRUETT, P.E.
PHONE: (214) 295-5347
EMAIL: BOBP@URBANSTRATEGY.US

TOWN PROJECT NUMBER: 1877-Z

URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
Firm Registration #F-2325
TEL: 214.396.2339
www.urbanstrategy.us

PRELIMINARY

NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE.

PREPARED UNDER THE SUPERVISION OF
ROBERT L. PRUETT, JR.
P.E.# 53662
ON
9/5/2023

NO.	DATE	REVISION

4020 BELT LINE ROAD
LOT 1A, 2, 2A, BLOCK 1, BELT-LINE SURVEYOR VILLAGE
LOT 2R, 3, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

CONCEPT PLAN

PROJECT:				SHEET TITLE:
CLIENT: TCC	DRAWN BY: DE	DESIGNER: LL	REVIEWER: LL	U.S. PROJECT: 22601

SHEET
EXH. 1

FILE NAME: Z-EXHIBIT-CONCEPT.DWG
LAST MODIFIED BY: DEREK.EVERETT
LAST MODIFIED ON: 9/5/2023 11:26 AM
PLOTTED ON: 9/6/2023 1:08 PM

BELT LINE ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)

SURVEYOR BLVD
(VARIABLE WIDTH RIGHT-OF-WAY)
Δ=31°18'56"
R=630.05'
T=176.60'
L=344.36'
CBD=N23°34'59"W
CD=340.09'

RUNYON ROAD

EXISTING SIGNAL

PROPOSED
LOT 1B, BLOCK 1
BELT LINE-SURVEYOR VILLAGE
7.802 ACRES (339,849 S.F.)

PHASE 1

PHASE 2

UNDERGROUND DETENTION TO BE BUILT IN PHASE 1

1ST STORY LEASING & AMENITY
2ND STORY MULTI-FAMILY UNITS
& OPEN BELOW
3RD-5TH STORY MULTI-FAMILY UNITS

1ST-2ND STORY LIVE/WORK
3RD-5TH STORY MULTI-FAMILY

MULTI-FAMILY UNITS (5 STORIES)

MULTI-FAMILY UNITS 4 STORIES

1ST STORY DRIVEWAY
2ND STORY OPEN BELOW
3RD-5TH STORY MULTI-FAMILY UNITS

1ST STORY RETAIL
2ND STORY OPEN BELOW
3RD-5TH STORY MULTI-FAMILY

1ST STORY RESTAURANT #4
2ND STORY OPEN BELOW
3RD-5TH STORY MULTI-FAMILY UNITS

RETAIL SERVICE CORRIDOR

RETAIL TRASH

MULTI FAMILY TRASH

RESTAURANT #1 W/ PATIO 1 STORY

RESTAURANT #3 1 STORY

RESTAURANT #2 W/ PATIO 1 STORY

PATIO SEATING

PLAZA AREA

ACCENT PLANTING/ LAWN

PATIO SEATING (ARCH. OVERHANG)

TRASH STAGING

COMPACTOR

DOG PARK

PARK AREA

TREE GROVE

FLEXIBLE SEATING AREA

PROPOSED TOWNHOMES 3 STORIES

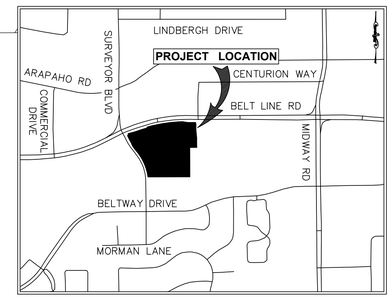
VARIABLE WIDTH ACCESS ESMT
VOL. 92009, PG. 3611
VOL. 92084, PG. 3178
VOL. 92084, PG. 3278
(D.R.D.C.T.)

S89°54'09"W 519.08'

S00°04'51"E 363.73'

S89°54'09"E 105.30'

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.



LOCATION MAP
(NOT TO SCALE)

DEVELOPER
HIGH STREET RESIDENTIAL, INC.
2100 MCKINNEY AVENUE, SUITE 800
DALLAS, TEXAS 75201
CONNER BEST
PHONE: (214) 863-3308
EMAIL: CBEST@TRAMMELLCROW.COM

ARCHITECT
JHP ARCHITECUTURE/URBAN DESIGN
8340 MEADOW ROAD, SUITE 150
DALLAS, TEXAS 75231
JONATHAN BROWN
PHONE: (214) 363-5687
EMAIL: JBROWN@JHPARCH.COM

LANDSCAPE ARCHITECT
TBG PARTNERS
2001 BRYAN STREET, SUITE 1450
DALLAS, TEXAS 75201
ALLYSON CARUSO
PHONE: (214) 744-0757 EXT. 217
EMAIL: ALLYSON.CARUSO@TBGPARTNERS.COM

ENGINEER
URBAN STRATEGY
4222 MAIN STREET
DALLAS, TX 75226
CONTACT: ROBERT L. PRUETT, P.E.
PHONE: (214) 295-5347
EMAIL: BOBP@URBANSTRATEGY.US

SURVEYOR
URBAN STRATEGY
1100 E CAMPBELL ROAD, SUITE 210
RICHARDSON, TX 75081
DAVID MINTON R.P.L.S.
PHONE: (972) 782-2816
DAVIDM@URBANSTRATEGY.US
FIRM #: 10194610

NO. | DATE | REVISION

URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
Firm Registration #F-3257
TEL: 214.396.2339
www.urbanstrategy.us

PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE.

PREPARED UNDER THE SUPERVISION OF
ROBERT L. PRUETT, JR.
P.E.# 53662
ON
9/5/2023

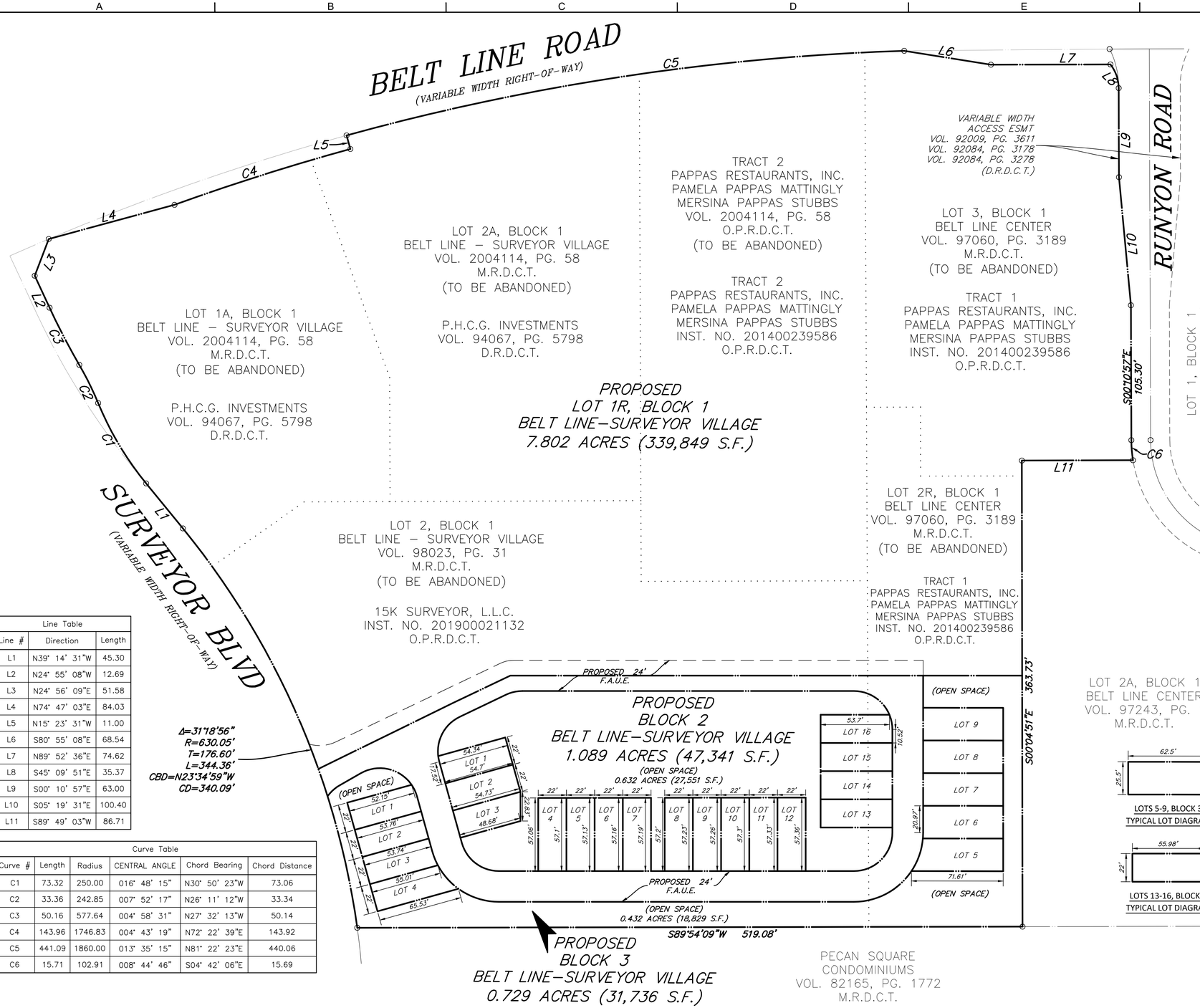
4020 BELT LINE ROAD
LOT 1A, 2, 2A, BLOCK 1, BELT-LINE SURVEYOR VILLAGE
LOT 2R, 3, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

PHASING PLAN

PROJECT:
SHEET TITLE:
CLIENT: TCC
DRAWN BY: DE
DESIGNER: LL
REVIEWER: LL
U.S. PROJECT: 22801

SHEET
EXH. 7

FILE NAME: Z:\EXHIBIT-CONCEPT.DWG
LAST MODIFIED ON: 9/5/2023 11:22 AM
LAST MODIFIED BY: DEREK.EVERETT
LAST MODIFIED ON: 8/5/2023 11:22 AM
LAST PLOTTED: 9/5/2023 11:22 AM

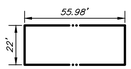


LOCATION MAP
(NOT TO SCALE)

Line Table		
Line #	Direction	Length
L1	N39° 14' 31"W	45.30
L2	N24° 55' 08"W	12.69
L3	N24° 56' 09"E	51.58
L4	N74° 47' 03"E	84.03
L5	N15° 23' 31"W	11.00
L6	S80° 55' 08"E	68.54
L7	N89° 52' 36"E	74.62
L8	S45° 09' 51"E	35.37
L9	S00° 10' 57"E	63.00
L10	S05° 19' 31"E	100.40
L11	S89° 49' 03"W	86.71

Curve Table					
Curve #	Length	Radius	CENTRAL ANGLE	Chord Bearing	Chord Distance
C1	73.32	250.00	016° 48' 15"	N30° 50' 23"W	73.06
C2	33.36	242.85	007° 52' 17"	N26° 11' 12"W	33.34
C3	50.16	577.64	004° 58' 31"	N27° 32' 13"W	50.14
C4	143.96	1746.83	004° 43' 19"	N72° 22' 39"E	143.92
C5	441.09	1860.00	013° 35' 15"	N81° 22' 23"E	440.06
C6	15.71	102.91	008° 44' 46"	S04° 42' 06"E	15.69

LOTS 5-9, BLOCK 3
TYPICAL LOT DIAGRAM



LOTS 13-16, BLOCK 2
TYPICAL LOT DIAGRAM

Being a 439,314 square foot or a 10.085 acre tract of land situated in the Thomas L. Chenoweth Survey, Abstract No. 273, in the Town of Addison, Dallas County, Texas, being all of that tract of land described to 15K Surveyor, L.L.C., by Special Warranty Deed recorded in Instrument No. 201900021132, Official Public Records, Dallas County, Texas (O.P.R.D.C.T.), that tract of land described to Pappas Restaurants, Inc., Pamela Pappas Mattingly, and Mersina Pappas Stubbs, by Special Warrant Deed recorded in Instrument No. 201400239586, O.P.R.D.C.T., that tract of land described to P.H.C.G. Investments, by Special Warranty Deed recorded in Volume 94067, Page 5798, Deed Records, Dallas County, Texas (D.R.D.C.T.), being all of Lot 2, Block 1, Belt Line - Surveyor Village, an addition to the Town of Addison, Dallas County, Texas, according to the Map thereof recorded in Volume 98023, Page 31, Map Records, Dallas County, Texas (M.R.D.C.T.), being all of Lots 1A and 2A, Block 1, Belt Line - Surveyor Village, an addition to the Town of Addison, Dallas County, Texas, according to the Map thereof recorded in Volume 2004114, Page 58, according to the Map thereof recorded in Volume 2004114, Page 58, M.R.D.C.T., and also being Lots 2R and Lot 3, Block 1, Belt Line Center, an addition to the Town of Addison, Dallas County, Texas, according to the Map thereof recorded in Volume 97060, Page 3189, M.R.D.C.T., and all of the Mercado Juarez Final Plat, an addition to the Town of Addison, according to the Map thereof recorded in Volume 88172, Page 1066, M.R.D.C.T., and being more particularly described as follows:

BEGINNING (P.O.B.) at a 1 inch iron pipe found for the Northwest corner of that tract of land conveyed to Pecan Square Condominiums, by deed recorded in Volume 82165, Page 1772, M.R.D.C.T., and being on the East Right-of-Way (R.O.W.) line of Surveyor Boulevard (a variable width R.O.W.), and being the beginning of a curve to the left, having a radius of 630.05 feet, a central angle of 31 degrees 18 minutes 56 seconds, and a chord bearing and distance of North 23 degrees 34 minutes 59 seconds West, 340.09 feet;

THENCE, with the East R.O.W. line of said Surveyor Boulevard, the following bearings and distances:

Along said curve to the left, passing a 1/2 inch iron rod found at the common West corner of aforesaid Lot 2, Block 1, Belt Line - Surveyor Village (98023/31) and Lot 1A, Block 1, Belt Line - Surveyor Village (2004114/58), for reference at a distance of 306.92 feet, and continuing a total distance of 344.36 feet to a 3/8 inch iron rod found;

North 39 degrees 14 minutes 31 seconds West, a distance of 45.30 feet to the beginning of a curve to the right, having a radius of 254.13 feet, a central angle of 16 degrees 31 minutes 45 seconds, and a chord bearing and distance of North 30 degrees 50 minutes 23 seconds West, 73.06 feet;

Along said curve to the right, an arc length of 73.31 feet to the beginning of a reverse curve to the left, having a radius of 250.00 feet, a central angle of 07 degrees 37 minutes 42 seconds, and a chord bearing and distance of North 26 degrees 15 minutes 07 seconds West, 33.26 feet;

Along said curve to the left, an arc length of 33.28 feet to the beginning of a curve to the right, having a radius of 559.00 feet, a central angle of 05 degrees 08 minutes 57 seconds, and a chord bearing and distance of North 27 degrees 29 minutes 29 seconds West, 50.22 feet;

Along said curve, an arc length of 50.24 feet to a point for corner;

North 24 degrees 55 minutes 08 seconds West, 12.69 feet to the intersection of aforesaid Surveyor Boulevard, and the South R.O.W. line of Belt Line Road (a variable width R.O.W.);

THENCE, North 24 degrees 56 minutes 09 seconds East, along said intersection, a distance of 51.59 feet to a point in the South R.O.W. line of said Belt Line Road;

THENCE, with the South R.O.W. line of said Belt Line Road, the following bearings and distances:

North 74 degrees 47 minutes 26 seconds East, a distance of 84.03 feet, to the beginning of a curve to the right, having a radius of 1849.00 feet, a central angle of 04 degrees 27 minutes 39 seconds, and a chord bearing and distance of North 72 degrees 22 minutes 39 seconds East, 143.92 feet;

With said curve to the right, an arc length of 143.96 feet;

North 15 degrees 23 minutes 31 seconds West, a distance of 11.00 feet to the beginning of a curve to the right, having a radius of 1860.00 feet, a central angle of 13 degrees 35 minutes 15 seconds, and a chord bearing and distance of North 81 degrees 22 minutes 23 seconds East, 440.06 feet;

With said curve to the right, an arc length of 441.09 feet;

South 80 degrees 55 minutes 08 seconds East, a distance of 68.54 feet to a 1/2 inch iron with plastic cap stamped "PACHECKO" and "KOCH 411";

North 89 degrees 52 minutes 36 seconds East, a distance of 74.62 feet to a point for corner;

South 45 degrees 09 minutes 51 seconds East, a distance of 35.37 feet to a 1/2 inch iron rod found with cap stamped "HALFF 307" on the West line of Lot 2A, Block 1, Belt Line Center, an addition to the Town of Addison, according to the Map thereof recorded in Volume 97243, Page 1, M.R.D.C.T.

THENCE, with the West line of aforesaid Lot 2A, Block 1, Belt Line Center (97243/1), the following bearings and distances:

South 00 degrees 10 minutes 57 seconds East, a distance of 63.00 feet to a 1/2 inch iron with plastic cap stamped "PACHECKO" and "KOCH 411";

South 05 degrees 19 minutes 31 seconds East, a distance of 100.40 feet to an "X" found in concrete;

South 00 degrees 10 minutes 57 seconds East, a distance of 105.30 feet to the beginning of a curve to the left, having a radius of 100.00 feet, a central angle of 09 degrees 00 minutes 04 seconds, and a chord bearing and distance of South 04 degrees 42 minutes 06 seconds East, 15.69 feet;

With said curve to the left, an arc length of 15.71 feet to a 1/2 inch iron with plastic cap stamped "PACHECKO" and "KOCH 411";

South 89 degrees 49 minutes 03 seconds West, a distance of 86.71 feet to a 1/2 inch iron with plastic cap stamped "PACHECKO" and "KOCH 411";

South 00 degrees 04 minutes 51 seconds East, a distance of 363.65 feet to the Southwest corner of aforesaid Lot 2A, Block 1, Belt Line Center (97243/1), and being in the North line of said Pecan Square Condominiums tract, from which a 1/2 inch iron rod with cap stamped "PACHECKO" for witness bears North 21 degrees 20 minutes 52 seconds West, a distance of 1.57 feet;

THENCE South 89 degrees 53 minutes 35 West, with the North line of said Pecan Square Condominiums tract, a distance of 519.07 feet to the **POINT OF BEGINNING (P.O.B.)**, and containing 439,314 square feet or 10.085 acre of land, more or less.

OWNER (LOT 1A & 2A)
P.H.C.G. INVESTMENTS
13939 NORTHWEST FREEWAY
HOUSTON, TX 77040

OWNER (TRACT 2, LOT 2R & 3)
PAPPAS RESTAURANTS, INC.
PAMELA PAPPAS MATTINGLY
MERSINA PAPPAS STUBBS
13939 NORTHWEST FREEWAY
HOUSTON, TX 77040

OWNER (LOT 2)
15K SURVEYOR, L.L.C.
15000 SURVEYOR BLVD
ADDISON, TX 75001

DEVELOPER
HIGH STREET RESIDENTIAL, INC.
2100 MCKINNEY AVENUE, SUITE 800
DALLAS, TEXAS 75201
CONNER BEST
(214) 863-3308
CBEST@TRAMMELLCROW.COM

ARCHITECT
JHP ARCHITECUTURE/URBAN DESIGN
8340 MEADOW ROAD, SUITE 150
DALLAS, TEXAS 75231
JONATHAN BROWN
(214) 363-5687
JBROWN@JHPARCH.COM

LANDSCAPE ARCHITECT
TBG PARTNERS
2001 BRYAN STREET, SUITE 1450
DALLAS, TEXAS 75201
ALLYSON CARUSO
(214) 744-0757 EXT. 217
ALLYSON.CARUSO@TBGPARTNERS.COM

ENGINEER
URBAN STRATEGY
4222 MAIN STREET
DALLAS, TX 75226
ROBERT L. PRUETT, P.E.
(214) 295-5347
BOBP@URBANSTRATEGY.US

SURVEYOR
URBAN STRATEGY
1100 E CAMPBELL ROAD, SUITE 210
RICHARDSON, TX 75081
DAVID MINTON R.P.L.S.
(972) 782-2816
DAVIDM@URBANSTRATEGY.US
FIRM #: 10194610

TOWN PROJECT NO. 1877-Z

URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
Firm Registration #F-3239
TEL: 214.396.2339
www.urbanstrategy.us

PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE.
PREPARED UNDER THE SUPERVISION OF
ROBERT L. PRUETT, JR.
P.E.# 53662
ON
8/7/2023

NO. | DATE | REVISION

4020 BELT LINE ROAD
LOT 1A, 2, 2A, BLOCK 1, BELT-LINE SURVEYOR VILLAGE
LOT 2R, 3, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

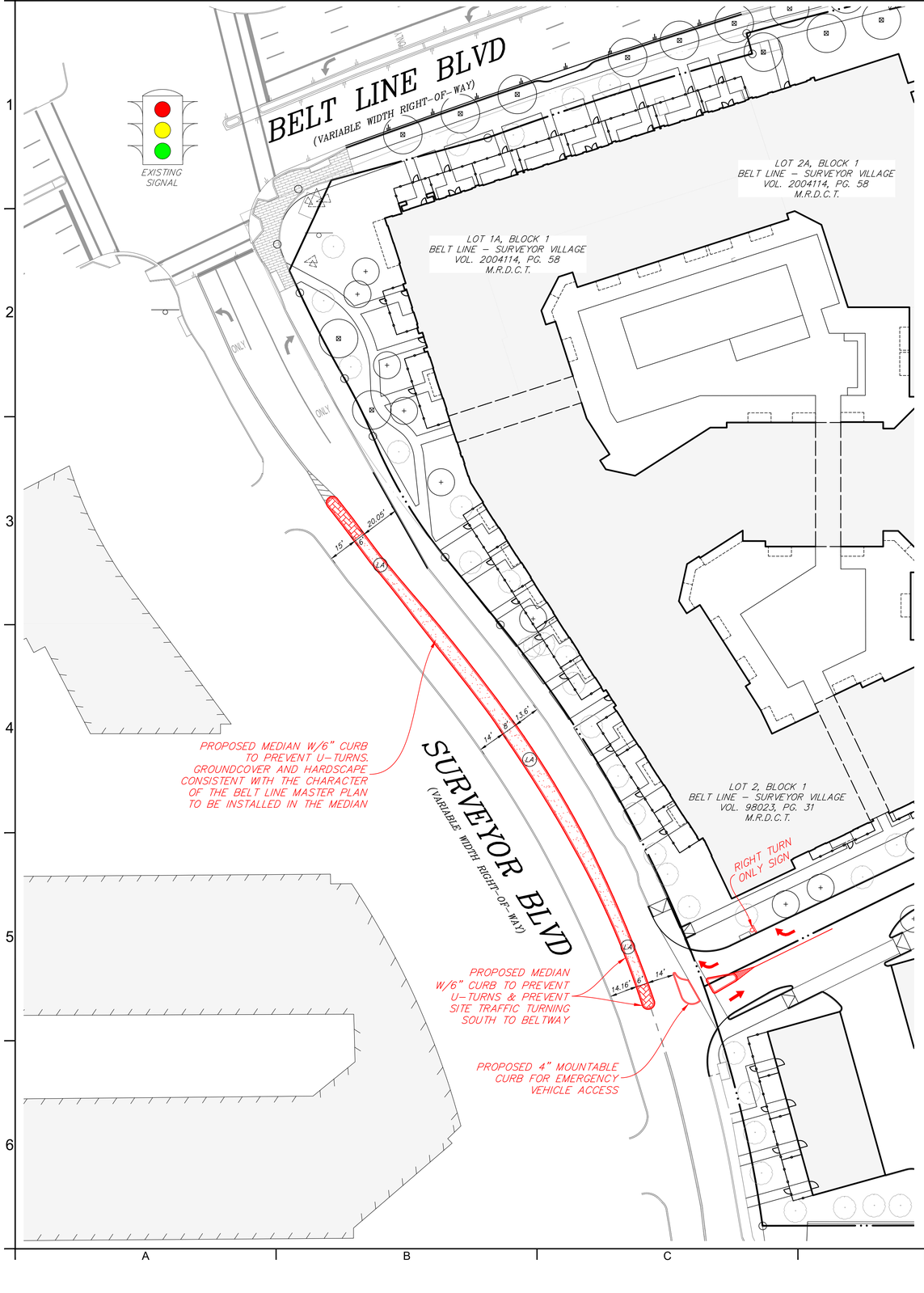
ZONING EXHIBIT

PROJECT:
SHEET TITLE:

CLIENT: TCC
DRAWN BY: DE
DESIGNER: LL
REVIEWER: LL
U.S. PROJECT: 22001

SHEET
EXH. 8

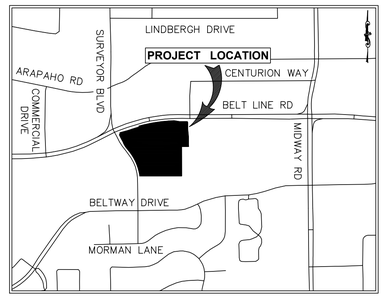
PLOTTED ON: 8/7/2023 3:55 PM



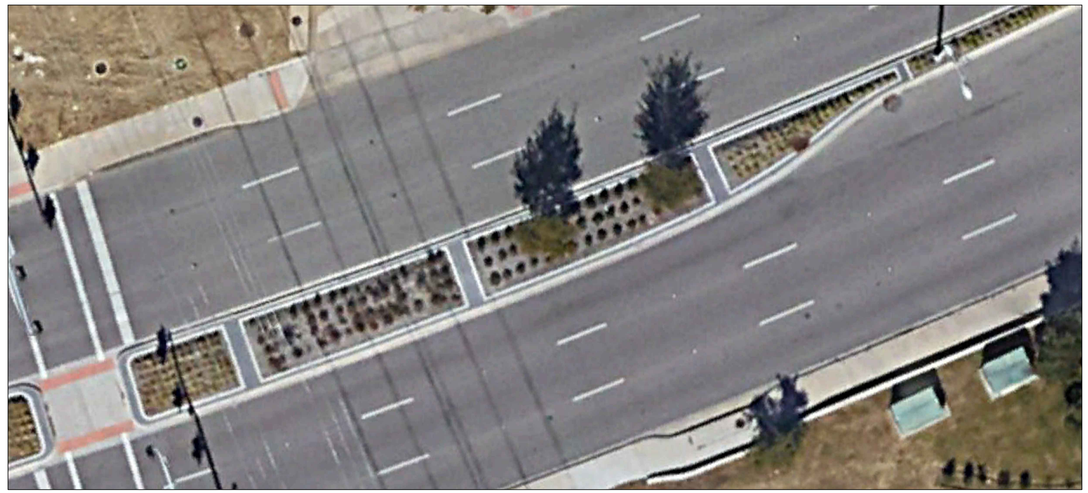
GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.



LOCATION MAP
(NOT TO SCALE)



EXAMPLE OF PROPOSED MEDIAN

NO.	DATE	REVISION

TEL: 214.396.2339
www.urbanstrategy.us
URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
Firm Registration #F-2252

PRELIMINARY

NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE.

PREPARED UNDER THE SUPERVISION OF
ROBERT L. PRUETT, JR.
P.E.# 53662
ON
9/5/2023

4020 BELT LINE ROAD
LOT 1A, 2, 2A, BLOCK 1, BELT-LINE SURVEYOR VILLAGE
LOT 2R, 3, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

PROJECT:

SHEET TITLE: **SURVEYOR ROAD MEDIAN EXHIBIT**

CLIENT: TCC
DRAWN BY: DE
DESIGNER: LL
REVIEWER: LL
U.S. PROJECT: 22601

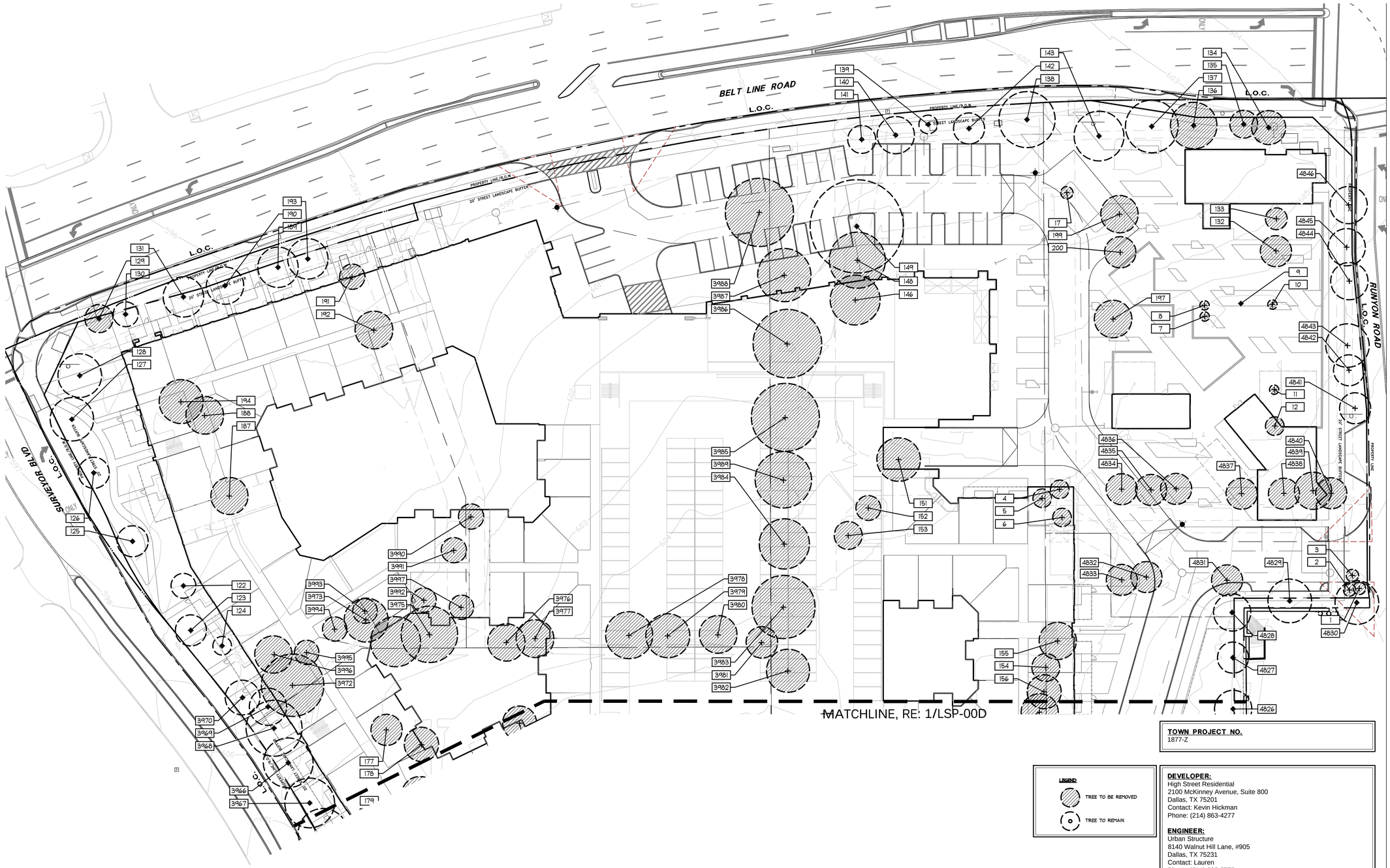
SHEET
EXH. 9

FILE NAME: Z:\EXHIBIT-MEDIAN.DWG
XREF PATH: Z:\Projects\2022\Belt Line Surveyor Mixed Use Addison\ACAD\Working Files\Z-EXHIBIT-MEDIAN.dwg
LAST MODIFIED BY: DEREK.EVERETT
LAST MODIFIED ON: 9/5/2023 11:11 AM
PLOTTED ON: 9/6/2023 11:01 AM

4020 Beltline Road - Waiver Requests List per Belt Line District Regulations

Town Project Number : 1877-Z

Major Waivers (Requiring planning and zoning commission and city council approval)				
Item No.		**Section**	**Waiver**	**Reason for Waiver Request**
1	Block length	Sec. III . E.1 Block length. The length of a block shall not be less than 200 feet, nor more than 600 feet. Greater or lesser block length shall require approval of a major waiver.	This block length in excess of 600 feet, we are requesting a major waiver.	This mixed use development combines separate building types and public spaces through an internal street system that organizes its uses around it. While the overall block length for the whole development technically requires this Major Waiver, each internal zone of use (the multifamily, townhomes, and retail blocks) individually comply, and as a whole we believe the plan adheres to the spirit of the urban design principles this zoning was written to foster.
2	Required setback of the 4th floor and above	Sec. IV. B.2.a.- Except where adjacent to Belt Line or Arapaho, buildings which are greater than three stories in height must be set back at the fourth floor and above at least eight feet behind the building face of the first three floors along street frontages. Any change to this standard shall be considered a major waiver.	We are requesting a major waiver for not having the forth story setback along Surveyor Blvd.	Setting back the building above lower floors typically either created a difficult water infiltration issue (i.e. putting outdoor terrace space over indoor living space) or leads to the elimination of that outdoor residential space at the upper floors in favor of a sound roofing design. The design team believes that access to outdoor space, for as many residents as possible, is the best design solution and will afford higher quality construction.
3	Building Height at Retail	Table 1 Sub-district Standards: min. 2 stories	Requesting a major warrante to allow 1 story retail buildings instead of 2 story.	This development plan is predicated on an internalized retail placemaking experience that creates an engaging experience at an appropriate scale. Because of that internalization, the design team feels one story retail reinforces a more human-centric scale in the urban spaces they are framing.
4	Raised Stoop	Sec. IV.B.5.- Residential at grade: b.The entry shall be located a minimum of two feet above the sidewalk elevation and include a minimum 24 s.f. stoop. Any change to this standard shall be considered a major waiver.	Requesting a major warrant to substitute direct access to the street for live/work units and at grade yards access for multifamily units instead of stoops.	The desire here is to touch the street edge in ways appropriate for the uses that connect to it. At grade entries make sense for accessibility to live/work units, and the elimination of stoops at residential units is a response to the desire for private yards instead, which help soften the street edge.
5	Parking garage design standards	Sec. V.A.2.e.ii - Parking garages- All parking garages shall be constructed with flat parking decks for ease in reuse of all or portions of the structure when parking demand wanes, unless otherwise approved by major waiver.	Sloped deck parking in a structured garage is allowed.	In order to hide the bulk of the project's parking from view, the plan proposes a structured parking garage in the center of the multifamily, which would require internalized deck ramping.



TOWN PROJECT NO.
1877-Z

LEGEND
TREE TO BE REMOVED
TREE TO REMAIN

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

1 TREE SURVEY AND TREE PRESERVATION PLAN
Plan

0' 15' 30' 60'
SCALE: 1"=30' NORTH

TBG
landscape architects, planners & designers
2001 bryan street
suite 1450
dallas, tx 75201
[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

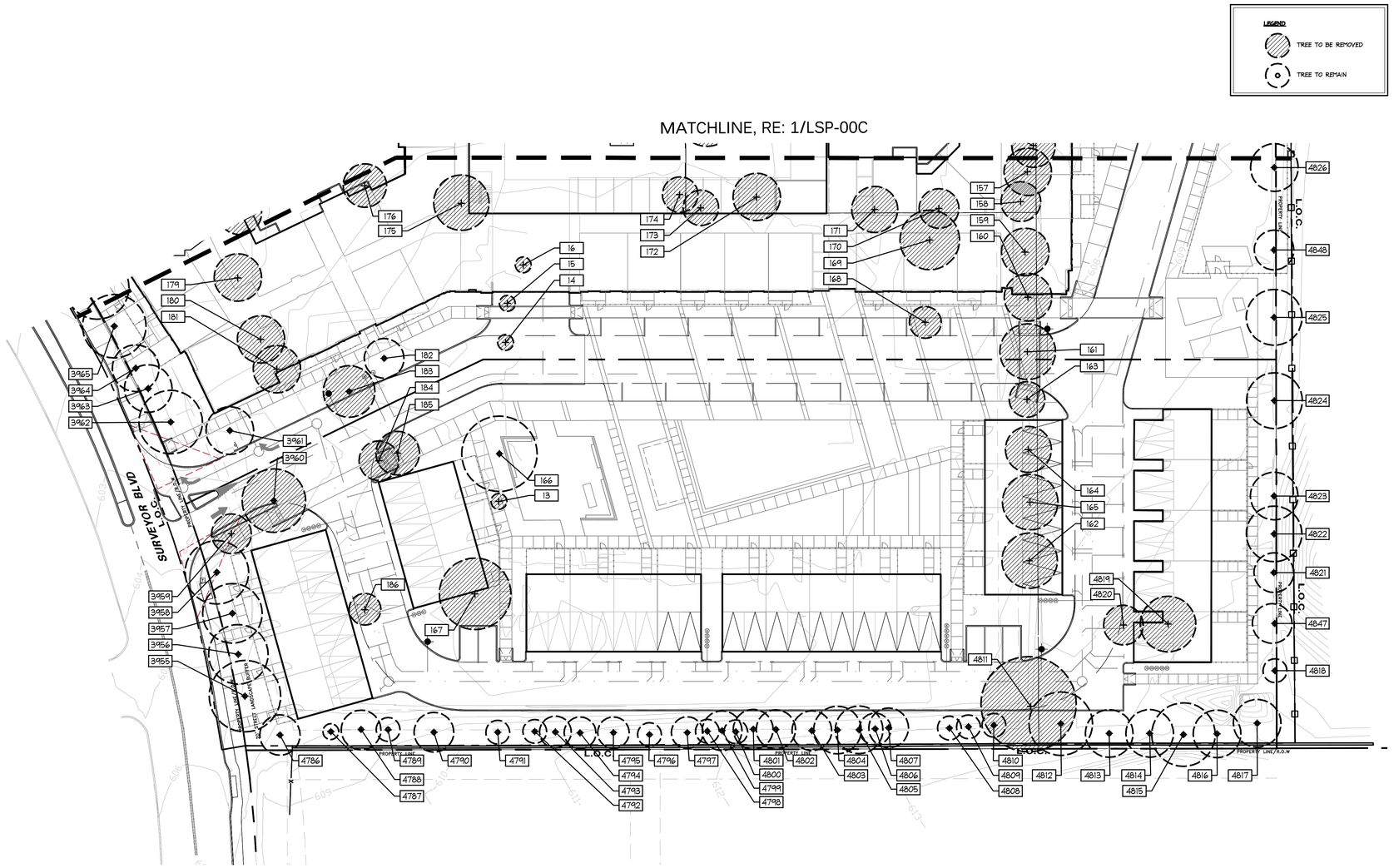
project number
D22251

issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

sheet title
tree survey & preservation plan

sheet
LSP-00A



1 TREE SURVEY AND TREE PRESERVATION PLAN

Plan

0' 15' 30' 60'

SCALE: 1"=30' NORTH

TOWN PROJECT NO.
1877-Z

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

TBG

landscape architects, planners & designers

2001 bryan street
suite 1450
dallas, tx 75201

[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

project number
D22251

issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

sheet title
tree survey & preservation plan

sheet
LSP-00B

TREE TYPE COMMON & BOTANICAL NAME	TREE SIZE	TREE ID NUMBER	CONDITION OF TREE	PRESERVED OR REMOVED	MITIGATION REQUIRED CALIPER INCHES
CRAPE MYRTLE LAGERSTROEMIA SSP	5"	1	GOOD	REMOVED	5"
CRAPE MYRTLE LAGERSTROEMIA SSP	5"	2	GOOD	REMOVED	5"
CRAPE MYRTLE LAGERSTROEMIA SSP	6"	3	GOOD	REMOVED	6"
CRAPE MYRTLE LAGERSTROEMIA SSP	9"	4	GOOD	REMOVED	9"
CRAPE MYRTLE LAGERSTROEMIA SSP	7.5"	5	GOOD	REMOVED	7.5"
CRAPE MYRTLE LAGERSTROEMIA SSP	12"	6	GOOD	REMOVED	12"
NELLIE R. STEVENS HOLLY ILEX X	5"	7	GOOD	REMOVED	5"
NELLIE R. STEVENS HOLLY ILEX X	4"	8	GOOD	REMOVED	4"
BURFORD HOLLY HEDGE ILEX CORNUTA BURFORDII	4"	9	GOOD	REMOVED	4"
BURFORD HOLLY HEDGE ILEX CORNUTA BURFORDII	5"	10	GOOD	REMOVED	5"
SAVANNAH HOLLY ILEX X ATTENUATA	4"	11	GOOD	REMOVED	4"
CRAPE MYRTLE LAGERSTROEMIA SSP	5"	12	GOOD	REMOVED	5"
CRAPE MYRTLE LAGERSTROEMIA SSP	6"	13	GOOD	REMOVED	6"
CRAPE MYRTLE LAGERSTROEMIA SSP	6"	14	GOOD	REMOVED	6"
CRAPE MYRTLE LAGERSTROEMIA SSP	6"	15	GOOD	REMOVED	6"
CRAPE MYRTLE LAGERSTROEMIA SSP	6"	16	GOOD	REMOVED	6"
CRAPE MYRTLE LAGERSTROEMIA SSP	6"	17	GOOD	REMOVED	6"
CEDAR ELM ULMUS CRASSIFOLIA	14"	122	GOOD	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	12"	123	GOOD	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	11"	124	GOOD	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	15"	125	POOR	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	12"	126	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	17"	127	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	16"	128	POOR	PRESERVED	0"
BALD CYPRESS TAXODIUM DISTICHUM	15"	129	GOOD	REMOVED	15"
BALD CYPRESS TAXODIUM DISTICHUM	14"	130	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	16"	131	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	11"	132	GOOD	REMOVED	11"
LIVE OAK QUERCUS VIRGINIANA	10"	133	GOOD	REMOVED	10"
LIVE OAK QUERCUS VIRGINIANA	16"	134	FAIR	REMOVED	16"
LIVE OAK QUERCUS VIRGINIANA	13"	135	FAIR	REMOVED	13"
LIVE OAK QUERCUS VIRGINIANA	20"	136	FAIR	REMOVED	20"
LIVE OAK QUERCUS VIRGINIANA	20"	137	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	25"	138	GOOD	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	9"	139	GOOD	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	16"	140	FAIR	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	11"	141	GOOD	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	12"	142	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	19"	143	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	23"	146	FAIR	REMOVED	23"
LIVE OAK QUERCUS VIRGINIANA	23"	148	FAIR	REMOVED	23"
LIVE OAK QUERCUS VIRGINIANA	42"	149	GOOD	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	18"	151	FAIR	REMOVED	18"
CEDAR ELM ULMUS CRASSIFOLIA	11"	152	GOOD	REMOVED	11"
CEDAR ELM ULMUS CRASSIFOLIA	13"	153	GOOD	REMOVED	13"
CEDAR ELM ULMUS CRASSIFOLIA	13"	154	GOOD	REMOVED	13"
LIVE OAK QUERCUS VIRGINIANA	14"	155	FAIR	REMOVED	14"
LIVE OAK QUERCUS VIRGINIANA	13"	156	FAIR	REMOVED	13"
LIVE OAK QUERCUS VIRGINIANA	14"	157	FAIR	REMOVED	14"
SWEETGUM LIQUIDAMBER STIRACULATA	17"	158	FAIR	REMOVED	17"
RED OAK QUERCUS SHUMARDII	14"	159	GOOD	REMOVED	14"
RED OAK QUERCUS SHUMARDII	12"	160	GOOD	REMOVED	12"
RED OAK QUERCUS SHUMARDII	16"	161	GOOD	REMOVED	16"
RED OAK QUERCUS SHUMARDII	17"	162	GOOD	REMOVED	17"
RED OAK QUERCUS SHUMARDII	13'	163	FAIR	REMOVED	13'
RED OAK QUERCUS SHUMARDII	13'	164	GOOD	REMOVED	13'
RED OAK QUERCUS SHUMARDII	14"	165	GOOD	REMOVED	14"
WATER OAK QUERCUS NIGRA	26"	166	FAIR	PRESERVED	0"
RED OAK QUERCUS SHUMARDII	22"	167	FAIR	REMOVED	22"
BUR OAK QUERCUS MACROOCARPA	8"	168	GOOD	REMOVED	8"
BRADFORD PEAR PYRUS CALLERYANA	18'	169	FAIR	REMOVED	N/A
SWEETGUM LIQUIDAMBER STIRACULATA	14"	170	POOR	REMOVED	14"
SWEETGUM LIQUIDAMBER STIRACULATA	17"	171	FAIR	REMOVED	17"
SWEETGUM LIQUIDAMBER STIRACULATA	16"	172	FAIR	REMOVED	16"
SWEETGUM LIQUIDAMBER STIRACULATA	12"	173	POOR	REMOVED	12"
SWEETGUM LIQUIDAMBER STIRACULATA	11"	174	POOR	REMOVED	11"
LIVE OAK QUERCUS VIRGINIANA	19"	175	FAIR	REMOVED	19'
LIVE OAK QUERCUS VIRGINIANA	17"	176	GOOD	REMOVED	17'
BALD CYPRESS TAXODIUM DISTICHUM	16"	177	GOOD	REMOVED	16'
BALD CYPRESS TAXODIUM DISTICHUM	15"	178	GOOD	REMOVED	15"
BALD CYPRESS TAXODIUM DISTICHUM	15"	179	GOOD	REMOVED	15"
BALD CYPRESS TAXODIUM DISTICHUM	15"	180	GOOD	REMOVED	15"
BALD CYPRESS TAXODIUM DISTICHUM	15"	181	GOOD	REMOVED	15"
RED OAK QUERCUS SHUMARDII	13"	182	GOOD	PRESERVED	0"
BUR OAK QUERCUS MACROOCARPA	14"	183	GOOD	REMOVED	14"
LIVE OAK QUERCUS VIRGINIANA	12"	184	GOOD	REMOVED	12"
LIVE OAK QUERCUS VIRGINIANA	13"	185	FAIR	REMOVED	13"
BUR OAK QUERCUS MACROOCARPA	8"	186	GOOD	REMOVED	8"
LIVE OAK QUERCUS VIRGINIANA	12"	187	GOOD	REMOVED	12"
LIVE OAK QUERCUS VIRGINIANA	12"	188	GOOD	REMOVED	12"
LIVE OAK QUERCUS VIRGINIANA	13"	189	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	14"	190	GOOD	PRESERVED	0"
BALD CYPRESS TAXODIUM DISTICHUM	11"	191	GOOD	REMOVED	11"
LIVE OAK QUERCUS VIRGINIANA	16"	192	FAIR	REMOVED	16"
LIVE OAK QUERCUS VIRGINIANA	15"	193	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	14"	194	GOOD	REMOVED	14"
LIVE OAK QUERCUS VIRGINIANA	19"	197	FAIR	REMOVED	19"
LIVE OAK QUERCUS VIRGINIANA	15"	199	GOOD	REMOVED	15"
LIVE OAK QUERCUS VIRGINIANA	10"	200	GOOD	REMOVED	10"
LIVE OAK QUERCUS VIRGINIANA	24"	3955	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	19"	3956	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	18"	3957	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	20"	3958	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	13"	3959	GOOD	REMOVED	13"
LIVE OAK QUERCUS VIRGINIANA	20"	3960	GOOD	REMOVED	20"
LIVE OAK QUERCUS VIRGINIANA	16"	3961	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	20"	3962	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	16"	3963	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	17"	3964	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	18"	3965	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	18"	3966	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	21"	3967	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	21"	3968	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	17"	3969	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	11"	3970	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	24"	3972	GOOD	REMOVED	24"
LIVE OAK QUERCUS VIRGINIANA	17"	3973	FAIR	REMOVED	17"
LACEBARK ELM ULMUS PARVIFOLIA	20"	3974	FAIR	REMOVED	20"
LACEBARK ELM ULMUS PARVIFOLIA	23"	3975	FAIR	REMOVED	23"
RED OAK QUERCUS SHUMARDII	14"	3976	GOOD	REMOVED	14"
LIVE OAK QUERCUS VIRGINIANA	14"	3977	GOOD	REMOVED	14"
LIVE OAK QUERCUS VIRGINIANA	16"	3978	FAIR	REMOVED	16"
LIVE OAK QUERCUS VIRGINIANA	14"	3979	FAIR	REMOVED	14"
LIVE OAK QUERCUS VIRGINIANA	15"	3980	GOOD	REMOVED	15"
RED OAK QUERCUS SHUMARDII	9"	3981	GOOD	REMOVED	9"
LIVE OAK QUERCUS VIRGINIANA	16"	3982	GOOD	REMOVED	16"
LIVE OAK QUERCUS VIRGINIANA	24"	3983	GOOD	REMOVED	24"
LIVE OAK QUERCUS VIRGINIANA	18"	3984	GOOD	REMOVED	18"
LIVE OAK QUERCUS VIRGINIANA	24"	3985	GOOD	REMOVED	24"
LIVE OAK QUERCUS VIRGINIANA	26"	3986	GOOD	REMOVED	26"

TREE MITIGATION SUMMARY

MITIGATION REQUIREMENTS:

TOTAL CALIPER INCHES (ON-SITE)	2830.5 CAL.INCHES
TOTAL CALIPER INCHES (PROTECTED)	1433 CAL. INCHES
TOTAL CALIPERS INCHES (REMOVED)	1397.5 CAL. INCHES
TOTAL CALIPERS INCHES (REPLACED)	900 CAL. INCHES (225 TREES @ 4" CAL.)
TOTAL CALIPER INCHES (REMAINING)	497.5 CAL. INCHES X $192 PER CAL. IN. = $95,520

NOTE: DEVELOPER TO LOOK AT MITIGATING TOTAL CALIPER INCHES REPLACED WITH 6" CALIPER TREES. IF THE TOTAL CALIPER INCHES REPLACED WITH 6" CALIPER INCH TREES IS NOT IMPLEMENTED,THE REMAINING 497.5 CAL. INCHES ($95,520) WILL BE PAID INTO THE TOWN'S TREE PRESERVATION FUND AT THE TIME OF THE DEMOLITION PERMIT APPLICATION.

TOWN PROJECT NO.
1877-Z

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

TBG

landscape architects, planners & designers

2001 bryan street
suite 1450
dallas, tx 75201

[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

project number
D22251

issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

sheet title
tree survey

sheet
LSP-00C

TREE TYPE COMMON & BOTANICAL NAME	TREE SIZE	TREE ID NUMBER	CONDITION OF TREE	PRESERVED OR REMOVED	MITIGATION REQUIRED CALIPER INCHES
LIVE OAK QUERCUS VIRGINIANA	17"	3987	GOOD	REMOVED	17"
LIVE OAK QUERCUS VIRGINIANA	24"	3988	GOOD	REMOVED	24"
LIVE OAK QUERCUS VIRGINIANA	21"	3989	GOOD	REMOVED	21"
CEDAR ELM ULMUS CRASSIFOLIA	10"	3990	GOOD	REMOVED	10"
CEDAR ELM ULMUS CRASSIFOLIA	12"	3991	FAIR	REMOVED	12"
BALD CYPRESS TAXODIUM DISTICHUM	10"	3992	GOOD	REMOVED	10"
BALD CYPRESS TAXODIUM DISTICHUM	10"	3993	GOOD	REMOVED	10"
BALD CYPRESS TAXODIUM DISTICHUM	11"	3994	GOOD	REMOVED	11"
BALD CYPRESS TAXODIUM DISTICHUM	9"	3995	POOR	REMOVED	9"
LIVE OAK QUERCUS VIRGINIANA	12"	3996	FAIR	REMOVED	12"
CEDAR ELM ULMUS CRASSIFOLIA	8"	3997	GOOD	REMOVED	8"
YAUPON HOLLY ILEX VOMITORIA	12"	4786	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	3"	4787	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	16"	4788	FAIR	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	7"	4789	FAIR	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	17"	4790	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	9"	4791	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	8"	4792	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	10"	4793	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	13"	4794	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	11"	4795	FAIR	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	8"	4796	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	11'	4797	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	8"	4798	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	13"	4799	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	8"	4800	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	14'	4801	FAIR	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	11"	4802	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	13"	4803	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	17"	4804	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	18"	4805	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	11"	4806	FAIR	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	12"	4807	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	9"	4808	FAIR	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	9"	4809	GOOD	PRESERVED	0"
YAUPON HOLLY ILEX VOMITORIA	7"	4810	GOOD	PRESERVED	0"
MULBERRY MORUS RUBRA	28"	4811	FAIR	REMOVED	N/A
LIVE OAK QUERCUS VIRGINIANA	28.5"	4812	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	18"	4813	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	19"	4814	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	20.5"	4815	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	18"	4816	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	19"	4817	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	21"	4818	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	23"	4819	FAIR	REMOVED	23"
CEDAR ELM ULMUS CRASSIFOLIA	13"	4820	GOOD	REMOVED	13"
CEDAR ELM ULMUS CRASSIFOLIA	17"	4821	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	28"	4822	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	19"	4823	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	26"	4824	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	29.5"	4825	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	17.5"	4826	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	16"	4827	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	19"	4828	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	26"	4829	GOOD	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	23"	4830	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	12"	48311	FAIR	REMOVED	12"
LIVE OAK QUERCUS VIRGINIANA	12.5"	4832	FAIR	REMOVED	12.5"
CEDAR ELM ULMUS CRASSIFOLIA	15.5"	4833	FAIR	REMOVED	15.5"
CEDAR ELM ULMUS CRASSIFOLIA	13"	4834	GOOD	REMOVED	13"
CEDAR ELM ULMUS CRASSIFOLIA	14"	4835	POOR	REMOVED	14"
CEDAR ELM ULMUS CRASSIFOLIA	15.5"	4836	FAIR	REMOVED	15.5"
CEDAR ELM ULMUS CRASSIFOLIA	16.5"	4837	FAIR	REMOVED	16.5"
CEDAR ELM ULMUS CRASSIFOLIA	12"	4838	FAIR	REMOVED	12"
CEDAR ELM ULMUS CRASSIFOLIA	19"	4839	GOOD	REMOVED	19"
CEDAR ELM ULMUS CRASSIFOLIA	12"	4840	FAIR	REMOVED	12"
CEDAR ELM ULMUS CRASSIFOLIA	17"	4841	FAIR	PRESERVED	0"
CEDAR ELM ULMUS CRASSIFOLIA	16"	4842	POOR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	21"	4843	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	18.5"	4844	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	11.5"	4845	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	12"	4846	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	10"	4847	FAIR	PRESERVED	0"
LIVE OAK QUERCUS VIRGINIANA	12"	4848	FAIR	PRESERVED	0"

TREE MITIGATION SUMMARY

MITIGATION REQUIREMENTS:

TOTAL CALIPER INCHES (ON-SITE)	2830.5 CAL.INCHES
TOTAL CALIPER INCHES (PROTECTED)	1433 CAL. INCHES
TOTAL CALIPERS INCHES (REMOVED)	1397.5 CAL. INCHES
TOTAL CALIPERS INCHES (REPLACED)	900 CAL. INCHES (225 TREES @ 4" CAL.)
TOTAL CALIPER INCHES (REMAINING)	497.5 CAL. INCHES X $192 PER CAL. IN. = $95,520

NOTE: DEVELOPER TO LOOK AT MITIGATING TOTAL CALIPER INCHES REPLACED WITH 6" CALIPER TREES. IF THE TOTAL CALIPER INCHES REPLACED WITH 6" CALIPER INCH TREES IS NOT IMPLEMENTED,THE REMAINING 497.5 CAL. INCHES ($95,520) WILL BE PAID INTO THE TOWN'S TREE PRESERVATION FUND AT THE TIME OF THE DEMOLITION PERMIT APPLICATION.

TOWN PROJECT NO.
1877-Z

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

TBG

landscape architects, planners & designers

2001 bryan street
suite 1450
dallas, tx 75201

[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

project number
D22251

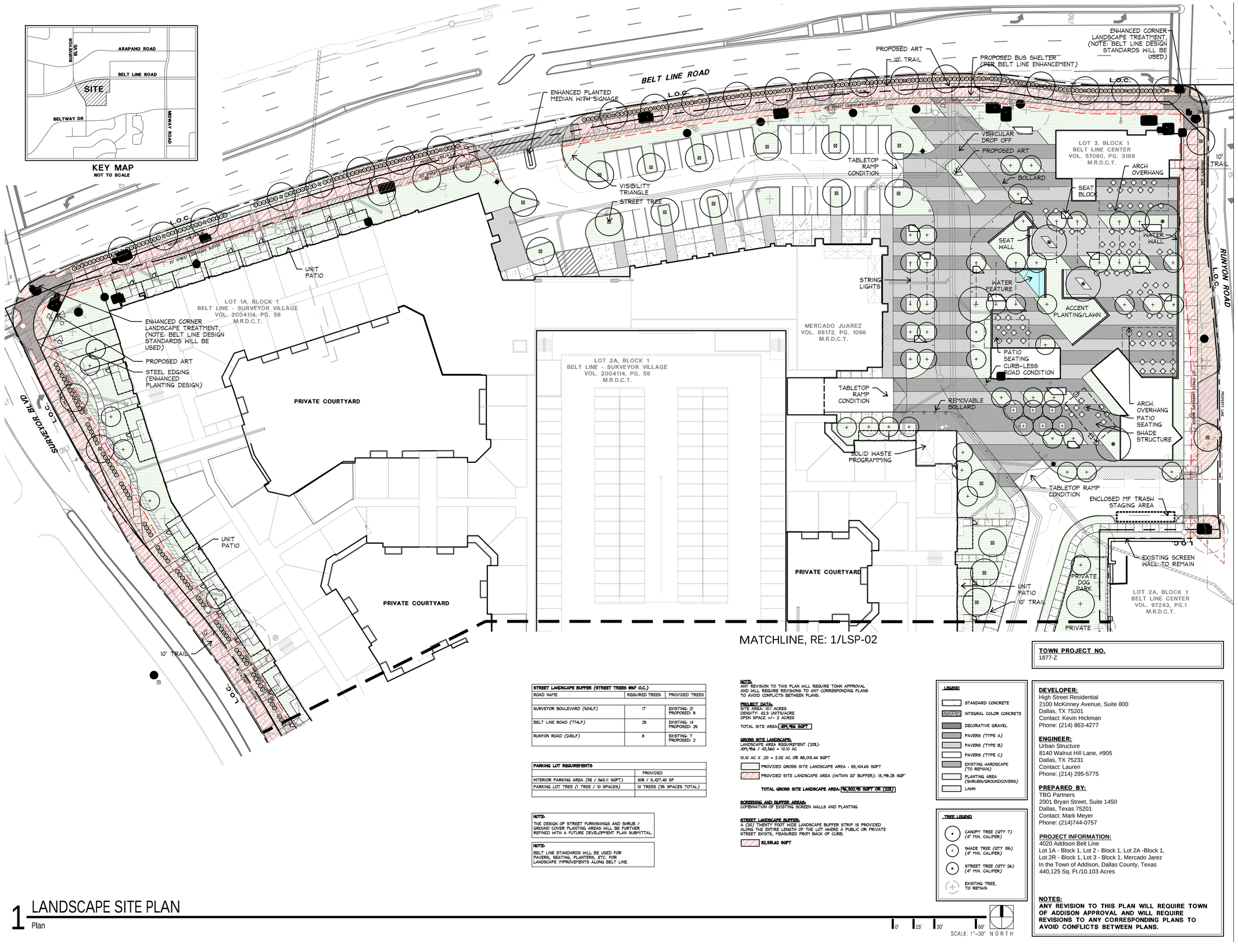
issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

sheet title
tree survey

sheet
LSP-00D

KEY MAP
NOT TO SCALE



MATCHLINE, RE: 1/LSP-02

STREET LANDSCAPE BUFFER (STREET TREES @50' O.C.)		
ROAD NAME	REQUIRED TREES	PROVIDED TREES
SURVEYOR BOULEVARD (504LF)	17	EXISTING: 21 PROPOSED: 8
BELT LINE ROAD (774LF)	25	EXISTING: 14 PROPOSED: 25
RUNYON ROAD (248LF)	8	EXISTING: 7 PROPOSED: 2

PARKING LOT REQUIREMENTS	
	PROVIDED
INTERIOR PARKING AREA (5% / 563.11 SQFT)	30% / 3,427.40 SF
PARKING LOT TREE (1 TREE / 10 SPACES)	10 TREES (95 SPACES TOTAL)

NOTE:
THE DESIGN OF STREET FURNISHINGS AND SHRUB / GROUND COVER PLANTING AREAS WILL BE FURTHER REFINED WITH A FUTURE DEVELOPMENT PLAN SUBMITTAL.

NOTE:
BELT LINE STANDARDS WILL BE USED FOR PAVERS, SEATING, PLANTERS, ETC. FOR LANDSCAPE IMPROVEMENTS ALONG BELT LINE.

NOTE:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

PROJECT DATA:
SITE AREA: 10.1 ACRES
DENSITY: 42.3 UNITS/ACRE
OPEN SPACE +/- 2 ACRES

TOTAL SITE AREA: **439,956 SQFT**

GROSS SITE LANDSCAPE:
LANDSCAPE AREA REQUIREMENT (20%):
439,956 / 43,560 = 10.10 AC

10.10 AC X .20 = 2.02 AC OR 88,013.44 SQFT

PROVIDED GROSS SITE LANDSCAPE AREA : 83,104.65 SQFT

PROVIDED SITE LANDSCAPE AREA (WITHIN 20' BUFFER): 13,198.28 SQF

TOTAL GROSS SITE LANDSCAPE AREA: 96,302.93 SQFT OR (22%)

SCREENING AND BUFFER AREAS:
COMBINATION OF EXISTING SCREEN WALLS AND PLANTING

STREET LANDSCAPE BUFFER:
A (20) TWENTY FOOT WIDE LANDSCAPE BUFFER STRIP IS PROVIDED ALONG THE ENTIRE LENGTH OF THE LOT WHERE A PUBLIC OR PRIVATE STREET EXISTS, MEASURED FROM BACK OF CURB.

32,515.62 SQFT

LEGEND

- STANDARD CONCRETE
- INTEGRAL COLOR CONCRETE
- DECORATIVE GRAVEL
- PAVERS (TYPE A)
- PAVERS (TYPE B)
- PAVERS (TYPE C)
- EXISTING HARDSCAPE (TO REMAIN)
- PLANTING AREA (SHRUBS/GROUNDCOVERS)
- LAWN

TREE LEGEND

- CANOPY TREE (QTY 7) (4" MIN. CALIPER)
- SHADE TREE (QTY 155) (4" MIN. CALIPER)
- STREET TREE (QTY 26) (4" MIN. CALIPER)
- EXISTING TREE, TO REMAIN

TOWN PROJECT NO.
1877-Z

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

1 LANDSCAPE SITE PLAN
Plan

SCALE: 1"=30' NORTH

TBG
landscape architects, planners & designers
2001 bryan street
suite 1450
dallas, tx 75201
[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

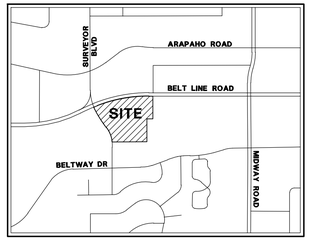
project number
D22251

issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

sheet title
landscape site plan

sheet
LSP-01



KEY MAP
NOT TO SCALE

TREE LEGEND

- CANOPY TREE (QTY 7) (4" MIN. CALIPER)
- SHADE TREE (QTY 155) (4" MIN. CALIPER)
- STREET TREE (QTY 26) (4" MIN. CALIPER)
- EXISTING TREE, TO REMAIN

LEGEND

- STANDARD CONCRETE
- INTEGRAL COLOR CONCRETE
- DECORATIVE GRAVEL
- PAVERS (TYPE A)
- PAVERS (TYPE B)
- PAVERS (TYPE C)
- EXISTING HARDSCAPE (TO REMAIN)
- PLANTING AREA (SHRUBS/GROUNDCOVERS)
- LAWN

NOTE:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

PROJECT DATA:
SITE AREA: 10.1 ACRES
DENSITY: 42.3 UNITS/ACRE
OPEN SPACE +/- 2 ACRES

TOTAL SITE AREA: 439,956 SQFT

GROSS SITE LANDSCAPE:
LANDSCAPE AREA REQUIREMENT (20%):
439,956 / 43,560 = 10.10 AC

10.10 AC X .20 = 2.02 AC OR 88,013.44 SQFT

- PROVIDED GROSS SITE LANDSCAPE AREA : 83,104.65 SQFT
- PROVIDED SITE LANDSCAPE AREA (WITHIN 20' BUFFER): 13,198.28 SQFT

TOTAL GROSS SITE LANDSCAPE AREA: 96,302.93 SQFT OR (22%)

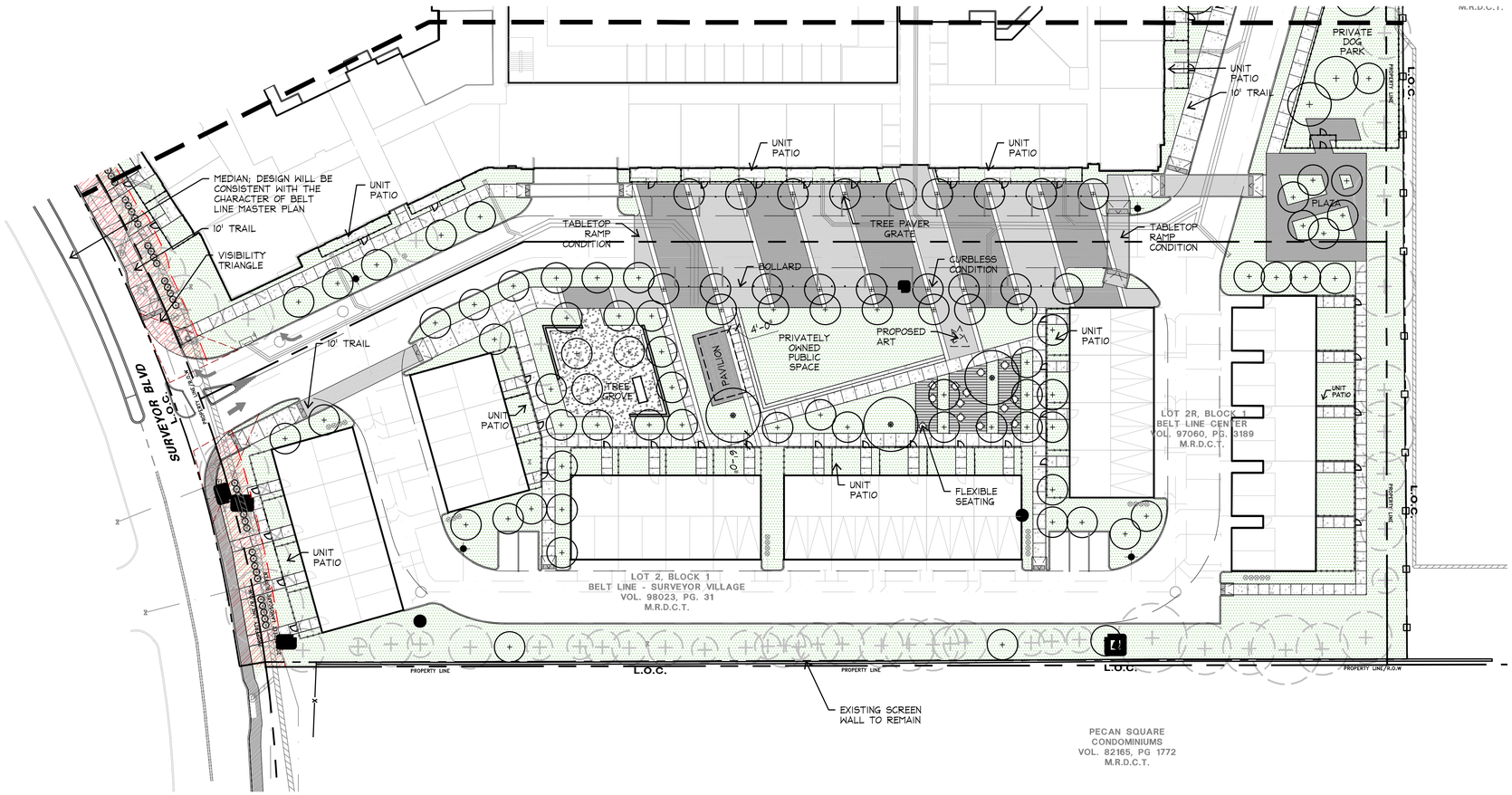
SCREENING AND BUFFER AREAS:
COMBINATION OF EXISTING SCREEN WALLS AND PLANTING

STREET LANDSCAPE BUFFER:
A (20) TWENTY FOOT WIDE LANDSCAPE BUFFER STRIP IS PROVIDED ALONG THE ENTIRE LENGTH OF THE LOT WHERE A PUBLIC OR PRIVATE STREET EXISTS, MEASURED FROM BACK OF CURB.

82,515.62 SQFT

STREET LANDSCAPE BUFFER (STREET TREES @50' O.C.)		
ROAD NAME	REQUIRED TREES	PROVIDED TREES
SURVEYOR BOULEVARD (504LF)	17	EXISTING: 21 PROPOSED: 8
BELT LINE ROAD (774LF)	25	EXISTING: 14 PROPOSED: 25
RUNYON ROAD (248LF)	8	EXISTING: 7 PROPOSED: 2

PARKING LOT REQUIREMENTS	
	PROVIDED
INTERIOR PARKING AREA (5% / 563.11 SQFT)	30% / 3,427.40 SF
PARKING LOT TREE (1 TREE / 10 SPACES)	10 TREES (35 SPACES TOTAL)



1 LANDSCAPE SITE PLAN
Plan

SCALE: 1"=30' 0' 15' 30' 60' NORTH

TOWN PROJECT NO.
1877-Z

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

TBG

landscape architects, planners & designers

2001 bryan street
suite 1450
dallas, tx 75201

[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

project number
D22251

issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

sheet title
landscape site plan

sheet
LSP-01

KEY MAP
NOT TO SCALE

NOTE:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

PROJECT DATA:
SITE AREA: 10.1 ACRES
DENSITY: 42.3 UNITS/ACRE
OPEN SPACE +/- 2 ACRES

TOTAL SITE AREA: **439,956 SQFT**

OPEN SPACE TABLE (20% REQ.)	
	PROVIDED
OPEN SPACE (RESTAURANT PLAZA)	2.1% / 9,111.92 SF
OPEN SPACE (DISTRICT PARK)	3.7% / 16,435.53 SF
OPEN SPACE (20' LANDSCAPE BUFFER)	3.2% / 13,948.26 SF
OPEN SPACE (ADD'L. LANDSCAPE AREA)	13.5 / 57,557.20 SF
TOTAL	**96,302.93 SF (22%)**

OU-GAS-TXT
OU-ROW
OU-ROW-TXT
OU-LTLN
OU-LTLN-TXT
OU-PROP
OU-PROP-DIM
OU-PROP-DIM
OU-ECON1
OU-ECON1-TXT
OU-ECON-B
OU-ECON-BTXT
OU-SURV-PNT
OU-SURV-TRE
OU-SURV-TRE

TOWN PROJECT NO.
1877-Z

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

1 OPEN SPACE DIAGRAM
Plan

0' 15' 30' 60'
SCALE: 1"=30' NORTH

TBG

landscape architects, planners & designers

2001 bryan street
suite 1450
dallas, tx 75201

[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

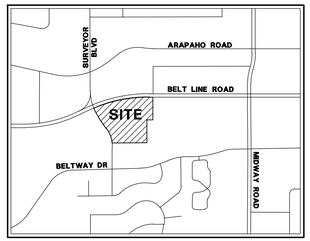
project number
D22251

issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

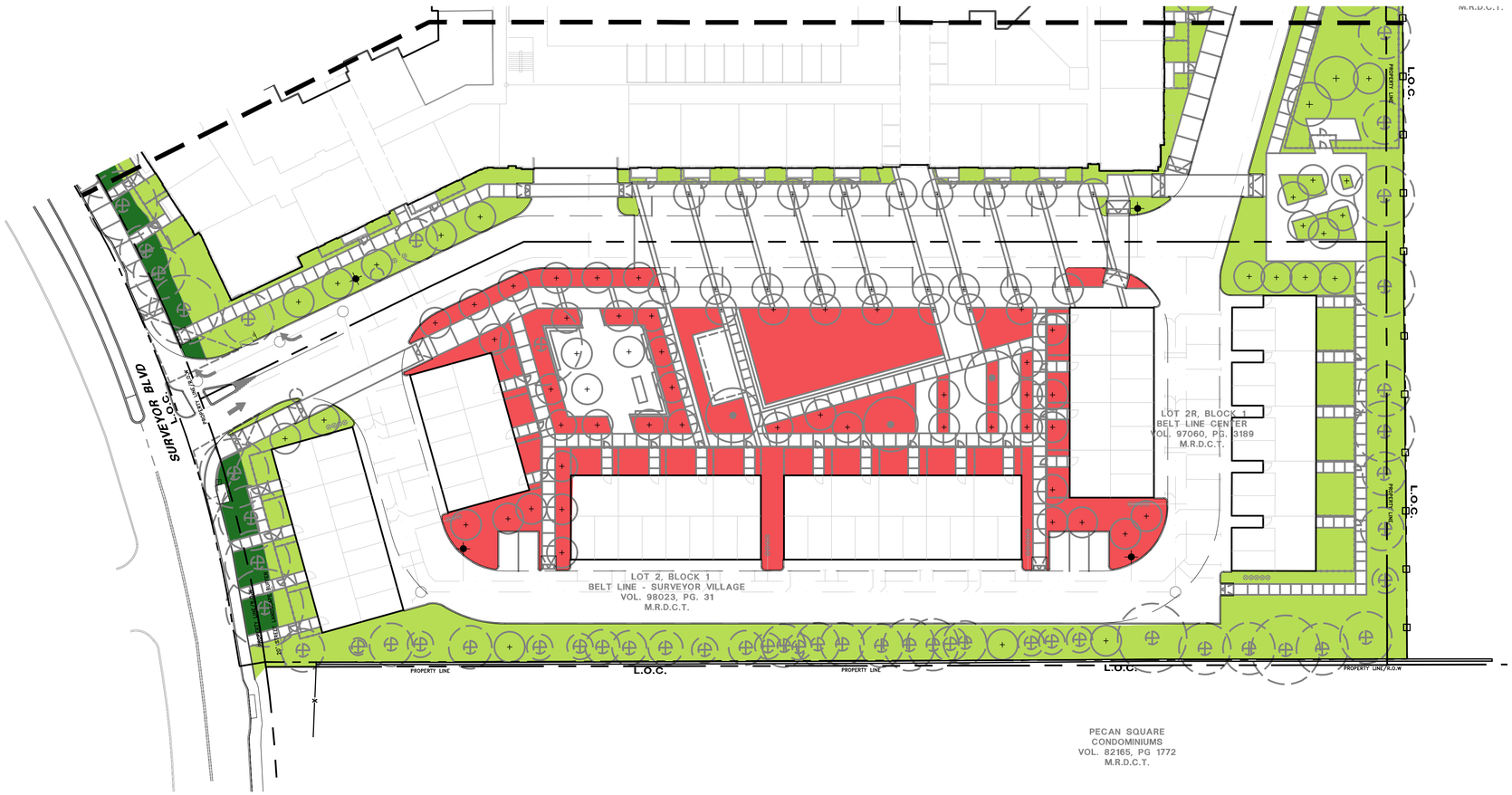
sheet title
open space diagram

sheet
OSP-01



KEY MAP
NOT TO SCALE

MATCHLINE, RE: 1/OSP-01



1 OPEN SPACE DIAGRAM
Plan

SCALE: 1"=30' NORTH

NOTE:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

PROJECT DATA:
SITE AREA: 10.1 ACRES
DENSITY: 42.3 UNITS/ACRE
OPEN SPACE +/- 2 ACRES

TOTAL SITE AREA: 439,964 SQFT

GROSS SITE LANDSCAPE:
LANDSCAPE AREA REQUIREMENT (20%):
439,964 / 43,560 = 10.10 AC.

OPEN SPACE TABLE (20% REQ.)		
		PROVIDED
	OPEN SPACE (RESTAURANT PLAZA)	2.11 / 9,111.92 SF
	OPEN SPACE (DISTRICT PARK)	3.75 / 16,486.53 SF
	OPEN SPACE (20' LANDSCAPE BUFFER)	3.25 / 13,198.28 SF
	OPEN SPACE (ADD'L. LANDSCAPE AREA)	13.5 / 57,557.20 SF
	TOTAL	46,302.93 SF (22%)

TOWN PROJECT NO.
1877-Z

DEVELOPER:
High Street Residential
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Contact: Kevin Hickman
Phone: (214) 863-4277

ENGINEER:
Urban Structure
8140 Walnut Hill Lane, #905
Dallas, TX 75231
Contact: Lauren
Phone: (214) 295-5775

PREPARED BY:
TBG Partners
2001 Bryan Street, Suite 1450
Dallas, Texas 75201
Contact: Mark Meyer
Phone: (214)744-0757

PROJECT INFORMATION:
4020 Addison Belt Line
Lot 1A - Block 1, Lot 2 - Block 1, Lot 2A -Block 1,
Lot 2R - Block 1, Lot 3 - Block 1, Mercado Jarez
In the Town of Addison, Dallas County, Texas
440,125 Sq. Ft./10.103 Acres

NOTES:
ANY REVISION TO THIS PLAN WILL REQUIRE TOWN OF ADDISON APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

TBG

landscape architects, planners & designers

2001 bryan street
suite 1450
dallas, tx 75201

[214] 744-0757
tbgpartners.com

project
4020 Addison Belt Line Road

High Street Residential
Addison, Texas

project number
D22251

issue date
09/07/2023

designed: DD, AC
drawn: DD, AC
reviewed: JH

sheet title
open space diagram

sheet
0SP-01

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Master Plan

0 20' 40' 80'

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

LEGEND:

A	*VEHICULAR DROP OFF / VALET*
B	*SLOPED LAWN*
C	*WATER FEATURE*
D	*WALL WITH INTEGRATED SEATING*
E	*RESTAURANT PATIO*
F	*SHADE STRUCTURE*
G	*ORNAMENTAL PLANTING*
H	*CANOPY TREE*
I	*ORNAMENTAL TREE*
J	*EXISTING TREE*
K	*ART / SIGNAGE*
L	STRING LIGHTS
M	*BOLLARDS / CUBRLESS CONDITION*
N	*BUS STOP*

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Enlargement

0 10' 20' 40'

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

LEGEND:

A	*PROGRAM LAWN*	I	*OUTDOOR GAME*
B	*PAVILION*	J	*SHADE TREE*
C	*TREE DECK PLAZA*	K	*STREET TREE*
D	*TREE GROVE*	L	*ORNAMENTAL TREE*
E	*CURBLESS PLAZA*	M	*EXISTING TREE*
F	*DOG PARK*	N	*ORNAMENTAL PLANTING*
G	*TOWNHOME PATIO*	O	*ART*
H	*MOVABLE SEATING*	P	*DOG PARK*

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Enlargement

0 10' 20' 40'

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG

TCC ADDISON + BELT LINE
landscape concept plan

Addison, Texas
02/16/23

Rendered View

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

TBG
2001 Bryan St.
Suite 1450
Dallas, Texas 75201

[214] 744 0757
tbgpartners.com

07 North Elevation
SCALE: 1/16" = 1'-0"

13 North Elevation
SCALE: 1/8" = 1'-0"

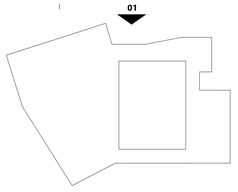
25 North Elevation
SCALE: 1/8" = 1'-0"

Level 1	Area(SF)	Percentage(%)
Brick	1636	74.1
Manufactured Stone	324	14.7
Metal Siding	221	10.0
ACM Panel	26	1.2
Total	2207	100%

Total Masonry Percentage(%)
88.8%

North Elevation	Area (SF)	Percentage(%)
Brick	12287	51.63
Metal Siding	921	3.87
Manufactured Stone	3096	13.01
Fiber Cement Panel	2927	12.30
Fiber Cement Siding	3435	14.43
ACM Panel	1132	4.76
TOTAL	**23798**	**100.00**
Glazing	12851	35.10

29 Material Percentage
NOT TO SCALE



OVERALL ELEVATIONS

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road
Addison,, Texas

Town Project Number:1877-Z

whole community design

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A400

01 East Elevation
SCALE:1/16" = 1'-0"

16 North Elevation
SCALE: 1/8" = 1'-0"

13 East Elevation
SCALE:1/8" = 1'-0"

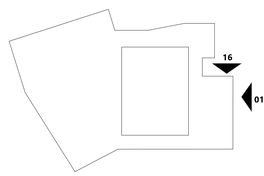
25 East Elevation
SCALE:1/8" = 1'-0"

Level 1	Area(SF)	Percentage(%)
Brick	1825	91.1%
Manufactured Stone	109	5.4%
Fiber Cement Siding	70	3.5%
ACM Panel	0	0%
Total	2004	100%

Total Masonry Percentage(%)
96.5%

East Elevation	Area (SF)	Percentage(%)
Brick	9681	71.52
Metal Siding	0	0.00
Manufactured Stone	662	4.89
Fiber Cement Panel	1952	14.42
Fiber Cement Siding	805	5.95
ACM Panel	436	3.22
TOTAL	**13536**	**100.00**
Glazing	7467	36.55

29 Material Percentage
NOT TO SCALE



OVERALL ELEVATIONS

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGH STREET RESIDENTIAL

Belt Line Road
Addison,, Texas

4020

Town Project Number:1877-Z

whole community design

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A401

01 West Elevation
SCALE:1/16" = 1'-0"

13 West Elevation
SCALE:1/8" = 1'-0"

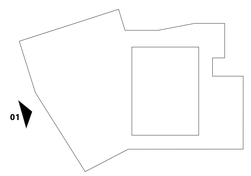
25 West Elevations
SCALE:1/8" = 1'-0"

Level 1	Area(SF)	Percentage(%)
Brick	2146	76.9%
Manufactured Stone	100	3.5%
Metal Siding	381	13.6%
Fiber Cement Panel	171	6.0%
Total	2789	100%

Total Masonry Percentage(%)
80.4%

West Elevation	Area (SF)	Percentage(%)
Brick	6922	55.77
Metal Siding	749	6.03
Manufactured Stone	819	6.60
Fiber Cement Panel	2824	22.75
Fiber Cement Siding	463	3.73
ACM Panel	635	5.12
Glazing	6370	33.92

29 Material Percentage
NOT TO SCALE



JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road
Addison,, Texas

Town Project Number:1877-Z

whole community design

Project Number: 2020027
Drawn By: kturk
Issue for:Review 07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A402

01 South Elevation
SCALE: 1/8" = 1'-0"1/16" = 1'-0"

13 South Elevation
SCALE: 1/8" = 1'-0"1/8" = 1'-0"

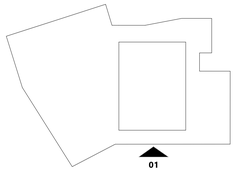
25 South Elevation
SCALE:1/8" = 1'-0"

Level 1	Area(SF)	Percentage(%)
Brick	2747	94.7%
Manufactured Stone	0	0
Metal Siding	0	0
Fiber Cement Panel	155	5.3%
Total	2902	100%

Total Masonry Percentage(%)
94.7%

South Elevation	Area (SF)	Percentage(%)
Brick	8020	56.70
Metal Siding	0	0.00
Manufactured Stone	0	0.00
Fiber Cement Panel	2750	19.44
Fiber Cement Siding	3374	23.85
ACM Panel	0	0.00
Glazing	7117	33.47

29 Material Percentage
NOT TO SCALE



OVERALL ELEVATIONS

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

Belt Line Road
Addison,, Texas

4020

Town Project Number:1877-Z

whole community design™

Project Number: 2020027
Drawn By: kturk
Issue for:Review 07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

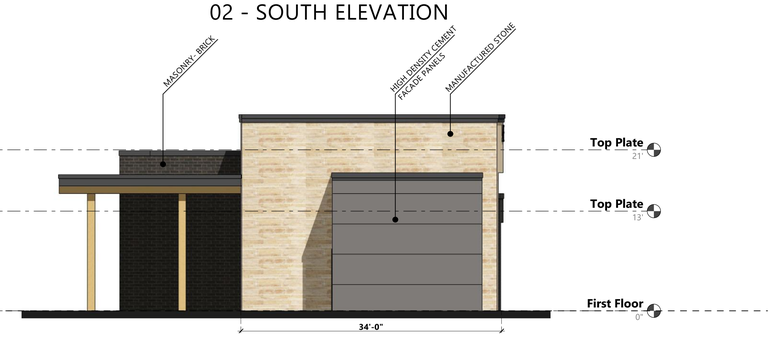
Delta	Issue Name	Date

A403

01 - NORTH ELEVATION

02 - SOUTH ELEVATION

03 - WEST ELEVATION



04 - EAST ELEVATION

MATERIAL PERCENTAGE: RESTAURANT 1 - NORTH ELEVATION

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	387	27%
MANUFACTURE STONE	840	59%
HIGH DENSITY CEMENT FACADE PANELS	200	14%
TOTAL	1,427	100%
GLAZING	729	34%

MATERIAL PERCENTAGE: RESTAURANT 1 - SOUTH ELEVATION

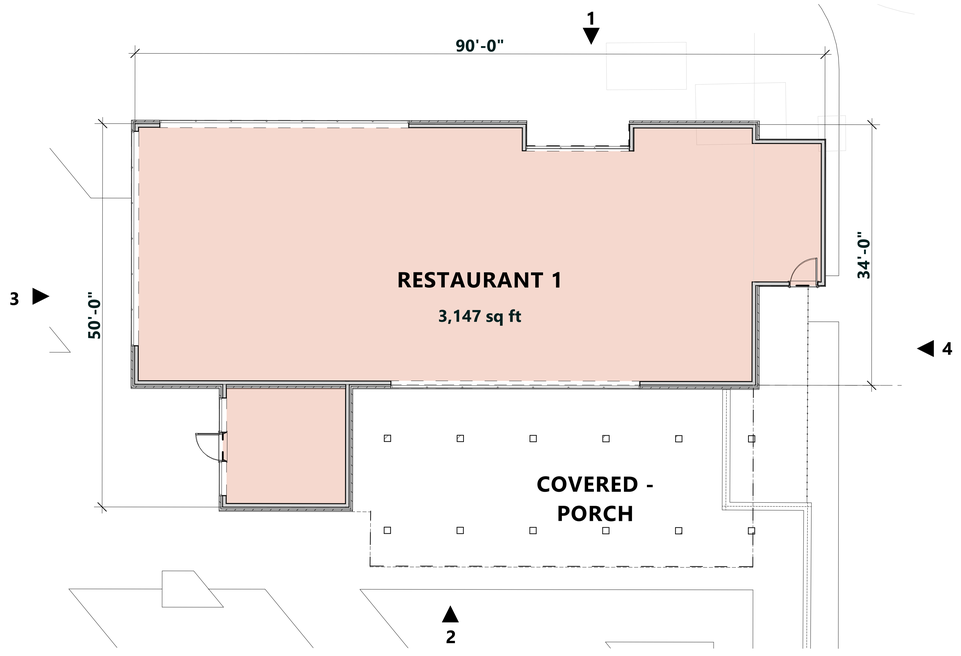
MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	503	30%
MANUFACTURE STONE	1,007	59%
HIGH DENSITY CEMENT FACADE PANELS	183	11%
TOTAL	1,693	100%
GLAZING	458	21%

MATERIAL PERCENTAGE: RESTAURANT 1 - WEST ELEVATION

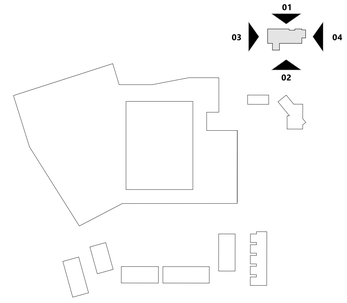
MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	365	44%
MANUFACTURE STONE	288	56%
HIGH DENSITY CEMENT FACADE PANELS	0	0%
TOTAL	653	100%
GLAZING	586	47%

MATERIAL PERCENTAGE: RESTAURANT 1 - EAST ELEVATION

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	341	28%
MANUFACTURE STONE	519	42%
HIGH DENSITY CEMENT FACADE PANELS	362	30%
TOTAL	1222	100%
GLAZING	0	0%



First Level



KEY PLAN

RESTAURANT 1 PLAN AND ELEVATIONS

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGH STREET RESIDENTIAL

4020 Belt Line Road

Addison,, Texas

Town Project Number:1877-Z

whole community design™

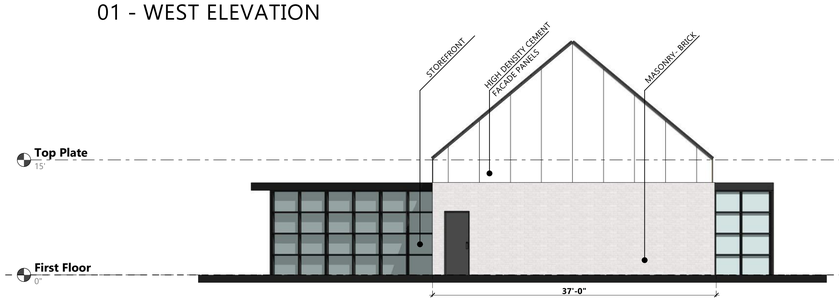
Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

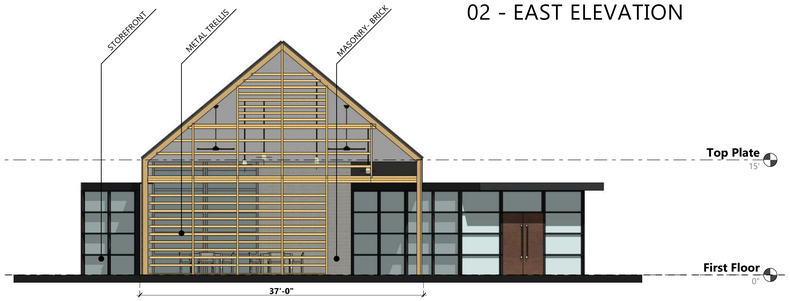
Delta	Issue Name	Date

01 - WEST ELEVATION

02 - EAST ELEVATION



03 - SOUTH ELEVATION



04 - NORTH ELEVATION

MATERIAL PERCENTAGE: RESTAURANT 2 - WEST ELEVATION

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	388	100%
HIGH DENSITY CEMENT FACADE PANELS	0	0%
TOTAL	388	100%
GLAZING	685	64%

MATERIAL PERCENTAGE: RESTAURANT 2 - EAST ELEVATION

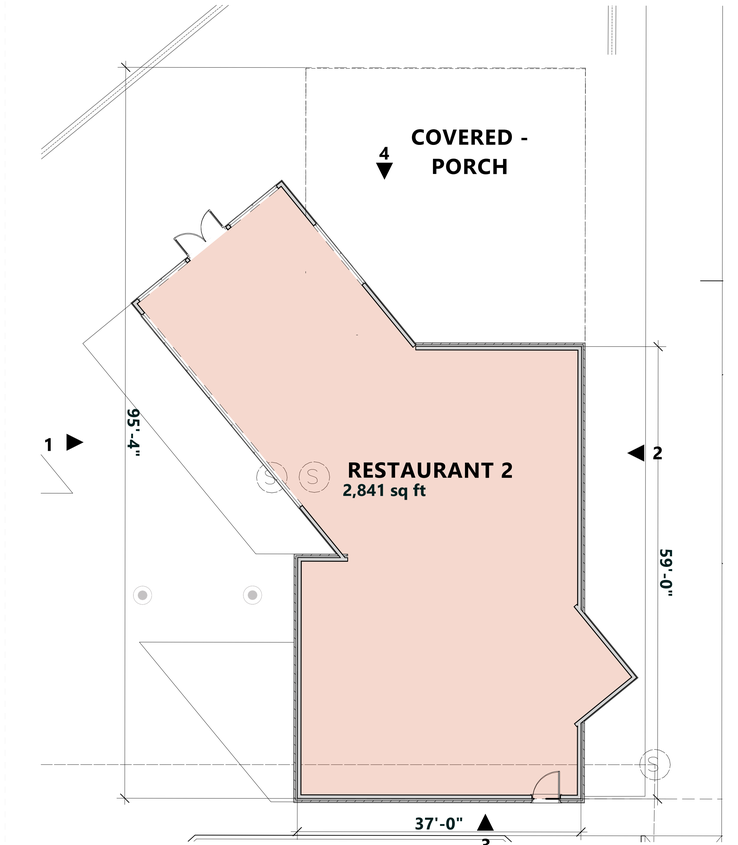
MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	377	100%
HIGH DENSITY CEMENT FACADE PANELS	0	0%
TOTAL	377	100%
GLAZING	763	67%

MATERIAL PERCENTAGE: RESTAURANT 2 - SOUTH ELEVATION

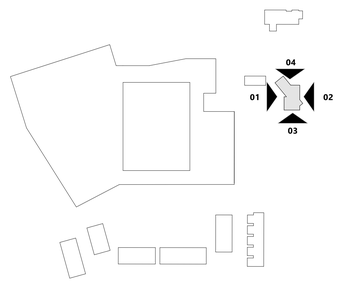
MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	422	52%
HIGH DENSITY CEMENT FACADE PANELS	394	48%
TOTAL	816	100%
GLAZING	320	28%

MATERIAL PERCENTAGE: RESTAURANT 2 - NORTH ELEVATION

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK	200	38%
HIGH DENSITY CEMENT FACADE PANELS	323	62%
TOTAL	523	100%
GLAZING	589	53%



First Level



KEY PLAN

RESTAURANT 2 PLAN AND ELEVATIONS

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM

Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGH STREET RESIDENTIAL

4020 Belt Line Road

Addison,, Texas

Town Project Number:1877-Z

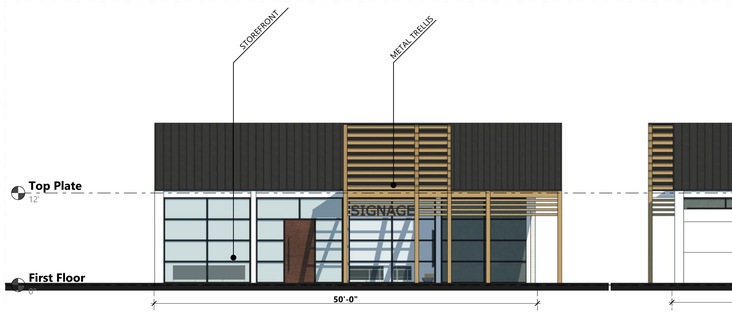
whole community design™

Project Number: 2020027
Drawn By: kturk
Issue for:Review 07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

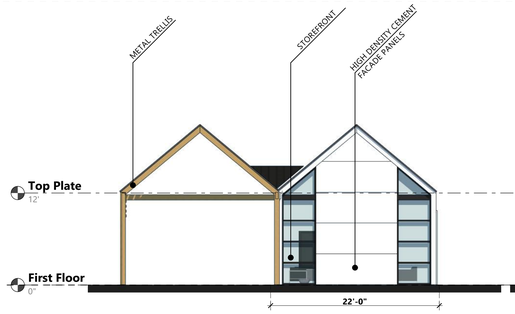
Delta	Issue Name	Date

A405

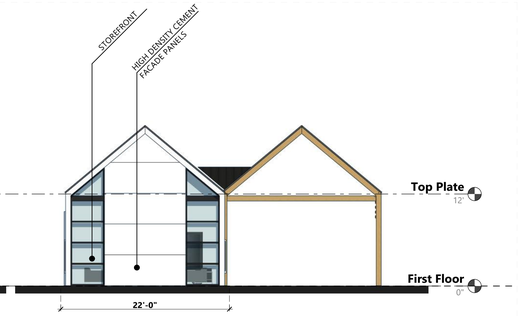


01 - NORTH ELEVATION

02 - SOUTH ELEVATION



03 - WEST ELEVATION



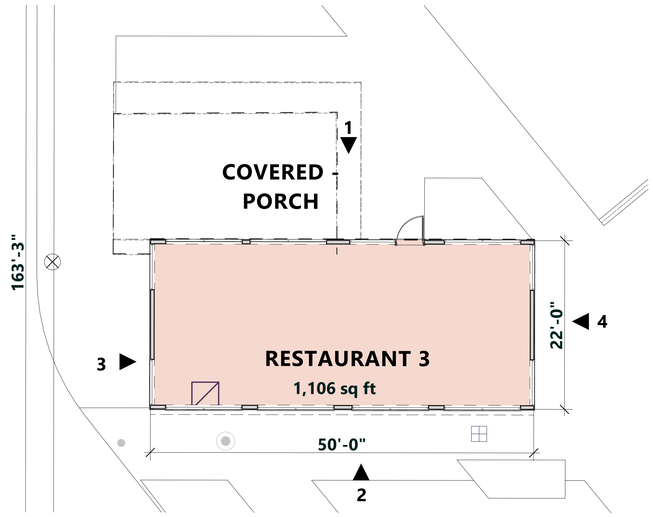
04 - EAST ELEVATION

MATERIAL PERCENTAGE: RESTAURANT 3 - NORTH ELEVATION		
MATERIAL	**SQ.FT.**	**PERCENTAGE**
MASONRY -BRICK	0	0%
HIGH DENSITY CEMENT FACADE PANELS	254	100%
TOTAL	254	100%
GLAZING	547	68%

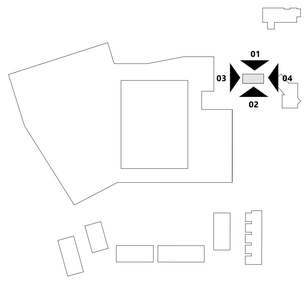
MATERIAL PERCENTAGE: RESTAURANT 3 - SOUTH ELEVATION		
MATERIAL	**SQ.FT.**	**PERCENTAGE**
MASONRY -BRICK	0	0%
HIGH DENSITY CEMENT FACADE PANELS	368	100%
TOTAL	368	100%
GLAZING	295	44%

MATERIAL PERCENTAGE: RESTAURANT 3 - WEST ELEVATION		
MATERIAL	**SQ.FT.**	**PERCENTAGE**
MASONRY -BRICK	0	0%
HIGH DENSITY CEMENT FACADE PANELS	258	100%
TOTAL	258	100%
GLAZING	138	35%

MATERIAL PERCENTAGE: RESTAURANT 3 - EAST ELEVATION		
MATERIAL	**SQ.FT.**	**PERCENTAGE**
MASONRY -BRICK	0	0%
HIGH DENSITY CEMENT FACADE PANELS	258	100%
TOTAL	258	100%
GLAZING	138	35%



First Level



KEY PLAN

RESTAURANT 3 PLAN AND ELEVATIONS

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGH STREET RESIDENTIAL

4020 Belt Line Road
Addison, Texas

Town Project Number:1877-Z

whole community design

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A406

01 - ELEVATION 01 GLAZING : 27%

02 - ELEVATION 02 GLAZING : 26%

03 - ELEVATION 03 GLAZING : 17%

04 - ELEVATION 04 GLAZING : 14%

MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 1

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	2315	83%
CEMENTITIOUS FIBER BOARD/SIDING	485	17%
TOTAL	2800	100%

GARAGE EXCLUDED FROM CALCULATION

MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 2

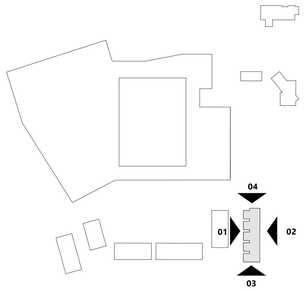
MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	1007	31%
CEMENTITIOUS FIBER BOARD/SIDING	2248	69%
TOTAL	3255	100%

MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 3

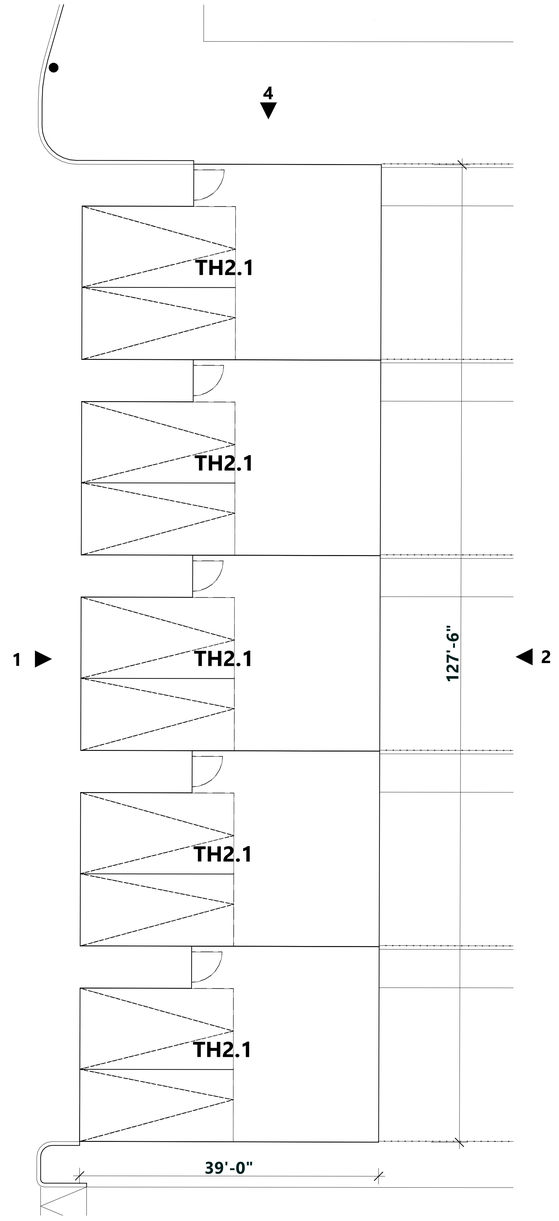
MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	1062	100%
CEMENTITIOUS FIBER BOARD/SIDING	0	0%
TOTAL	1062	100%

MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 4

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	286	25%
CEMENTITIOUS FIBER BOARD/SIDING	853	75%
TOTAL	1139	100%



KEY PLAN



First Level

3

TH1 PLAN AND ELEVATIONS

JHP

Architecture / Urban Design

A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM

Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road

Addison, Texas

Town Project Number:1877-Z

whole community design™

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A407

GLAZING: 26%

01 - ELEVATION 01

GLAZING: 13%

02 - ELEVATION 02

GLAZING: 12%

03 - ELEVATION 03

GLAZING: 19%

04 - ELEVATION 04

MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 1

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	3340	82%
CEMENTITIOUS FIBER BOARD/SIDING	747	18%
TOTAL	4087	100%

MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 2

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	1441	47%
CEMENTITIOUS FIBER BOARD/SIDING	1639	53%
TOTAL	3080	100%

GARAGE EXCLUDED FROM CALCULATION

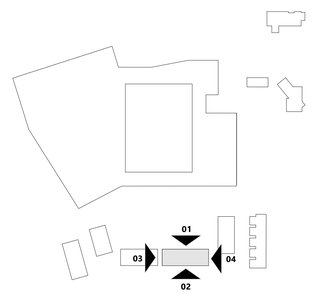
MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 3

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	1134	100%
CEMENTITIOUS FIBER BOARD/SIDING	0	0
TOTAL	1134	100%

MATERIAL PERCENTAGE: BLDG 3 - ELEVATION 4

MATERIAL	SQ.FT.	PERCENTAGE
MASONRY -BRICK AND CULTURED STONE	976	91%
CEMENTITIOUS FIBER BOARD/SIDING	100	9%
TOTAL	1076	100%

First Level



KEY PLAN

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road

Addison,, Texas

Town Project Number:1877-Z

whole community design

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A408

SIGNAGE
JHP

LEASING
PARKING
JHP

SIGNAGE
SIGNAGE
CUISINE MULHOUSE
FARM & FABLE
JHP

JHP

19 First Level
SCALE: 1/32" = 1'-0"

OVERALL FIRST FLOOR PLAN

JHP
Architecture / Urban Design

A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM

Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road

Addison,, Texas

Town Project Number:1877-Z

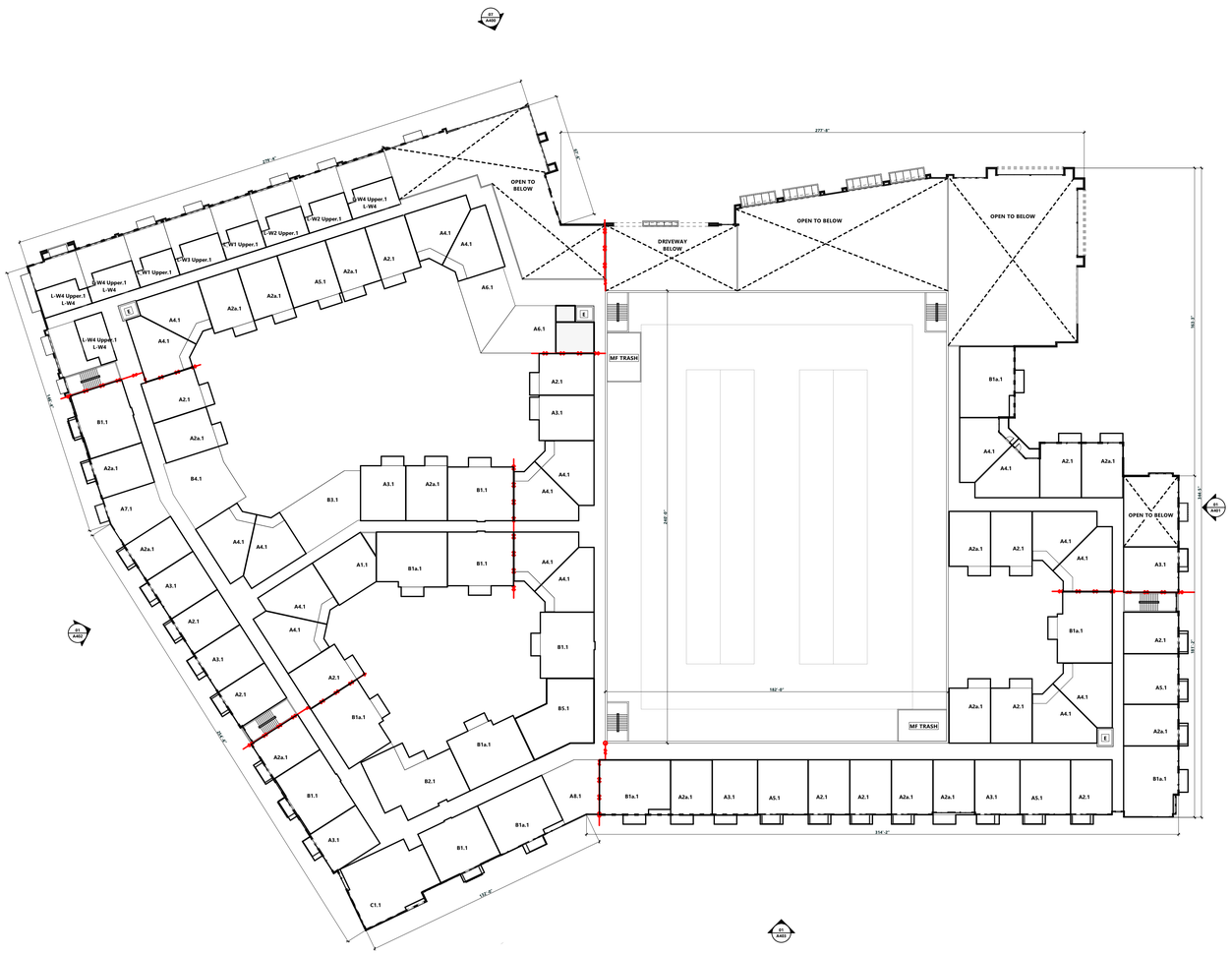
whole community design

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A301



19 Second Level
SCALE: 1/32" = 1'-0"

OVERALL SECOND FLOOR PLAN

JHP

Architecture / Urban Design

A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM

Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road

Addison,, Texas

Town Project Number:1877-Z

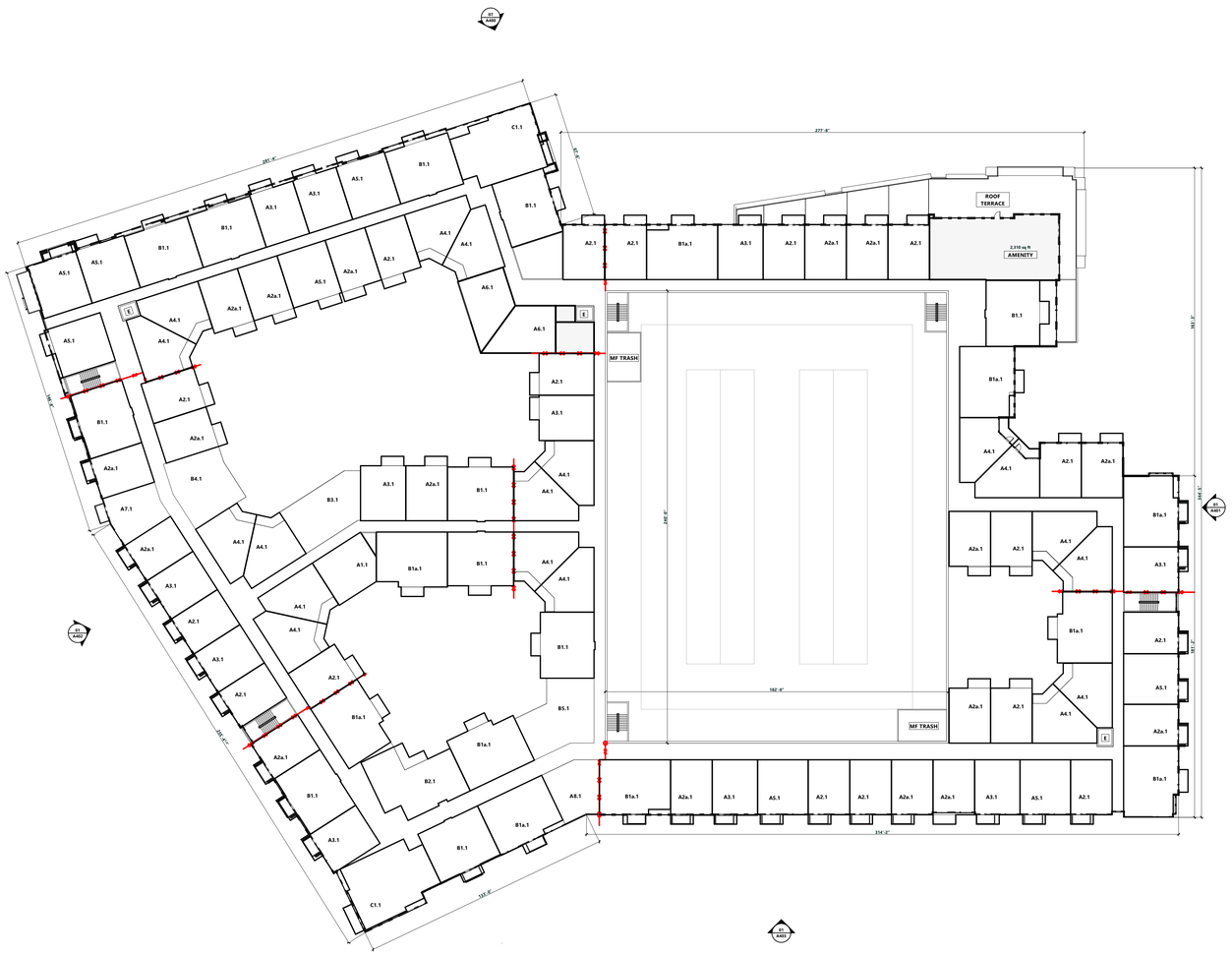
whole community design

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A302



19 Third Level
SCALE: 1/32" = 1'-0"

OVERALL THIRD FLOOR PLAN

JHP
Architecture / Urban Design

A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM

Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road
Addison,, Texas

Town Project Number:1877-Z

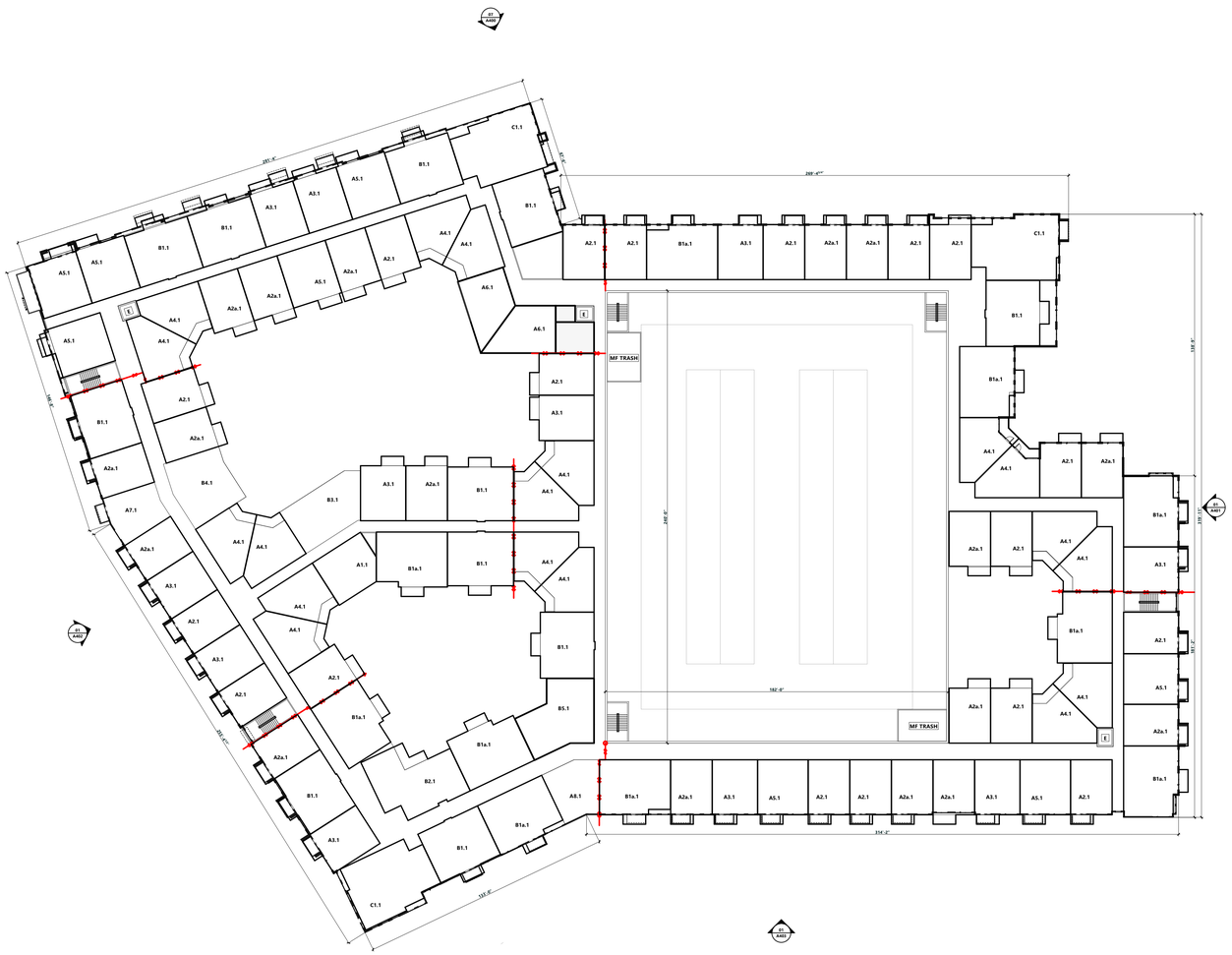
whole community design™

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A303



19 Fourth Level
SCALE: 1/32" = 1'-0"

OVERALL FOURTH FLOOR PLAN

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road

Addison,, Texas

Town Project Number:1877-Z

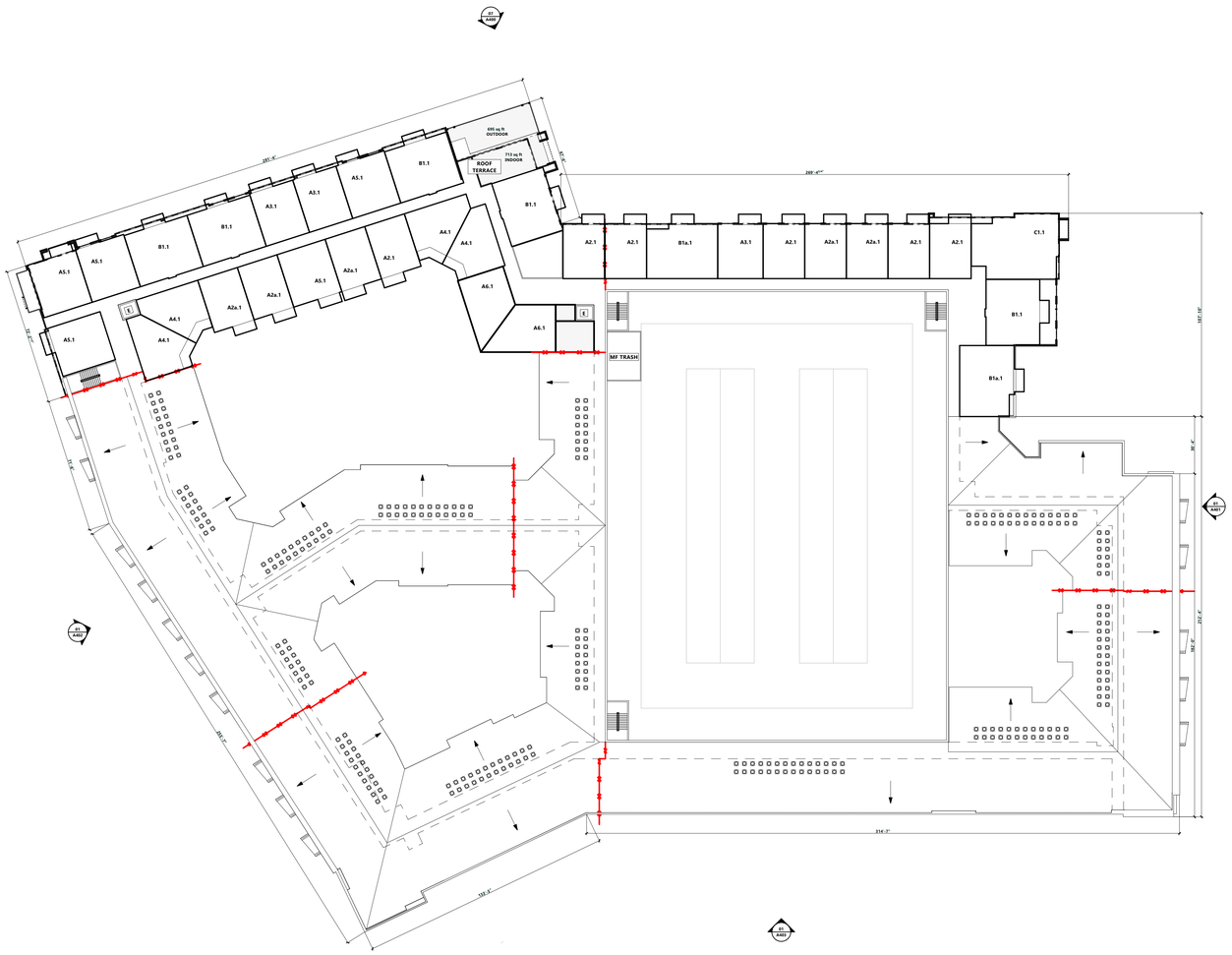
whole community design™

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A304



19 Fifth Level & Roof Plan
SCALE: 1/32" = 1'-0"

OVERALL FIFTH FLOOR PLAN

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road
Addison,, Texas

Town Project Number:1877-Z

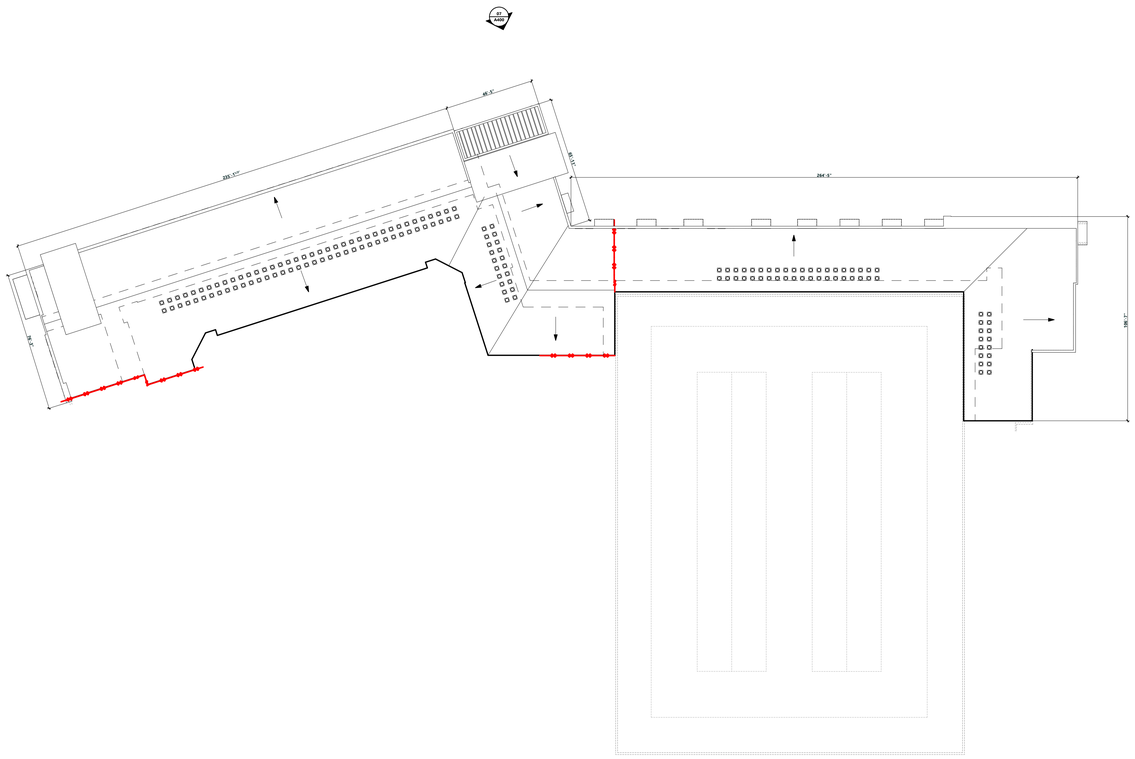
whole community design

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A305



13 Roof Plan
SCALE: 1/32" = 1'-0"

OVERALL ROOF PLAN

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM

Registered Architect of the State of:
TEXAS
Registration Number:
23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road

Addison, Texas

Town Project Number:1877-Z

whole community design™

Project Number:	2020027
Drawn By:	kturk
Issue for:Review	07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

Delta	Issue Name	Date

A306

Belt Line Addison

SUMMARY

Site Acreage 10.1 Net Acres
Project Density 42.38 Units Per Acre

UNIT DATA:

Description / Unit	A1 1B/1B	A2 1B/1B	A2a 1B/1B	A3 1B/1B	A4 1B/1B	A5 1B/1B	A6 1B/1B	A7 1B/1B	A8 1B/1B	B1 2B/2B	B1a 2B/2B	B2 2B/2B	B3 2B/2B	B4 2B/2B	B5 2B/2B	C1 3B/2B	LW 1 1B/1B	LW 2 1B/1B	LW 3 1B/1B	LW 4 1B/1B	TH 1 2B/2.5B	TH 2 2B/2.5B	Totals/Avg.
Total Number	4	68	65	41	74	32	8	4	4	37	33	4	4	4	4	8	2	2	1	4	20	5	**428**
Net Square Footage	623	642	642	858	769	780	769	697	748	999	1,067	1,319	1,083	1,094	1,216	1,477	950	1,040	1,137	1,162	2,100	2,300	895
Gross Square Footage	623	642	642	858	769	780	769	697	748	999	1,067	1,319	1,083	1,094	1,216	1,477	950	1,040	1,137	1,162	2,200	2,400	901
Percent of Total	0.9%	15.9%	15.2%	9.6%	17.3%	7.5%	1.9%	0.9%	0.9%	8.6%	7.7%	0.9%	0.9%	0.9%	0.9%	1.9%	0.5%	0.5%	0.2%	0.9%	4.7%	1.2%	100%
Percentage of Mix	70.1%									20.1%						1.9%	2.1%				5.8%		100%
Unit Net Totals	2,492	43,656	41,730	35,178	56,906	24,960	6,152	2,788	2,992	36,963	35,211	5,276	4,332	4,376	4,864	11,816	1,900	2,080	1,137	4,648	42,000	11,500	**382,957**
Unit Gross Totals	2,492	43,656	41,730	35,178	56,906	24,960	6,152	2,788	2,992	36,963	35,211	5,276	4,332	4,376	4,864	11,816	1,900	2,080	1,137	4,648	44,000	12,000	**385,457**

MF BUILDING DATA:	A1 1B/1B	A2 1B/1B	A2a 1B/1B	A3 1B/1B	A4 1B/1B	A5 1B/1B	A6 1B/1B	A7 1B/1B	A8 1B/1B	B1 2B/2B	B1a 2B/2B	B2 1B/1B	B3 1B/1B	B4 1B/1B	B5 1B/1B	C1 3B/2B	LW 1 1B/1B	LW 2 1B/1B	LW 3 1B/1B	LW 4 1B/1B	TH 1 2B/2.5B	TH 2 2B/2.5B	Total Units per Floor
1st Floor	1	14	11	8	16	7	0	1	1	4	3	1	1	1	1	1	2	2	1	4	0	0	80
2nd Floor	1	13	15	8	18	4	2	1	1	6	8	1	1	1	1	1	0	0	0	0	0	0	82
3rd Floor	1	17	17	11	18	8	2	1	1	11	10	1	1	1	1	2	0	0	0	0	0	0	103
4th Floor	1	18	17	11	18	8	2	1	1	11	10	1	1	1	1	3	0	0	0	0	0	0	105
5th Floor	0	6	5	3	4	5	2	0	0	5	2	0	0	0	0	1	0	0	0	0	0	0	33
	A1 1B/1B	A2 1B/1B	A2a 1B/1B	A3 1B/1B	A4 1B/1B	A5 1B/1B	A6 1B/1B	A7 1B/1B	A7 1B/1B	B1 2B/2B	B1a 2B/2B	B2 2B/2B	B3 2B/2B	B4 2B/2B	B5 2B/2B	C1 3B/2B	LW 1 1B/1B	LW 2 1B/1B	LW 3 1B/1B	LW 4 1B/1B	TH 1 1B/1B	TH 2 1B/1B	Unit Total
TOTAL	**4**	**68**	**65**	**41**	**74**	**32**	**8**	**4**	**4**	**37**	**33**	**4**	**4**	**4**	**4**	**8**	**2**	**2**	**1**	**4**			**403**
TH BUILDINGS DATA																					**20**	**5**	**25**
Parking Spaces @ 1/BR	4	68	65	41	74	32	8	4	4	74	66	8	8	8	8	24	2	2	1	4	40	10	

Total Garage Parking	**555**
Total Surface Parking	**27**
	582

Commercial Total	s.f	
RESTAURANT 1	3,174	12,731
RESTAURANT 2	2,841	
RESTAURANT 3	1,106	
RESTAURANT 4	5,610	
RETAIL	5,589	6,485
RETAIL CORRIDOR	896	
TOTAL	**19,216**	

Amenity for MF Total	s.f
LEASING	10,056
AMENITY	3,060
TOTAL	**13,116**

19 Project Data
NOT TO SCALE

JHP
Architecture / Urban Design
A FIRM WITH A VIBRANT & EXCITING CULTURE RECOGNIZED FOR ELEVATED DESIGN

NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

CARL M. MALCOLM
Registered Architect of the State of: TEXAS
Registration Number: 23379

HIGHSTREET RESIDENTIAL

4020 Belt Line Road
Addison, Texas

Town Project Number:1877-Z

whole community design™

Project Number: 2020027
Drawn By: kturk
Issue for:Review 07.21.2023

Copyright © JHP 2023
All Rights Reserved. All materials embodied herein constitute an original work by the Architect; the Architect owns all copyrights herein. The viewer may not reproduce, display or distribute this work or prepare derivative works based on this work without the express written consent of the copyright owner.

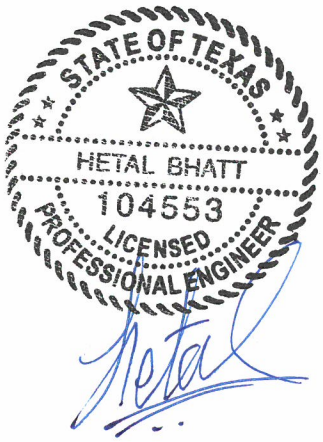
Delta	Issue Name	Date

TRAFFIC IMPACT ANALYSIS FOR A MIXED-USE DEVELOPMENT ADDISON, TEXAS

Prepared for:
Urban Structure
8140 Walnut Hill Lane, Suite 905
Dallas, Texas 75231

Prepared by:

Lee Engineering, LLC
TBPE Firm F-450
3030 LBJ Freeway, Suite 1660
Dallas, Texas 75234
Phone: (972) 248-3006
Fax: (972) 248-3855



08/28/2023

August 2023
Third Submittal: August 08, 2023
Second Submittal: May 18, 2023
First Submittal: November 14, 2022

T1843.05

TABLE OF CONTENTS

EXECUTIVE SUMMARY i

INTRODUCTION 1

EXISTING AND PROPOSED LAND USES 2

EXISTING AND PROPOSED TRANSPORTATION SYSTEM 4

SITE TRAFFIC CHARACTERISTICS 7

TRAFFIC OPERATIONS ANALYSIS 13

SIGHT DISTANCE ANALYSIS 15

AUXILIARY LANE ANALYSIS 16

ACCESS SPACING 17

CONCLUSIONS 18

RECOMMENDATIONS 19

APPENDIX 20

LIST OF TABLES

Table 1: Historical 24-Hour Traffic Volumes 5

Table 2: Trip Generation Characteristics for Proposed Development 8

Table 3: Level of Service Criteria for Intersections 13

Table 4: Intersection Capacity Analysis Results – 2022 Existing & Build-Out Year (2026) Conditions 13

Table 5: Sight Distance Evaluation 15

Table 6: Right Turn Deceleration Lane Analysis Results 16

LIST OF FIGURES

Figure 1: Vicinity Map 2

Figure 2: Proposed Site Plan 3

Figure 3: Existing Lane Configurations 2

Figure 4: Proposed Lane Configurations 3

Figure 5: 2022 Existing Peak Hour Traffic Volumes 4

Figure 6: Build-Out Year (2026) Background Peak Hour Traffic Volumes 6

Figure 7: Assumed Directional Distribution 10

Figure 8: Site-Generated Peak Hour Traffic Volumes 11

Figure 9: Build-Out Year (2026) Total Peak Hour Traffic Volumes 12

EXECUTIVE SUMMARY

This traffic study was updated to include the site plan updates for the proposed mixed-use development in Addison, Texas. This update adressed the revised intersection configuration at Driveway 2 on Surveyor Boulevard to restrict the left-turn outbound movement from the driveway, i.e. the westbound left-turn movement, and a hooded left turn on Beltline Road at Driveway 1. The proposed mixed-use development will be located south of Belt Line Road between Surveyor Boulevard and Runyon Road in Addison, Texas. The proposed mixed-use development will include mid-rise multifamily housing, townhomes, retail services, small office, and restaurants. The proposed development is planned to be completed in 2026 (Build-Out Year).

The following existing intersections were included in this study based on the discussion with Kimley-Horn and Associates (Town's Consultant).

1. Arapaho Road at Surveyor Boulevard
2. Belt Line Road at Surveyor Boulevard
3. Beltway Drive at Surveyor Boulevard
4. Belt Line Road at Runyon Road

The proposed Mixed-use development is predicted to generate: 3,984 daily trips, 285 AM peak hour trips, and 247 PM peak hour trips.

Intersection Capacity Analysis

All study area signalized intersections, All-way Stop Controlled intersections, and stopped controlled approaches/movements operate at LOS D or better and will continue operating at such LOS under future scenarios.

Intersection Sight Distance Analysis

Based on the field investigation of existing conditions, this study concludes that the available sight distance is predicted to exceed the intersection sight distance for the proposed site driveway on Belt Line Road.

Auxiliary Lane Analysis

The right turn decelerations lanes are not warranted at the site access points. The left turn deceleration lane is available at the proposed Driveway 1 location. The left turn deceleration lanes are not warranted at the proposed Driveways 2 and 3.

Access Spacing

The proposed Driveway 1 and existing Driveway 2 & 3 locations meet minimum spacing requirements for the Town of Addison.

Recommendations

Based on the analysis presented in this study, no improvements are recommended.

INTRODUCTION

Purpose

This traffic study was updated to include the site plan updates for the proposed mixed-use development in Addison, Texas. This update adressed the revised intersection configuration at Driveway 2 on Surveyor Boulevard to restrict the left-turn outbound movement from the driveway, i.e. the westbound left-turn movement, and a hooded left turn on Beltline Road at Driveway 1. The proposed mixed-use development will be located south of Belt Line Road between Surveyor Boulevard and Runyon Road in Addison, Texas. The proposed mixed-use development will include mid-rise multifamily housing, townhomes, retail services, small office, and restaurants. The proposed development is planned to be completed in 2026 (Build-Out Year).

Methodology

Data Collection

- Collected weekday AM and PM peak period turning movement counts at the existing study intersections:
  - Arapaho Road at Surveyor Boulevard
  - Belt Line Road at Surveyor Boulevard
  - Beltway Drive at Surveyor Boulevard
  - Belt Line Road at Runyon Road
- Obtained the proposed site plan, historical traffic counts, and turning movements.
- Obtained signal timing synchro files for the study intersections from Kimley-Horn and Associates.
- Performed a field visit to confirm current configurations.

Traffic Analysis

- Assessed the general accessibility of the site.
- Estimated the number of trips that will be generated by the proposed development.
- Estimated the directional distribution of traffic approaching / departing the development.
- Assigned the estimated traffic to the street network.
- Analyzed the impact of the proposed development on the area roadways.

Recommendations

- Determined if any roadway improvements are needed to accommodate projected traffic generated by the proposed development.

Documentation

- Prepared a report documenting the study procedures and results.

EXISTING AND PROPOSED LAND USES

Existing Development

The site of the proposed development currently includes the following:

- A 5,802 sqft restaurant
- A 14,627 sqft event center
- A 4,096 sqft retail bank with a drive-thru
- A 45,702 sqft office building

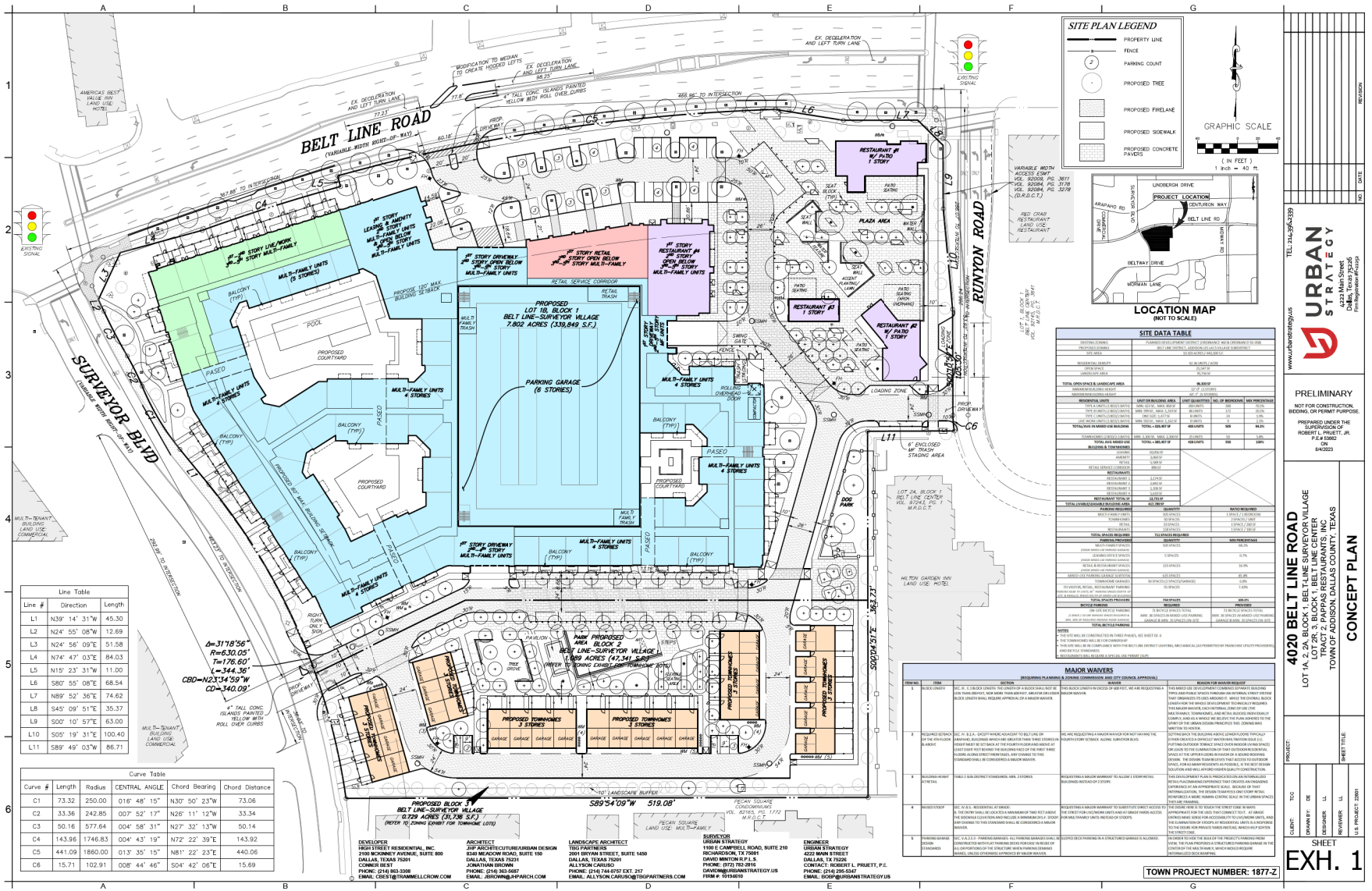
A vicinity map of the study area is shown in **Figure 1**.

Proposed Development

The proposed mixed-use development will be located south of Belt Line Road between Surveyor Boulevard and Runyon Road in Addison, Texas. The proposed mixed-use development will include mid-rise multifamily housing, townhomes, retail services, small office, and restaurants. The proposed development is planned to be completed in 2026 (Build-Out Year).

The proposed site plan for the development is provided in **Figure 2**.

Figure 1: Vicinity Map



Line Table		
Line #	Direction	Length
L1	N39° 14' 31"W	45.30
L2	N24° 55' 08"W	12.69
L3	N24° 56' 09"E	51.58
L4	N74° 47' 03"E	84.03
L5	N15° 23' 31"W	11.00
L6	S80° 55' 08"E	68.54
L7	N89° 52' 36"E	74.62
L8	S45° 09' 51"E	35.37
L9	S00° 10' 57"E	63.00
L10	S05° 19' 31"E	100.40
L11	S89° 49' 03"W	86.71

Curve Table					
Curve #	Length	Radius	CENTRAL ANGLE	Chord Bearing	Chord Distance
C1	73.32	250.00	016° 48' 15"	N30° 50' 23"W	73.06
C2	33.36	242.85	007° 52' 17"	N26° 11' 12"W	33.34
C3	50.16	577.64	004° 58' 31"	N27° 32' 13"W	50.14
C4	143.96	1746.83	004° 43' 19"	N72° 22' 39"E	143.92
C5	441.09	1860.00	013° 35' 15"	N81° 22' 23"E	440.06
C6	15.71	102.91	008° 44' 46"	S04° 42' 06"E	15.69

SITE DATA TABLE

EXISTING ZONING	PLANNED DEVELOPMENT DISTRICT 219 (ORDINANCE 460-B, ORDINANCE 92-958)
PROPOSED ZONING	BELT LINE DISTRICT – ADDISON CIRCLE/CA VILLAGE SUBDISTRICT
SITE AREA	62.303 ACRES (2,713,787 S.F.)
RESIDENTIAL DENSITY	32.36 UNITS / ACRE
OPEN SPACE	25,547 SF
LANDSCAPE AREA	19,750 SF
TOTAL OPEN SPACE & LANDSCAPE AREA	45,300 SF
MINIMUM BUILDING HEIGHT	12'-0" (1 STORY)
MAXIMUM BUILDING HEIGHT	180'-0" (15 STORIES)

RESIDENTIAL UNITS	UNIT OR BUILDING AREA	UNIT QUANTITIES	NO. OF BEDROOMS	MIX/ PERCENTAGE
TYPE A UNITS (1 BED / 1 BATH)	MIN. 727 SF, MAX. 850 SF	350 UNITS	350	70.0%
TYPE B UNITS (1 BED / 1 BATH)	MIN. 799 SF, MAX. 1,150 SF	86 UNITS	172	20.0%
TYPE C UNITS (2 BED / 2 BATH)	MIN. 1,150 SF, MAX. 1,250 SF	14 UNITS	28	3.0%
LIVE WORK UNITS (1 BED / 1 BATH)	MIN. 750 SF, MAX. 1,250 SF	11 UNITS	11	1.0%
TOTAL/AVG IN MIXED-USE BUILDING	TOTAL = 525,457 SF	459 UNITS	505	94.1%
TOWNHOMES (2 BED / 2.5 BATH)	MIN. 1,300 SF, MAX. 1,500 SF	29 UNITS	59	5.9%
TOTAL AVG MIXED-USE BUILDING & TOWNHOMES	TOTAL = 585,457 SF	488 UNITS	564	100%

LOADING	10,950 SF
AMENITY	3,060 SF
RETAIL	5,389 SF
RETAIL SERVICE CORRIDOR	890 SF
RESTAURANTS	
RESTAURANT 1	3,174 SF
RESTAURANT 2	2,893 SF
RESTAURANT 3	3,336 SF
RESTAURANT 4	4,000 SF
RESTAURANT TOTAL SF	13,753 SF
TOTAL UNHEATED/LEASABLE BUILDING AREA	422,780 SF

PARKING REQUIRED	QUANTITY	RATIO REQUIRED
MULTI-FAMILY SPACES	459 SPACES	1 SPACE / UNIT
TOWNHOMES	58 SPACES	2 SPACES / UNIT
RETAIL	33 SPACES	1 SPACE / 300 SF
RESTAURANTS	138 SPACES	1 SPACE / 100 SF
TOTAL SPACES REQUIRED	711 SPACES REQUIRED	

PARKING PROVIDED	QUANTITY	MIX/ PERCENTAGE
MULTI-FAMILY SPACES (FIVE SERVED BY PARKING GARAGE)	505 SPACES	68.3%
LEASING OFFICE SPACES (FIVE SERVED BY PARKING GARAGE)	5 SPACES	0.7%
RETAIL & RESTAURANT SPACES (FIVE SERVED BY PARKING GARAGE)	125 SPACES	16.9%
MIXED-USE PARKING GARAGE SUBTOTAL	635 SPACES	85.8%
TOWNHOME GARAGES	50 SPACES (2 STACK/GARAGE)	6.8%
TH VISITOR, RETAIL, RESTAURANT PARKING (SEE NOTE 3)	55 SPACES	7.43%
TOTAL SPACES PROVIDED	740 SPACES	100.0%

BICYCLE PARKING	REQUIRED	PROVIDED
ON-SITE BICYCLE PARKING (1 SPACE / 10 UNIT MIXED-USE PARKING & MIN. 10% OF REQUIRED PARKING FOR GARAGE)	71 BICYCLE SPACES TOTAL (MIN. 36 SPACES IN MIXED-USE PARKING GARAGE & MIN. 35 SPACES ON-SITE	71 BICYCLE SPACES TOTAL (MIN. 36 SPACES IN MIXED-USE PARKING GARAGE & MIN. 35 SPACES ON-SITE
TOTAL BICYCLE PARKING		

NOTES:
- THE SITE WILL BE CONSTRUCTED IN THREE PHASES, SEE SHEET EX. 6
- THE TOWNHOMES WILL BE FOR OWNERSHIP
- THIS SITE WILL BE IN COMPLIANCE WITH THE BELT LINE DISTRICT LIGHTING, MECHANICAL (AS PERMITTED BY FRANCHISE UTILITY PROVISIONS), AND FACADE STANDARDS
- RESTAURANTS WILL REQUIRE A SPECIALTY USE PERMIT (SUP)

MAJOR WAIVERS
(REQUIRING PLANNING & ZONING COMMISSION AND CITY COUNCIL APPROVAL)

ITEM NO.	ITEM	SECTION	WAIVER	REASON FOR WAIVER REQUEST
1	BLOCK LENGTH	SEC. III. 1. C.3 BLOCK LENGTH. THE LENGTH OF A BLOCK SHALL NOT BE LESS THAN 200 FEET, NOR MORE THAN 600 FEET. ANY BLOCK OR URBAN BLOCK LENGTH SHALL REQUIRE APPROVAL OF A MAJOR WAIVER.	THIS BLOCK LENGTH IN EXCESS OF 600 FEET, WE ARE REQUESTING A MAJOR WAIVER.	THIS MIXED USE DEVELOPMENT COMPRISES SEPARATE BUILDING TYPES AND PUBLIC SPACES THROUGH AN INTERNAL STREET SYSTEM THAT ORGANIZES ITS USES AROUND IT. WHILE THE OVERALL BLOCK LENGTH HOW THE MIXED DEVELOPMENT TECHNICALLY REQUIRES THIS MAJOR WAIVER, EACH INTERNAL ZONE OF USE (THE MULTI-FAMILY, TOWNHOMES, AND RETAIL BLOCKS) INDIVIDUALLY COMPLY, AND AS A WHOLE WE BELIEVE THE PLAN ADHERES TO THE SPIRIT OF THE URBAN DESIGN PRINCIPLES THAT ZONING WAS WRITTEN TO FOSTER.
2	REQUIRED SETBACK OF THE 4TH FLOOR & ABOVE	SEC. IV. B.2.A. - EXCEPT WHERE ADJACENT TO BELT LINE OR MAINFRAME, BUILDINGS WHICH ARE GREATER THAN THREE STORIES IN HEIGHT MUST BE SET BACK AT THE FOURTH FLOOR AND ABOVE AT LEAST EIGHT FEET BEHIND THE BUILDING FACE OF THE FIRST THREE FLOORS ALONG STREET FRONTAGES. ANY CHANGE TO THIS STANDARD SHALL BE CONSIDERED A MAJOR WAIVER.	WE ARE REQUESTING A MAJOR WAIVER FOR NOT HAVING THE FOURTH STORY SETBACK ALONG SURVEYOR BLVD.	SETTING BACK THE BUILDING ABOVE 3/MORE FLOORS TYPICALLY EITHER CREATED A DIFFICULT WATER-TIGHT TRANSITION ISSUE (I.E. PUTTING OUTDOOR TERRACE SPACE OVER INDOOR LIVING SPACE) OR LEADS TO THE ELIMINATION OF THAT OUTDOOR RESIDENTIAL SPACE, WHICH IS ONE OF THE MOST DESIRABLE AMENITIES FOR MANY DESIGNS. THE DESIGN TEAM BELIEVES THAT ACCESS TO OUTDOOR SPACE, FOR AS MANY RESIDENTS AS POSSIBLE, IS THE BEST DESIGN SOLUTION AND WILL AFFORD HIGHER QUALITY CONSTRUCTION.
3	BUILDING HEIGHT AT RETAIL	TABLE 1 SUB-DISTRICT STANDARDS: MIN. 2 STORIES	REQUESTING A MAJOR WARRANT TO ALLOW 1 STORY RETAIL BUILDINGS INSTEAD OF 2 STORY.	THIS DEVELOPMENT PLAN IS PREDICATED ON AN INTERWOVEN RETAIL PLACEMAKING EXPERIENCE THAT CREATES AN ENGAGING EXPERIENCE AT AN APPROPRIATE SCALE. BECAUSE OF THAT INTERWEAVING, THE DESIGN TEAM FEELS ONE STORY RETAIL REINFORCES A MORE HUMAN-CENTRIC SCALE IN THE URBAN SPACES THEY ARE FRAMING.
4	RAISED STOOP	SEC. IV. B.5.: RESIDENTIAL AT GRADE: A. THE ENTRY SHALL BE LOCATED A MINIMUM OF TWO FEET ABOVE THE SIDEWALK ELEVATION AND INCLUDE A MINIMUM 24 S.F. STOOP. ANY CHANGE TO THIS STANDARD SHALL BE CONSIDERED A MAJOR WAIVER.	REQUESTING A MAJOR WARRANT TO SUBSTITUTE DIRECT ACCESS TO THE STREET FOR LIVE/WORK UNITS AND AT GRADE YARDS ACCESS FOR MULTIFAMILY UNITS INSTEAD OF STOOPS.	THE DESIRE HERE IS TO TOUCH THE STREET EDGE IN WAYS APPROPRIATE FOR THE USES THAT CONNECT TO IT. AT GRADE ENTRIES MAKE SENSE FOR ACCESSIBILITY TO LIVE/WORK UNITS, AND THE ELIMINATION OF STOOPS AT RESIDENTIAL UNITS IS A RESPONSE TO THE DESIRE FOR PRIVATE YARDS INSTEAD, WHICH HELP SOFTEN THE STREET EDGE.
5	PARKING GARAGE DESIGN STANDARDS	SEC. V. A.2.3.3 - PARKING GARAGES: ALL PARKING GARAGES SHALL BE CONSTRUCTED WITH FLAT PARKING DECKS FOR EASE IN REUSE OF ALL PORTIONS OF THE STRUCTURE WHEN PARKING DEMAND MARKET, UNLESS OTHERWISE APPROVED IN MAJOR WAIVER.	SLOPED DECK PARKING IN A STRUCTURED GARAGE IS ALLOWED.	IN ORDER TO HIDE THE BULK OF THE PROJECT'S PARKING FROM VIEW, THE PLAN PROPOSES A STRUCTURED PARKING GARAGE IN THE CENTER OF THE MULTI-FAMILY, WHICH WOULD REQUIRE INTERNALIZED DOCK PARKING.

TOWN PROJECT NUMBER: 1877-Z

DEVELOPER
HIGH STREET RESIDENTIAL, INC.
2100 MCKINNEY AVENUE, SUITE 800
DALLAS, TEXAS 75201
CONNER DIEST
PHONE: (214) 863-3308
EMAIL: CDIEST@TRAMMELLCROW.COM

ARCHITECT
JHP ARCHITECTURE/URBAN DESIGN
8340 MEADOW ROAD, SUITE 150
DALLAS, TEXAS 75231
JONATHAN BROWN
PHONE: (214) 363-5687
EMAIL: JBROWN@JHPARCH.COM

LANDSCAPE ARCHITECT
TBG PARTNERS
2001 BRYAN STREET, SUITE 1450
DALLAS, TEXAS 75201
ALLYSON CARUSO
PHONE: (214) 744-0757 EXT. 217
EMAIL: ALLYSON.CARUSO@TBGPARTNERS.COM

SURVEYOR
URBAN STRATEGY
1100 E CAMPBELL ROAD, SUITE 210
RICHARDSON, TX 75081
DAVID MINTON R.P.L.S.
PHONE: (972) 782-2815
DAVIDM@URBANSTRATEGY.US
FIRM #: 10154510

ENGINEER
URBAN STRATEGY
4222 MAIN STREET
DALLAS, TX 75226
CONTACT: ROBERT L. PRUETT, P.E.
PHONE: (214) 295-5347
EMAIL: BOB@URBANSTRATEGY.US

URBAN STRATEGY
4222 Main Street
Dallas, Texas 75226
Intergovernmental Group
TEL: 214.295.5339
www.urbanstrategy.us

PRELIMINARY
NOT FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE.
PREPARED UNDER THE SUPERVISION OF
ROBERT L. PRUETT, JR.
P.E.# 83802
ON
8/4/2023

4020 BELT LINE ROAD
LOT 1A-1, 2A, BLOCK 1, BELT LINE SURVEYOR VILLAGE
LOT 1, BLOCK 1, BELT LINE CENTER
TRACT 2, PAPPAS RESTAURANTS, INC
TOWN OF ADDISON, DALLAS COUNTY, TEXAS

CONCEPT PLAN

NO.	DATE	REVISION

PROJECT:
CLIENT: TCC
DRAWN BY: DE
DESIGNER: LL
REVIEWER: LL
U.S. PROJECT: 22001
SHEET TITLE:

SHEET
EXH. 1

3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Proposed Site Plan

Figure 2

EXISTING AND PROPOSED TRANSPORTATION SYSTEM

Thoroughfare System

The existing lane configurations for the study area roadways and the critical intersections within the study area are provided in **Figure 3**.

A brief description of the area roadways is provided below:

Belt Line Road – A six-lane divided roadway with a posted speed limit of 40 mph that serves as the northern border of the proposed development. It is classified as a principal arterial in the Town of Addison's Master Transportation Plan.

Arapaho Road – A four-lane divided roadway with a posted speed limit of 40 mph that is located to the north of the proposed development. It is classified as a minor arterial in the Town of Addison's Master Transportation Plan.

Surveyor Boulevard – A two-lane undivided roadway that serves as the eastern border of the proposed development. Adjacent to the development, it is classified as a Residential Collector in the Town Addison's Master Transportation Plan. It is assumed to have a speed limit of 30 mph.

Please note that north of Arapaho Road and between Arapaho Road and Belt Line Road, this roadway is approximately 40 feet wide. Based on Google's "street view" images and Kimley-Horn's Synchro model, this study assumed this roadway is a four-lane undivided roadway north of Belt Line Road.

Beltway Drive – A two-lane undivided roadway with a posted speed limit of 30 mph that is located to the south of the proposed development. It is classified as a residential collector in the Town of Addison's Master Transportation Plan.

Runyon Road – A two-lane undivided roadway that serves as the eastern border of the proposed development. It is classified as a future residential local street in the Town of Addison's Master Transportation Plan.

Access to the proposed development will be provided by the Following three (3) site driveways:

- *Driveway 1*: Proposed limited access new driveway to be located on Belt Line Road between Surveyor Boulevard and Runyon Drive with no outbound left turn (northbound left turn).
- *Driveway 2*: Existing Driveway located on Surveyor Boulevard south of Belt Line Road will have a configuration that will restrict the outbound left-turn movement from the driveway onto Surveyor Boulevard.
- *Driveway 3*: Existing full access Driveway located on Runyon Road south of Belt Line Road.

Existing Traffic Volumes

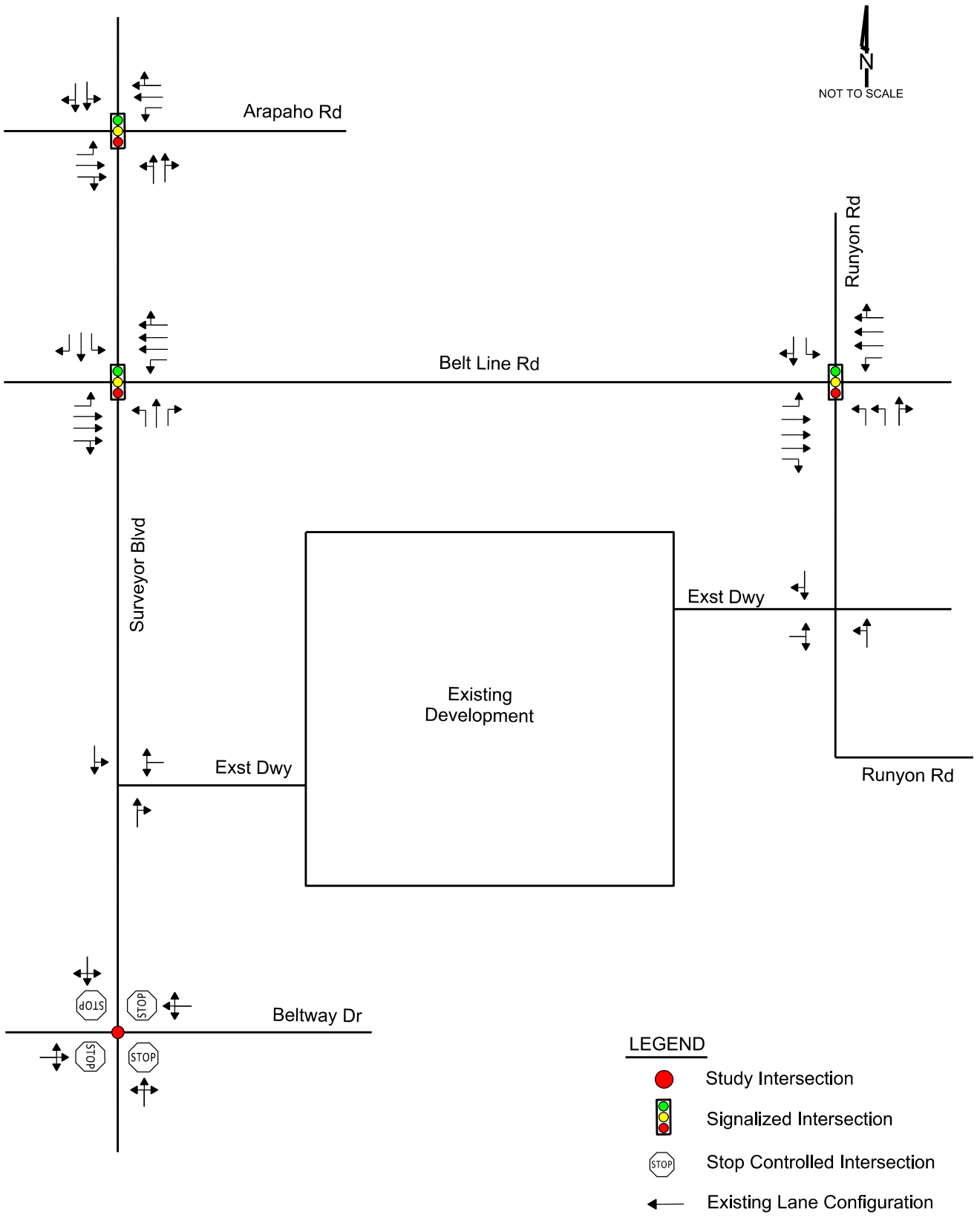
Based on discussions with the Town's consultant, the following intersections, in addition to the proposed site driveways, were identified for inclusion in this study:

- Arapaho Road at Surveyor Boulevard
- Belt Line Road at Surveyor Boulevard
- Beltway Drive at Surveyor Boulevard
- Belt Line Road at Runyon Road

Figure 4 provides the proposed lane configurations.

The existing turning movement peak hour traffic volumes were collected during the AM (6:30 - 8:30 AM) and PM (4:30 - 6:30 PM) peak periods at the study intersections on Tuesday, September 27, 2022. **Figure 5** shows the existing traffic volumes collected or estimated for this traffic study. Raw traffic volume data is provided in the Appendix.

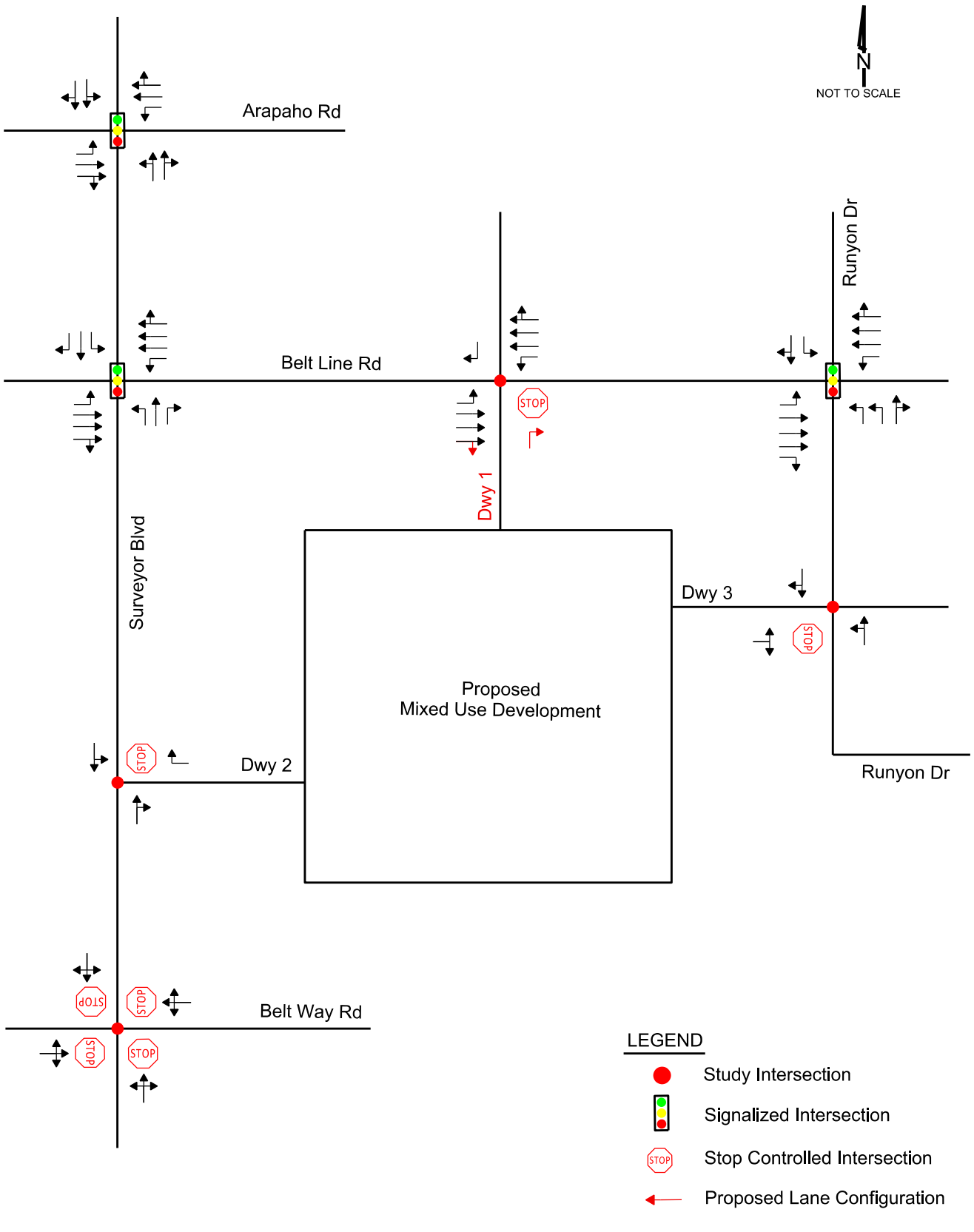
Please note that due to the current road closures on the Northern leg of Arapaho Road and Surveyor Boulevard intersection, peak hour traffic volumes collected in 2022 were not considered for this TIA analysis. Alternatively, peak hour traffic counts presented in Kimley-Horn's 2018 Synchro were grown annually at 2% to obtain 2022 projected volumes. Additionally, the peak hour factors were also obtained from the Sychro files provided by Kimley-Horn.



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Existing Lane Configuration

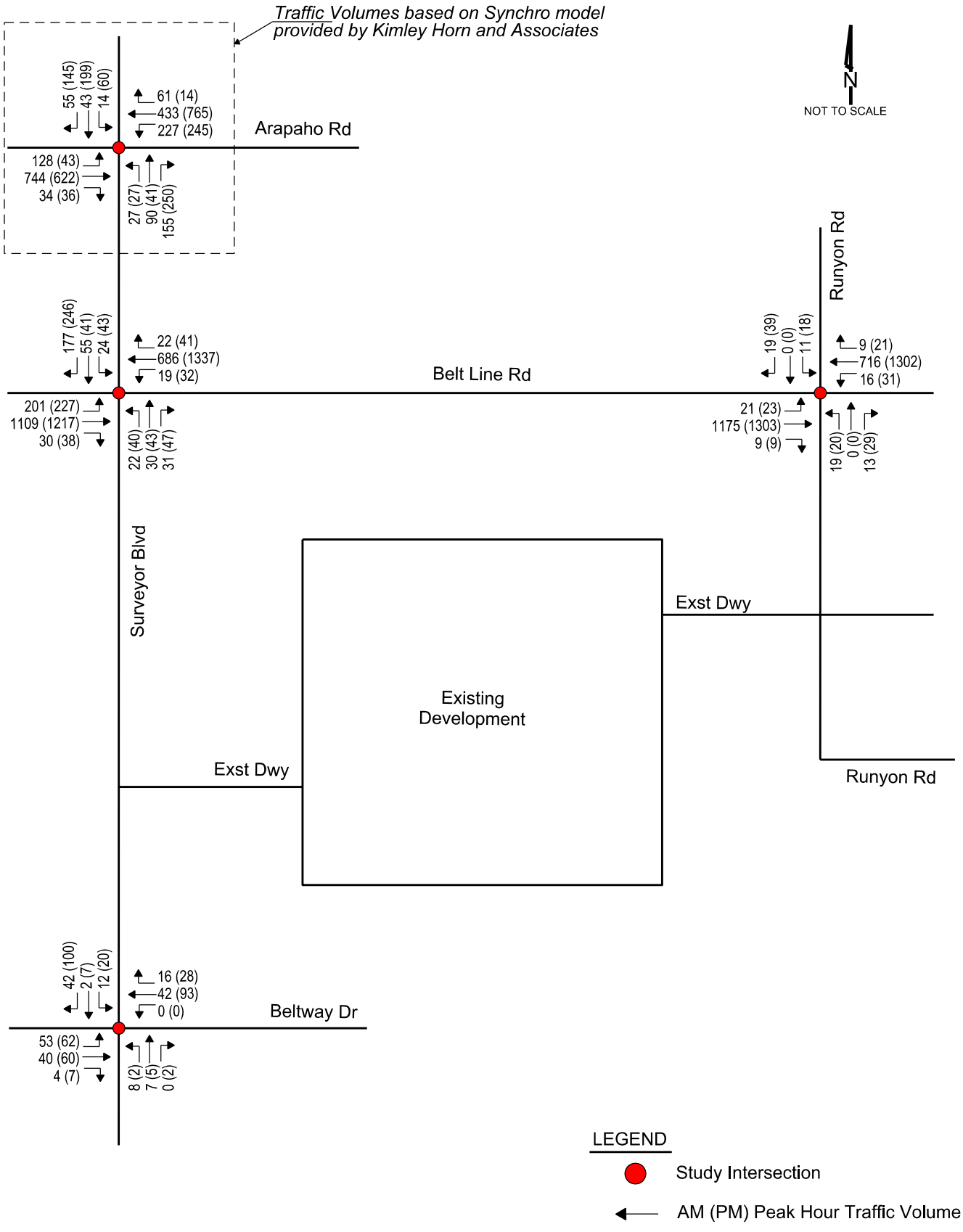
Figure 3



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Proposed Lane Configuration

Figure 4



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Existing 2022
Peak Hour Traffic Volumes

Figure 5

Projected (Background) Traffic Volumes

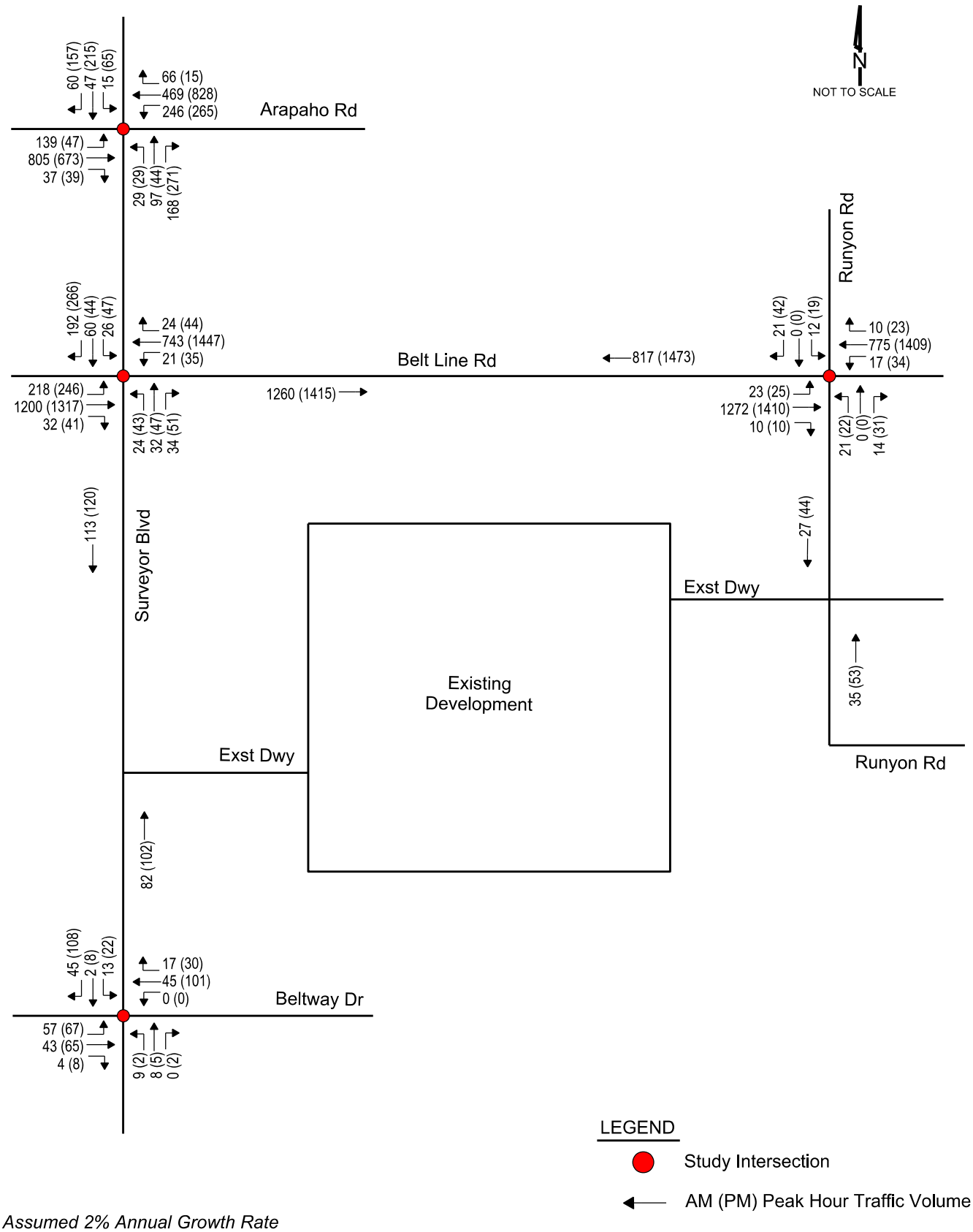
Historical 24-hour traffic volumes in the vicinity of the proposed development were obtained from the Town of Addison traffic volume summary and are presented in **Table 1**. These volumes were used in estimating the annual growth percentage necessary to grow the existing background traffic volumes for future analysis year.

Table 1: Historical 24-Hour Traffic Volumes

Year	Belt Line Road		Surveyor Boulevard	
	Marsh Ln to Surveyor Blvd	Surveyor Blvd to Midway Rd	Belt Line Rd to Arapaho Rd	Beltway Dr to Belt Line Rd
2013	43,948	38,402	5,417	3,380
2016	40,122	37,765	5,078	3,189
2018	34,311	32,753	6,460	3,403
Annual Growth % from *2013 to 2018*	-5%	-3%	4%	0%
Annual Growth % from *2016 to 2018*	-8%	-7%	13%	3%

Table 1 shows that the growth rate of traffic volumes in the vicinity of the proposed development has varied from 2013 to 2018 period along Belt Line Road and Surveyor Boulevard. Kimley-Horn and Associates (Town's Consultant) suggested a growth rate of "+1.5" in the memo sent to Lee Engineering on June 21, 2022. Therefore, an annual growth rate of 2% is assumed.

Figure 6 shows the Build-Out Year (2026) Background peak hour traffic volumes.



Assumed 2% Annual Growth Rate

3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Build Out Year 2026
Background Peak Hour Traffic Volumes

Figure 6

SITE TRAFFIC CHARACTERISTICS

Existing Site Trip Generation

The site of the proposed development currently includes the following:

- A 5,802 sqft restaurant (the existing restaurant does not serve breakfast)
- A 14,627 sqft event facility
- A 4,096 sqft retail bank with a drive-thru
- A 45,702 sqft office building

The number of vehicle trips generated by the existing development was estimated based on the trip generation rates provided in the publication entitled *Trip Generation Manual, 11th Edition*, by the Institute of Transportation Engineers (ITE). Estimates of the number of trips generated by the site were made for the AM and PM peak hours and for the average weekday. Since the existing development includes a combination of restaurant and office land uses, internal capture trips were estimated based on the methodology and procedures presented in NCHRP Report 684.

ITE *Trip Generation Manual, 11th Edition* does not provide trip generation rates or equations for an event center. Therefore, for the purpose of this report, "fine dining restaurant" was used to estimate the trips generated by the existing event center. Based on the trip generation estimates provided in the Appendix, the existing development has the potential to generate 2,860 daily trips, 120 total AM peak hour trips, and 338 total PM peak hour trips without considering any internal capture trips. Based on the methodology and procedures presented in NCHRP Report 684, the existing development is predicted to have 48 entering and 48 existing internally captured trips during the PM peak hour. Therefore, the estimated trips for the existing development are 2,860 daily trips, 120 AM peak hour trips, and 242 PM peak hour trips.

Proposed Site Trip Generation

For the purpose of this report, the updated site plan provided by the client was not considered since the differences in the trip generation were negligible when compared to the trips generated by the landuses in the previously provided site plan. Trip generation characteristics for the updated site plan are provided in the Appendix for reference.

The proposed mixed-use development is planned to include mid-rise multifamily housing with 402 dwelling units, 26 dwelling units of single family – attached housing (townhomes), small office development of 7,500 sqft., 13,500 sqft. of restaurants and 7,500 sqft. of retail. Based on discussions with the developer's representative, the proposed Build-Out Year is 2026.

The number of vehicle trips generated by the proposed mixed-use development was estimated based on the trip generation rates provided in the publication entitled *Trip Generation Manual, 11th Edition*, by the Institute of Transportation Engineers (ITE). Estimates of the number of trips generated by the site were made for the AM and PM peak hours and for the average weekday. Since the proposed development includes a combination of residential, retail, restaurant, and

office land uses, internal capture trips were estimated based on the methodology and procedures presented in NCHRP Report 684. Internal capture calculations are attached in the Appendix.

Lee Engineering estimated the following internal capture values based on the internal capture calculations presented in the Appendix:

- AM Peak Hour: 22 internally captured inbound trips and 29 internally captured outbound trips
- PM Peak Hour: 61 internally captured inbound trips and 59 internally captured outbound trips

On October 31, 2022, the Town's consultant provided the review comments on the methodology memo prepared for this study. In these comments, the Town's consultant indicated the following internal capture values based on their calculations:

- AM Peak Hour: 24 internally captured inbound trips and 24 internally captured outbound trips
- PM Peak Hour: 62 internally captured inbound trips and 62 internally captured outbound trips

The maximum difference between Lee Engineering's internal capture estimates and the Town's consultant's estimates is five peak-hour trips. Lee Engineering does not believe this difference could change any outcome of this analysis. Therefore, Lee Engineering adopted the internal capture values based on the Town's consultant's calculations.

The trip generation characteristics for the proposed development are shown in **Table 2**.

Table 2: Trip Generation Characteristics for Proposed Development

Land Use (ITE Land Use)	ITE Code	Variable (X)	Average Weekday			AM Peak Hour			PM Peak Hour		
Equation/Rates[1]											
Multi Family - Mid Rise	221	Dwelling units	T = 4.77(X) - 46.46			T = 0.44(X) - 11.61			T = 0.39(X) + 0.34		
Single Family - Attached	215	Dwelling units	T = 7.62(X) - 50.48			T = 0.52(X) - 5.70			T = 0.60(X) - 3.93		
Small Office Building	712	1000 Sq Ft GFA	T = 14.39(Y)			T = 1.67(Y)			T = 2.16(Y)		
Retail/Service	822	1000 Sq Ft GFA	T = 54.45(Y)			T= 2.36 (Y)			Ln(T) = 0.71 Ln(Y) + 2.72		
Restaurant	932	1000 Sq Ft GFA	T = 107.2(Y)			T = 9.57(Y)			T = 9.05 (Y)		
Directional Splits[2]											
Multi Family - Mid Rise	221	Dwelling units	50/50			23/77			61/39		
Single Family - Attached	215	Dwelling units	50/50			31/69			57/43		
Small Office Building	712	1000 Sq Ft GFA	50/50			82/18			34/66		
Retail/Service	822	1000 Sq Ft GFA	50/50			60/40			50/50		
Restaurant	932	1000 Sq Ft GFA	50/50			55/45			61/39		
Trips Generated											
Land Use	Amount	Variable (X)	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Multi Family - Mid Rise	402	Dwelling units	1,872	936	936	165	38	127	157	96	61
Single Family - Attached	26	Dwelling units	148	74	74	8	2	6	12	7	5
Small Office Building	7.5	1000 Sq Ft GFA	108	54	54	13	11	2	16	5	11
Retail/Service	7.5	1000 Sq Ft GFA	408	204	204	18	11	7	64	32	32
Restaurant	13.5	1000 Sq Ft GFA	1,448	724	724	129	71	58	122	74	48
Total Trips			3,984	1,992	1,992	333	133	200	371	214	157
Internal Capture[3]						48	24	24	124	62	62
TOTAL NEW TRIPS[4]			**3,984**	**1,992**	**1,992**	**285**	**109**	**176**	**247**	**152**	**95**

[1]T = Trips Ends; X = Dwelling Units, Y = 1,000 SF GLA; [2]XX / YY = % entering vehicles / % exiting vehicles; [3]Internal Capture Trips calculation sheets are provided with the attachments; [4]Total new trips = Total trips – Internal capture trips

As shown in the Appendix, the trip generation estimates based on the previous site plan (used for the analysis in this report) are higher compared to the trip generation estimates based on the updated site plan. The TIA has used the following additional trips compared to the updated version of the site plan:

- 110 daily trips
- 7 AM peak hour trips
- 8 PM peak hour trips

The proposed development is predicted to generate 3,984 daily trips, 285 AM peak hour trips, and 247 PM peak hour trips. If the trip generation credit for the existing development is considered, then the proposed development is predicted to generate:

- 1,124 daily trips (3984 proposed development trips – 2,860 existing development trips)
- 165 AM peak hour trips (285 proposed development trips – 120 existing development trips)
- 5 PM peak hour trips (247 proposed development trips – 242 existing development trips)

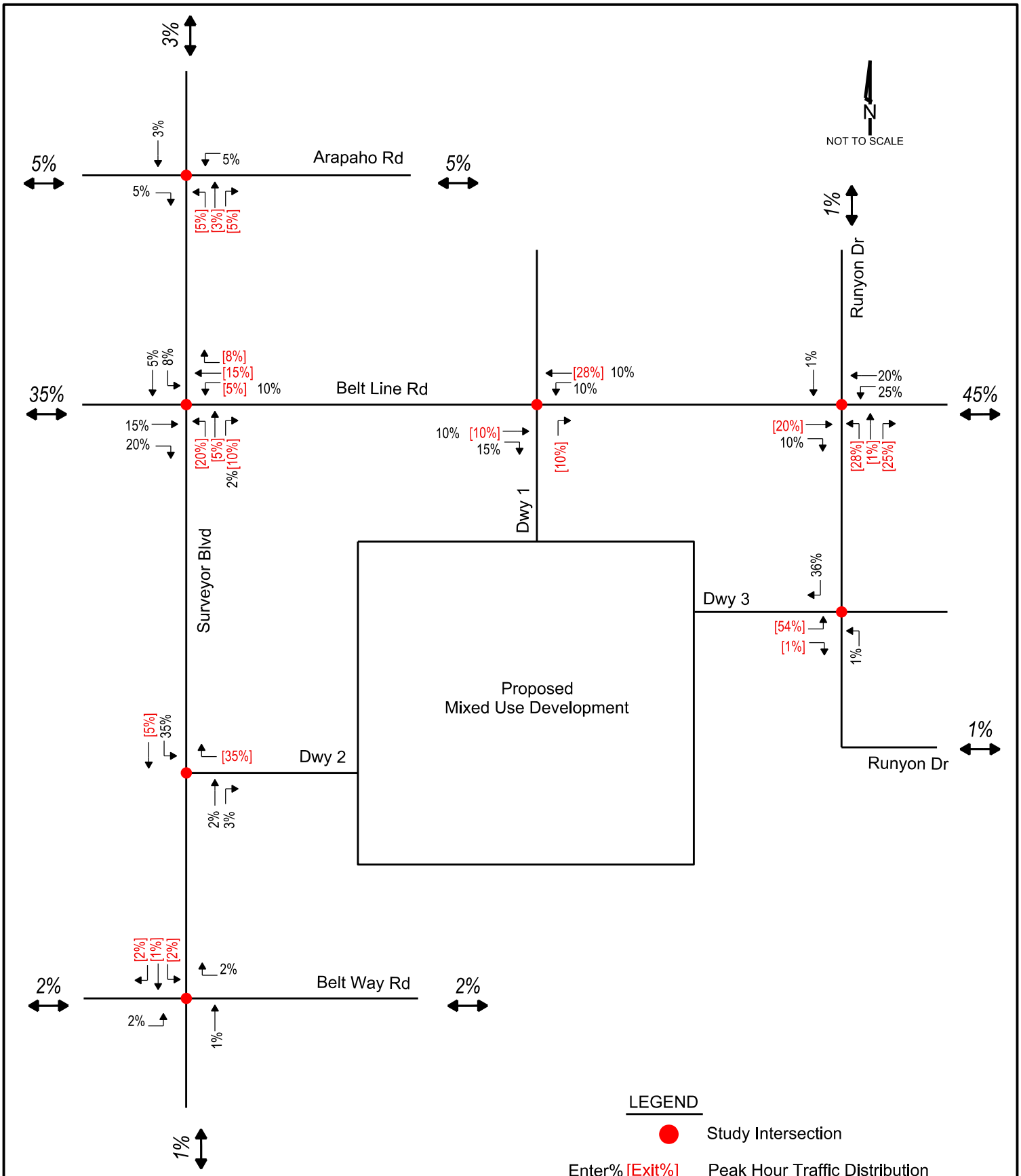
As discussed above, Lee Engineering considered higher trip generation estimates than trip generation estimates based on the updated site plan. Additionally, Lee Engineering did not consider any trip generation credits for the existing development. Therefore, the analyses presented in this report are conservative analyses.

Directional Distribution and Traffic Assignment

The existing traffic volumes and roadways in the area, along with the proposed site layout, were used to determine the directions from which traffic would approach and depart the proposed mixed-use development. The assumed directional distribution under the current roadway configuration is provided in **Figure 7.**

Traffic volumes expected to be generated by the proposed development (Table 2) were assigned to the area roadways and site driveways based on the directional distribution identified in Figure 6. The estimated site generated traffic volumes for the AM and PM peak hours at the study intersections are shown in **Figure 8**.

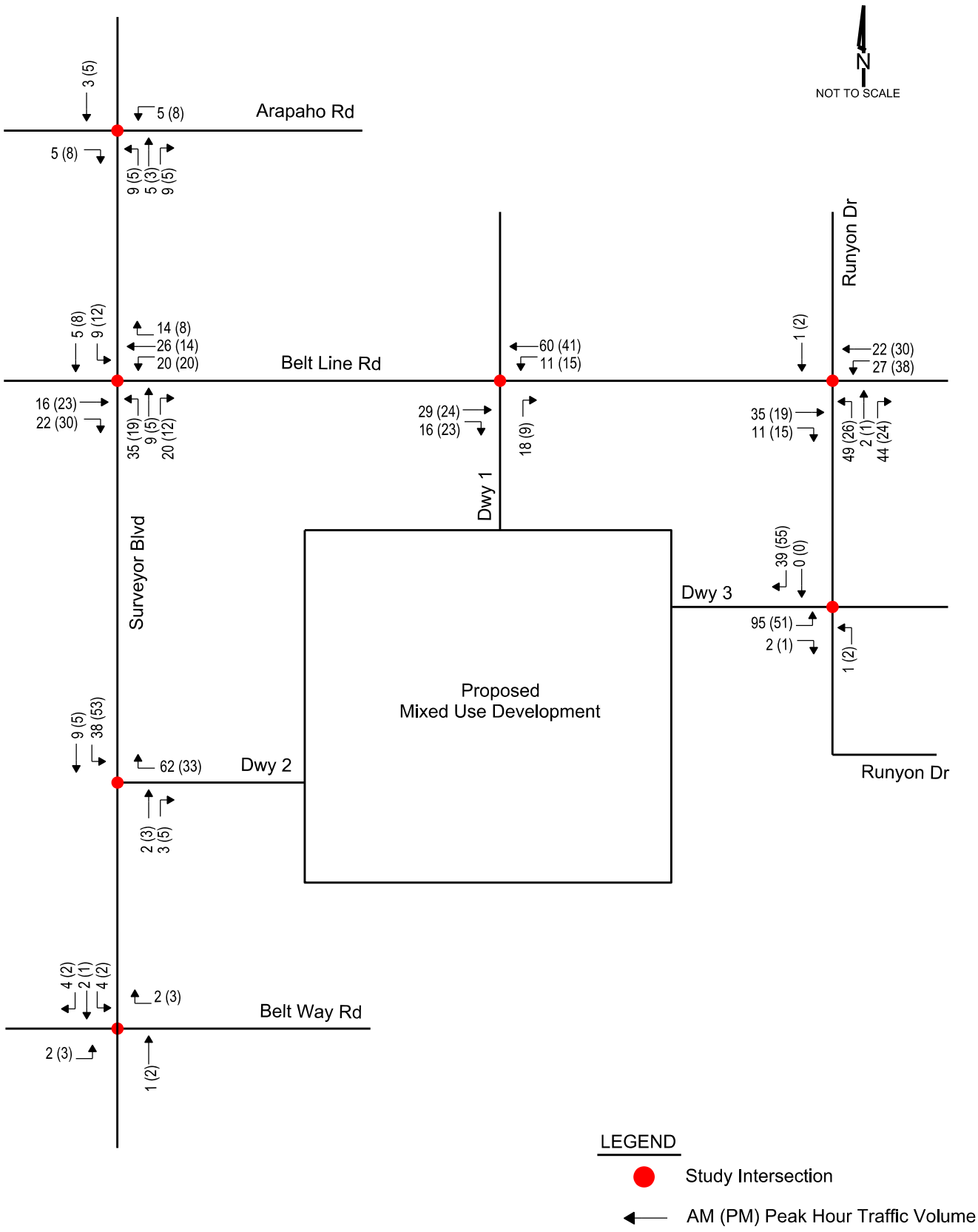
The Build-Out Year (2026) Total traffic volumes (background + site) were obtained by adding the background traffic volumes (Figure 6), and site generated traffic volumes (Figure 8) are presented in **Figure 9**.



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Assumed Directional Distribution

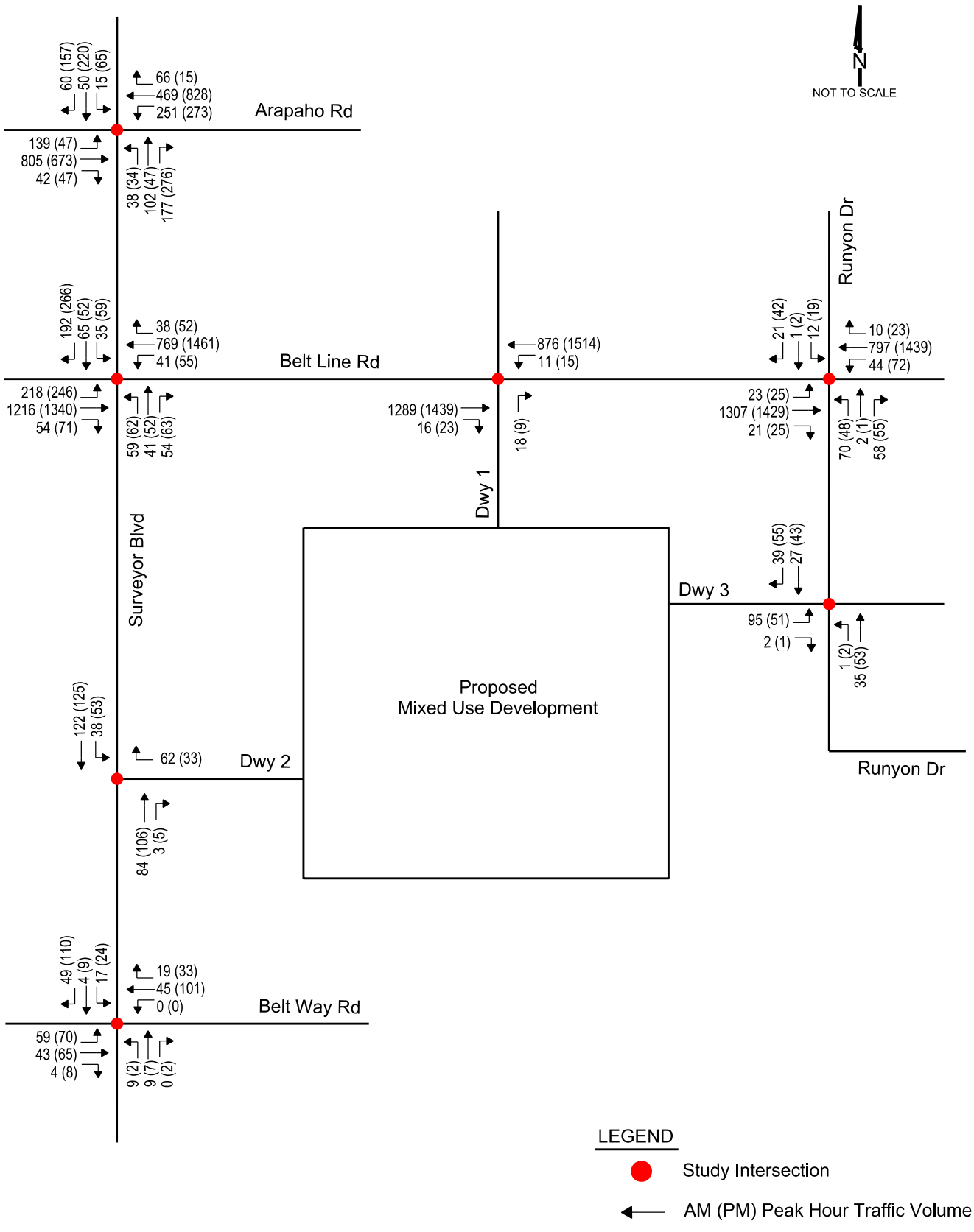
Figure 7



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Site Generated Peak Hour Traffic Volumes

Figure 8



3030 LBJ FREEWAY
SUITE 1660
DALLAS, TEXAS 75234
972-248-3006 FAX 972-248-3855
TBPE FIRM F-450
LEE ENGINEERING

Build Out Year 2026
Total Peak Hour Traffic Volumes

Figure 9

TRAFFIC OPERATIONS ANALYSIS

Level of Service Analysis

The Level of Service (LOS) of an intersection is a qualitative measure of capacity and operating conditions and is directly related to vehicle delay. The LOS criteria for unsignalized and signalized intersections are shown in **Table 3**. LOS is given a letter designation from A to F, with LOS A representing very short delays and LOS F representing very long delays or over-capacity conditions. LOS D is the minimum acceptable condition for the Town of Addison.

Table 3: Level of Service Criteria for Intersections

Level-of-Service (LOS)	Average Delay (seconds/vehicle)	
	Unsignalized	Signalized
A	≤ 10.0	≤ 10.0
B	10.1 to 15.0	10.1 to 20.0
C	15.1 to 25.0	20.1 to 35.0
D	25.1 to 35.0	35.1 to 55.0
E	35.1 to 50.0	55.1 to 80.0
F	> 50.0 or Volume exceeds Capacity	> 80.0 or Volume exceeds Capacity

SOURCE: *Highway Capacity Manual (HCM) 6th Edition*, Transportation Research Board, 2016

Capacity analyses were conducted using the *Synchro 11* traffic analysis software package for the study area intersections under the following analysis scenarios:

- 2022 Existing Traffic Conditions
- Build-Out Year (2026) Background Traffic Conditions
- Build-Out Year (2026) Total Traffic Conditions

These capacity analyses used the traffic signal timings provided by the Town's Consultant. This data was provided in the form of Synchro models. Existing peak hour factors and heavy truck percentages by the movements were also used in the analysis. Raw traffic count data is provided in the Appendix. The Synchro analysis reports are provided in the Appendix.

The *Highway Capacity Manual* (HCM) states that "*If the peak hour factor is used, a single intersection-wide factor should be used rather than movement-specific or approach-specific factors.*" Contrary to the HCM methodology, the Town's consultant recommended applying peak hour factors for each individual movement. Therefore, to satisfy this comment, Lee Engineering updated the synchro models with peak hour factors for each individual movement. Minor split adjustments were made without changing the cycle length or offset.

The capacity analysis results are summarized in **Table 4**. Based on the information presented in Table 4, it was concluded that all study area signalized intersections, All-way Stop Controlled intersections, and stopped controlled approaches/movements operate at LOS D or better and will continue operating at such LOS under future scenarios.

Table 4: Intersection Capacity Analysis Results – 2022 Existing & Build-Out Year (2026) Conditions

Intersection Capacity Analysis			2022 Existing				2026 Build-Out Background				2026 Build-Out Total			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1:	Surveyor Blvd & Arapaho Rd	Ctrl.	Signal				Signal				Signal			
		Int.	**12.4[1]**	**B**	**17.7**	**B**	**13.6**	**B**	**19.6**	**B**	**14.1**	**B**	**20.1**	**C**
		EB	10.5	B	15.1	B	12.1	B	16.8	B	12.6	B	17.2	B
		WB	8.3	A	12.6	B	9.9	A	14.4	B	10.2	B	14.9	B
		NB	24.8	C	18.8	B	24.6	C	19.6	B	24.9	C	20.5	C
		SB	18.0	B	30.3	C	17.9	B	34.6	C	18.0	B	33.9	C
2:	Surveyor Blvd & Belt Line Rd	Ctrl.	Signal				Signal				Signal			
		Int.	**7.1**	**A**	**11.9**	**B**	**8.0**	**A**	**13.2**	**B**	**9.7**	**A**	**14.4**	**B**
		EB	2.6	A	12.1	B	3.3	A	12.2	B	4.1	A	13.6	B
		WB	7.8	A	7.5	A	8.8	A	10.2	B	10.8	B	11.5	B
		NB	20.5	C	20.4	C	20.3	C	20.7	C	25.0	C	21.8	C
		SB	23.6	C	24.6	C	25.5	C	25.0	C	25.6	C	23.9	C
3:	Surveyor Blvd & Beltway Drive	Ctrl.	AWSC				AWSC				AWSC			
		Int.	**7.7**	**A**	**8.4**	**A**	**7.8**	**A**	**8.6**	**A**	**7.9**	**A**	**8.6**	**A**
		EB	8.1	A	8.6	A	8.2	A	8.8	A	8.3	A	8.9	A
		WB	7.5	A	8.4	A	7.6	A	8.6	A	7.7	A	8.7	A
		NB	7.7	A	7.8	A	7.8	A	7.9	A	7.8	A	8.0	A
		SB	7.4	A	8.1	A	7.5	A	8.3	A	7.7	A	8.4	A
4:	Runyon Rd & Belt Line Rd	Ctrl.	Signal				Signal				Signal			
		Int.	**4.0**	**A**	**5.4**	**A**	**4.6**	**A**	**6.2**	**A**	**8.4**	**A**	**8.7**	**A**
		EB	3.5	A	7.0	A	4.3	A	8.0	A	7.1	A	9.7	A
		WB	2.7	A	2.1	A	2.8	A	2.8	A	3.7	A	3.6	A
		NB	31.6	C	28.4	C	31.7	C	28.6	C	41.2	C	41.5	D
		SB	28.7	C	22.0	C	28.3	C	21.4	C	42.4	D	35.8	D
5:	Belt Line Rd & Driveway 1/Commercial Dwy	Ctrl.	TWSC				TWSC				TWSC			
		Int.[2]	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
		EBL	-	-	-	-	-	-	-	-	0.0	A	0.0	A
		WBL	-	-	-	-	-	-	-	-	9.7	A	10.0	B
		NB	-	-	-	-	-	-	-	-	11.0	B	11.2	B
		SB	-	-	-	-	-	-	-	-	0.0	A	0.0	A
6:	Surveyor Blvd & Driveway 2	Ctrl.	TWSC				TWSC				TWSC			
		Int.	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
		WB	-	-	-	-	-	-	-	-	9.0	A	9.0	A
		NB	-	-	-	-	-	-	-	-	0.0	A	0.0	A
		SBL	-	-	-	-	-	-	-	-	7.5	A	7.6	A
7:	Runyon Rd & Driveway 3	Ctrl.	TWSC				TWSC				TWSC			
		Int.	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
		EB	-	-	-	-	-	-	-	-	9.4	A	9.4	A
		NBL	-	-	-	-	-	-	-	-	7.4	A	7.4	A
		SB	-	-	-	-	-	-	-	-	0.0	A	0.0	A

[1] Delay in seconds/vehicle (Level of Service)

[2] HCM methodology does not provide intersection-wide delay/level of service for Two-Way Stop-Controlled analysis

SIGHT DISTANCE ANALYSIS

The available intersection sight distance for the proposed site access driveway(s) was analyzed as part of this traffic analysis. The sight distances at the proposed driveway(s) were estimated using the procedures developed by the American Association of State Highway and Transportation Officials (AASHTO) and published in the 2018 edition of *A Policy on Geometric Design of Highways and Streets.*

At the site driveways, motorists should be able to see if and when adequate gaps exist to perform their desired maneuvers. **Table 5** summarizes the sight distance evaluation for the proposed driveway(s).

Table 5: Sight Distance Evaluation

Major Roadway	Belt Line Road
Posted (Assumed) Speed Limit	40 mph
Minor Roadway	Access 1
Design Vehicle	Passenger Car
Intersection Sight Distance (Desired)	530’
Available Sight Distance (to the Right)	550’
Available Sight Distance (to the Left)	600’
Available > Desired?	**YES**

Based on the field investigation of existing conditions, this study concludes that the amount of available sight distance is predicted to exceed the intersection sight distance for the proposed site driveway on Belt Line Road.

AUXILIARY LANE ANALYSIS

Right Turn Deceleration Lane Analysis

The proposed site access driveways were analyzed to determine the need for right turn deceleration lanes. The need for right-turn deceleration lanes was evaluated at driveways based on criteria presented in the Town's *Transportation Technical Standards,* which consider the roadway characteristics (operating speed) and projected right-turning traffic volumes.

Table 6 shows the results of the evaluation of the conditions at the site driveways under the Build-Out Year (2026) total traffic conditions.

Table 6: Right Turn Deceleration Lane Analysis Results

Scenario	Peak Hour	Direction	Projected Right Turns Volumes (vph)	Threshold	Right Turn Lane Required? Project RT Vol. > Threshold?
Driveway 1					
Build-Out Year (2026) Total	AM	EBR	16	75	No
	PM		23	75	No
Driveway 2					
Build-Out Year (2026) Total	AM	NBR	3	75	No
	PM		5	75	No
Driveway 3					
Build-Out Year (2026) Total	AM	SBR	39	75	No
	PM		55	75	No

As shown in Table 6, the right turn decelerations lanes are not warranted at the site access points.

Left Turn Deceleration Lane Analysis

The proposed site access driveways were analyzed to determine the need for left turn deceleration lanes. The need for left turn deceleration lanes was evaluated at driveways based on criteria presented in the Town's *Transportation Technical Standards,* which consider the number of left turn movements, opposing through movements, and, if the intersection is signalized, the cycle length and green time.

The proposed Driveway 1 will be located at the existing median opening on Belt Line Road with a westbound left turn deceleration lane. The existing Driveways 2 and 3 are located on Surveyor Boulevard and Runyon Road, respectively. These two streets are low volume two-lane undivided streets. The maximum projected opposing traffic is 111 vehicles to the projected southbound left turn volume of 53 vehicles at Driveway 2 on Surveyor Boulevard during the PM peak hour. Therefore, this study concludes that left turn deceleration lanes are not warranted for Driveways 2 and 3.

ACCESS SPACING

In the Town of Addison's *Transportation Technical Standards*, required access point spacing is determined based on the data presented in Table 3.4.

- On a Principal Arterial such as Belt Line Rd, the minimum driveway spacing is 200 feet.
- On a Collector (Residential) such as Beltway Dr and Surveyor Blvd, the minimum driveway spacing is 20 feet.
- On a Local (Residential) such as Runyon Rd, the minimum driveway spacing is 20 feet.

Based on the proposed site plan and Google aerial photographs,

- The proposed Driveway 1 on Belt Line Road will be approximately 420 feet west of Runyon Drive and 320 feet east of Surveyor Boulevard. This location meets the required minimum spacing of 200 feet.
- The existing Driveway 2 on Surveyor Blvd will be approximately located 225 feet north of an existing driveway.
- The existing Driveway 3 on Runyon Rd will be approximately located 125 feet north of an existing driveway.

The proposed Driveway 1 and existing Driveway 2 & 3 locations meet minimum spacing requirements for the Town of Addison.

CONCLUSIONS

The proposed Mixed-use development is predicted to generate: 3,984 daily trips, 285 AM peak hour trips, and 247 PM peak hour trips.

Lee Engineering considered higher trip generation estimates than the trip generation estimates based on the updated site plan. Additionally, Lee Engineering did not consider any trip generation credits for the existing development. Therefore, the analyses presented in this report are conservative analyses.

Intersection Capacity Analysis

All study area signalized intersections, All-way Stop Controlled intersections, and stopped controlled approaches/movements operate at LOS D or better and will continue operating at such LOS under future scenarios.

The *Highway Capacity Manual* (HCM) states that "*If the peak hour factor is used, a single intersection-wide factor should be used rather than movement-specific or approach-specific factors.*" Contrary to the HCM methodology, the Town's consultant recommended applying peak hour factors for each individual movement. Therefore, to satisfy this comment, Lee Engineering updated the synchro models with peak hour factors for each individual movement. Minor split adjustments were made without changing the cycle length or offset.

Intersection Sight Distance Analysis

Based on the field investigation of existing conditions, this study concludes that the amount of available sight distance is predicted to exceed the intersection sight distance for the proposed site driveway on Belt Line Road.

Auxiliary Lane Analysis

The right turn decelerations lanes are not warranted at the site access points. The left turn deceleration lane is available at the proposed Driveway 1 location. The left turn deceleration lanes are not warranted at the proposed Driveways 2 and 3.

Access Spacing

The proposed Driveway 1 and existing Driveway 2 & 3 locations meet minimum spacing requirements for the Town of Addison.

RECOMMENDATIONS

Based on the analysis presented in this study, no improvements are recommended.

APPENDIX

Trip generation estimates for the existing landuse

Land Use (ITE Land Use)	ITE Code	Variable (X)	Average Weekday			AM Peak Hour			PM Peak Hour		
Equation/Rates[1]											
Single Tenant Office Building	715	1000 Sq Ft GFA	T = 13.07 (Y)			T = 1.89(Y) - 7.67			T = 1.72(Y) + 7.89		
Drive-in Bank	912	1000 Sq Ft GFA	T = 100.35 (Y)			T = 9.95(Y)			T = 21.01(Y)		
Fine Dinning Restaurant	931	1000 Sq Ft GFA	T = 83.84 (Y)								
Restaurant	932	1000 Sq Ft GFA	T = 107.2(Y)			T = 9.57(Y)			T = 9.05 (Y)		
Directional Splits[2]											
Single Tenant Office Building	715	1000 Sq Ft GFA	50/50			89/11			15/85		
Drive-in Bank	912	1000 Sq Ft GFA	50/50			58/42			50/50		
Fine Dinning restaurant - Event center	931	1000 Sq Ft GFA	50/50			N/A			67/33		
Restaurant	932	1000 Sq Ft GFA	50/50			55/45			61/39		
Trips Generated											
Land Use	Amount	Variable (X)	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single Tenant Office Building	45.7	1000 Sq Ft GFA	598	299	299	79	70	9	86	13	73
Drive-in Bank	4.1	1000 Sq Ft GFA	412	206	206	41	24	17	86	43	43
Fine Dinning restaurant - Event center	14.63	1000 Sq Ft GFA	1,228	614	614	N/A	N/A	N/A	114	76	38
Restaurant	5.8	1000 Sq Ft GFA	622	311	311	N/A	N/A	N/A	52	32	20
Total Trips			2,860	1,430	1,430	120	94	26	338	164	174
Internal Capture[3]									96	48	48
TOTAL NEW TRIPS[4]			**2,860**	**1,430**	**1,430**	**120**	**94**	**26**	**242**	**116**	**126**

Under the existing condition, the bank on the site is not operational. Therefore, all 86 trips in the PM peak hour were considered part of the internal capture. This produces less external trip estimates under the existing conditions. In turn, it results in the lower trip generation credits.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Addison MUD	**Organization:**	Lee Engineering
Project Location:	Addison , TX	**Performed By:**	DG
Scenario Description:	Existing Landuse	**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	715	45,700	SF	86	13	73
Retail				0		
Restaurant	931/932	20,430	SF	166	108	58
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses[2]				0		
Total				252	121	131

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.11			1.11		
Retail	1.77			1.77		
Restaurant	2.32			2.32		
Cinema/Entertainment	2.18			2.18		
Residential	1.54			1.54		
Hotel	1.93			1.93		
All Other Land Uses[2]	1.71			1.71		

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		500	525		900	
Retail					750	
Restaurant					750	
Cinema/Entertainment						
Residential		750	750			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	3	0	0	0
Retail	0		0	0	0	0
Restaurant	4	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	481	265	216
Internal Capture Percentage	3%	3%	3%
External Vehicle-Trips[3]	242	116	126
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	29%	4%
Retail	N/A	N/A
Restaurant	1%	3%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Trip Generation Estimates - Comparison

Land Use (ITE Land Use)	ITE Code	Variable (X)	Average Weekday			AM Peak Hour			PM Peak Hour		
Equation/Rates[1]											
Multi Family - Mid Rise	221	Dwelling units	T = 4.77(X) - 46.46			T = 0.44(X) - 11.61			T = 0.39(X) + 0.34		
Single Family - Attached	215	Dwelling units	T = 7.62(X) - 50.48			T = 0.52(X) - 5.70			T = 0.60(X) - 3.93		
Small Office Building	712	1000 Sq Ft GFA	T = 14.39(Y)			T = 1.67(Y)			T = 2.16(Y)		
Retail/Service	822	1000 Sq Ft GFA	T = 54.45(Y)			T= 2.36 (Y)			Ln(T) = 0.71 Ln(Y) + 2.72		
Restaurant	932	1000 Sq Ft GFA	T = 107.2(Y)			T = 9.57(Y)			T = 9.05 (Y)		
Directional Splits[2]											
Multi Family - Mid Rise	221	Dwelling units	50/50			23/77			61/39		
Single Family - Attached	215	Dwelling units	50/50			31/69			57/43		
Small Office Building	712	1000 Sq Ft GFA	50/50			82/18			34/66		
Retail/Service	822	1000 Sq Ft GFA	50/50			60/40			50/50		
Restaurant	932	1000 Sq Ft GFA	50/50			55/45			61/39		
Trips Generated (Considered for the analysis)											
Land Use	Amount	Variable (X)	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Multi Family - Mid Rise	402	Dwelling units	1,872	936	936	165	38	127	157	96	61
Single Family - Attached	26	Dwelling units	148	74	74	8	2	6	12	7	5
Small Office Building	7.5	1000 Sq Ft GFA	108	54	54	13	11	2	16	5	11
Retail/Service	7.5	1000 Sq Ft GFA	408	204	204	18	11	7	64	32	32
Restaurant	13.5	1000 Sq Ft GFA	1,448	724	724	129	71	58	122	74	48
Total Trips			3,984	1,992	1,992	333	133	200	371	214	157
Internal Capture[3]						48	24	24	124	62	62
TOTAL NEW TRIPS[4]			**3,984**	**1,992**	**1,992**	**285**	**109**	**176**	**247**	**152**	**95**

Trips Generated (Based on the updated site plan)											
Land Use	Amount	Variable (X)	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Multi Family - Mid Rise	403	Dwelling units	1,876	938	938	166	38	128	158	96	62
Single Family - Attached	25	Dwelling units	140	70	70	7	2	5	11	6	5
Small Office Building	9.5	1000 Sq Ft GFA	138	69	69	16	13	3	21	7	14
Retail/Service	6.5	1000 Sq Ft GFA	354	177	177	15	9	6	58	29	29
Restaurant	12.7	1000 Sq Ft GFA	1,366	683	683	122	67	55	115	70	45
Total Trips			3,874	1,937	1,937	326	129	197	363	208	155
			-110	*-55*	*-55*	*-7*	*-4*	*-3*	*-8*	*-6*	*-2*

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Addison MUD	**Organization:**	Lee Engineering
Project Location:	Addison , TX	**Performed By:**	DG
Scenario Description:	Build-Out	**Date:**	10/14/2022
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	712	7,500	SF	13	11	2
Retail	822	7,500	SF	18	11	7
Restaurant	932	13,500	SF	129	71	58
Cinema/Entertainment						
Residential	221/215	428	Dwellings	173	40	133
Hotel						
All Other Land Uses[2]						
Total				333	133	200

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.11			1.11		
Retail	1.77			1.77		
Restaurant	2.32			2.32		
Cinema/Entertainment	2.18			2.18		
Residential	1.54			1.54		
Hotel	1.93			1.93		
All Other Land Uses[2]	1.71			1.71		

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	0	0
Retail	0		2	0	1	0
Restaurant	2	2		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	33	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	612	258	354
Internal Capture Percentage	15%	18%	13%
External Vehicle-Trips[3]	282	111	171
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	17%	50%
Retail	21%	25%
Restaurant	22%	5%
Cinema/Entertainment	N/A	N/A
Residential	6%	17%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Addison MUD	**Organization:**	Lee Engineering
Project Location:	Addison , TX	**Performed By:**	DG
Scenario Description:	Build-Out	**Date:**	10/14/2022
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	712	7,500	SF	16	5	11
Retail	822	7,500	SF	64	32	32
Restaurant	932	13,500	SF	122	74	48
Cinema/Entertainment						
Residential	221/215	428	Dwellings	169	103	66
Hotel						
All Other Land Uses[2]						
Total				371	214	157

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.11			1.11		
Retail	1.77			1.77		
Restaurant	2.32			2.32		
Cinema/Entertainment	2.18			2.18		
Residential	1.54			1.54		
Hotel	1.93			1.93		
All Other Land Uses[2]	1.71			1.71		

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		500	525		900	
Retail					750	
Restaurant					750	
Cinema/Entertainment						
Residential		750	750			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	0	0	0	0
Retail	1		17	0	15	0
Restaurant	1	29		0	20	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	5	18	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	676	394	282
Internal Capture Percentage	33%	28%	39%
External Vehicle-Trips[3]	251	153	98
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	83%	17%
Retail	63%	58%
Restaurant	20%	45%
Cinema/Entertainment	N/A	N/A
Residential	22%	25%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

1. Surveyor Boulevard at Arapaho Road - TMC

Tue Sep 27, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990355, Location: 32.955453, -96.846836

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

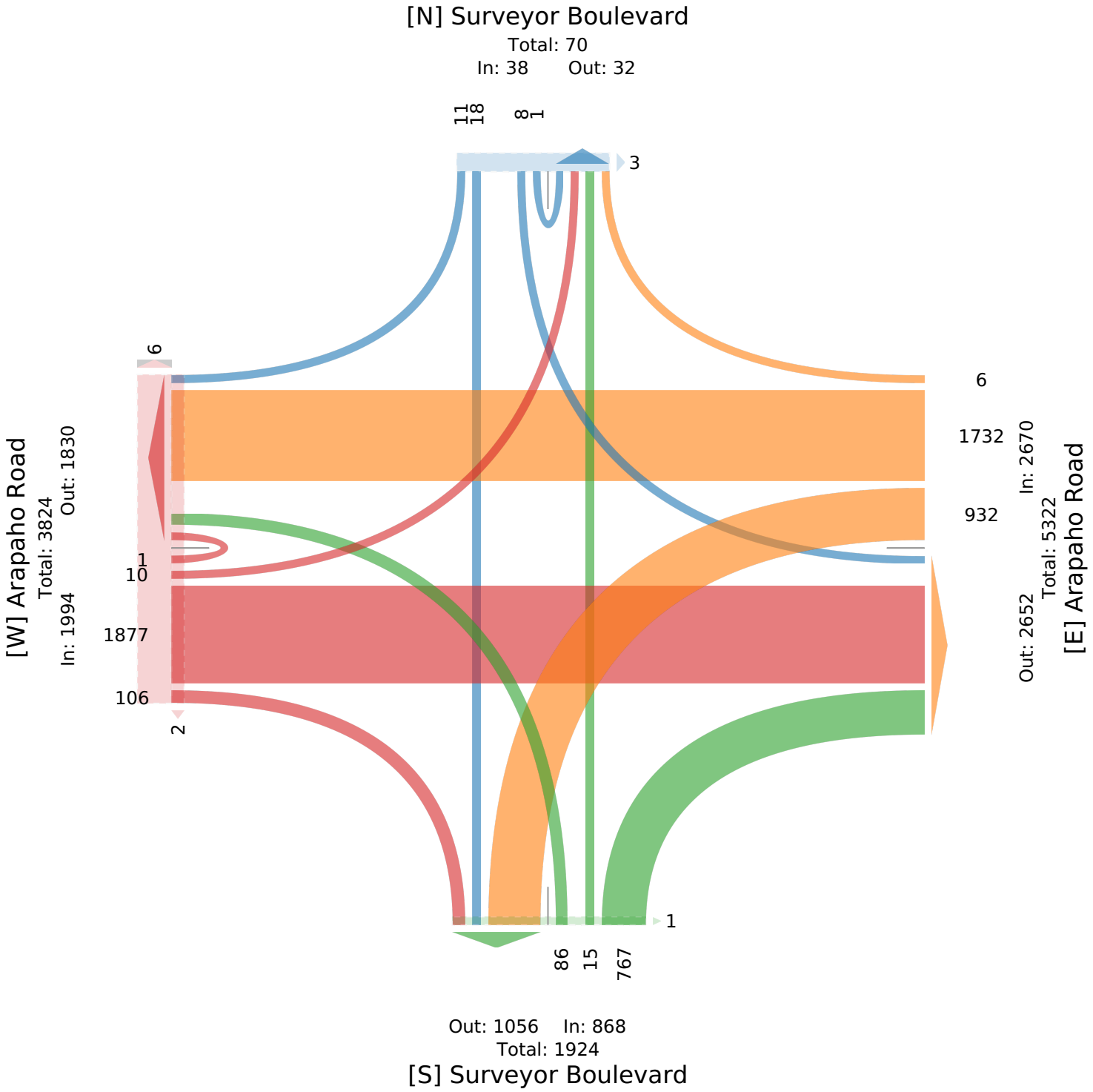
Leg	Surveyor Boulevard						Surveyor Boulevard						Arapaho Road						Arapaho Road						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-09-27 6:30AM	1	0	24	0	**25**	1	0	0	0	0	**0**	0	1	55	3	0	**59**	3	20	37	0	0	**57**	0	**141**
6:45AM	4	1	20	0	**25**	0	0	0	0	0	**0**	1	2	57	1	0	**60**	1	53	55	0	0	**108**	0	**193**
Hourly Total	5	1	44	0	**50**	1	0	0	0	0	**0**	1	3	112	4	0	**119**	4	73	92	0	0	**165**	0	**334**
7:00AM	4	1	25	0	**30**	0	0	0	1	0	**1**	0	0	87	6	1	**94**	0	29	56	0	0	**85**	0	**210**
7:15AM	1	2	25	0	**28**	0	0	0	1	0	**1**	0	3	99	8	0	**110**	0	52	61	1	0	**114**	0	**253**
7:30AM	3	4	39	0	**46**	0	1	0	0	0	**1**	1	1	136	6	0	**143**	1	59	82	1	0	**142**	0	**332**
7:45AM	3	0	63	0	**66**	0	1	0	0	0	**1**	0	0	167	6	0	**173**	0	59	95	0	0	**154**	0	**394**
Hourly Total	11	7	152	0	**170**	0	2	0	2	0	**4**	1	4	489	26	1	**520**	1	199	294	2	0	**495**	0	**1189**
8:00AM	6	0	58	0	**64**	0	1	2	0	1	**4**	0	2	147	9	0	**158**	0	40	80	1	0	**121**	0	**347**
8:15AM	4	1	60	0	**65**	0	0	0	0	0	**0**	0	0	153	5	0	**158**	1	40	63	1	0	**104**	0	**327**
Hourly Total	10	1	118	0	**129**	0	1	2	0	1	**4**	0	2	300	14	0	**316**	1	80	143	2	0	**225**	0	**674**
4:30PM	5	1	50	0	**56**	0	1	3	1	0	**5**	0	0	122	6	0	**128**	0	58	122	1	0	**181**	0	**370**
4:45PM	3	1	40	0	**44**	0	1	2	1	0	**4**	0	0	130	8	0	**138**	0	63	154	1	0	**218**	0	**404**
Hourly Total	8	2	90	0	**100**	0	2	5	2	0	**9**	0	0	252	14	0	**266**	0	121	276	2	0	**399**	0	**774**
5:00PM	6	2	68	0	**76**	0	1	6	1	0	**8**	0	0	161	7	0	**168**	1	74	190	0	0	**264**	0	**516**
5:15PM	9	0	67	0	**76**	0	1	0	2	0	**3**	0	0	126	8	0	**134**	0	82	184	0	0	**266**	0	**479**
5:30PM	3	1	62	0	**66**	0	0	2	1	0	**3**	0	0	128	8	0	**136**	0	67	146	0	0	**213**	0	**418**
5:45PM	9	1	67	0	**77**	0	0	0	0	0	**0**	1	0	99	6	0	**105**	0	78	153	0	0	**231**	0	**413**
Hourly Total	27	4	264	0	**295**	0	2	8	4	0	**14**	1	0	514	29	0	**543**	1	301	673	0	0	**974**	0	**1826**
6:00PM	13	0	49	0	**62**	0	1	2	2	0	**5**	0	1	99	10	0	**110**	1	82	125	0	0	**207**	0	**384**
6:15PM	12	0	50	0	**62**	0	0	1	1	0	**2**	0	0	111	9	0	**120**	0	76	129	0	0	**205**	0	**389**
Hourly Total	25	0	99	0	**124**	0	1	3	3	0	**7**	0	1	210	19	0	**230**	1	158	254	0	0	**412**	0	**773**
Total	86	15	767	0	**868**	1	8	18	11	1	**38**	3	10	1877	106	1	**1994**	8	932	1732	6	0	**2670**	0	**5570**
% Approach	9.9%	1.7%	88.4%	0%	**-**	-	21.1%	47.4%	28.9%	2.6%	**-**	-	0.5%	94.1%	5.3%	0.1%	**-**	-	34.9%	64.9%	0.2%	0%	**-**	-	-
% Total	1.5%	0.3%	13.8%	0%	**15.6%**	-	0.1%	0.3%	0.2%	0%	**0.7%**	-	0.2%	33.7%	1.9%	0%	**35.8%**	-	16.7%	31.1%	0.1%	0%	**47.9%**	-	-
Lights	84	10	751	0	**845**	-	7	14	10	1	**32**	-	10	1858	105	1	**1974**	-	916	1704	5	0	**2625**	-	5476
% Lights	97.7%	66.7%	97.9%	0%	**97.4%**	-	87.5%	77.8%	90.9%	100%	**84.2%**	-	100%	99.0%	99.1%	100%	**99.0%**	-	98.3%	98.4%	83.3%	0%	**98.3%**	-	98.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.1%	0.1%	0%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	2	5	16	0	**23**	-	1	4	1	0	**6**	-	0	19	1	0	**20**	-	15	27	1	0	**43**	-	92
% Buses and Single-Unit Trucks	2.3%	33.3%	2.1%	0%	**2.6%**	-	12.5%	22.2%	9.1%	0%	**15.8%**	-	0%	1.0%	0.9%	0%	**1.0%**	-	1.6%	1.6%	16.7%	0%	**1.6%**	-	1.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	8	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Surveyor Boulevard at Arapaho Road - TMC

Tue Sep 27, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990355, Location: 32.955453, -96.846836

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Surveyor Boulevard at Arapaho Road - TMC

Tue Sep 27, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990355, Location: 32.955453, -96.846836

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

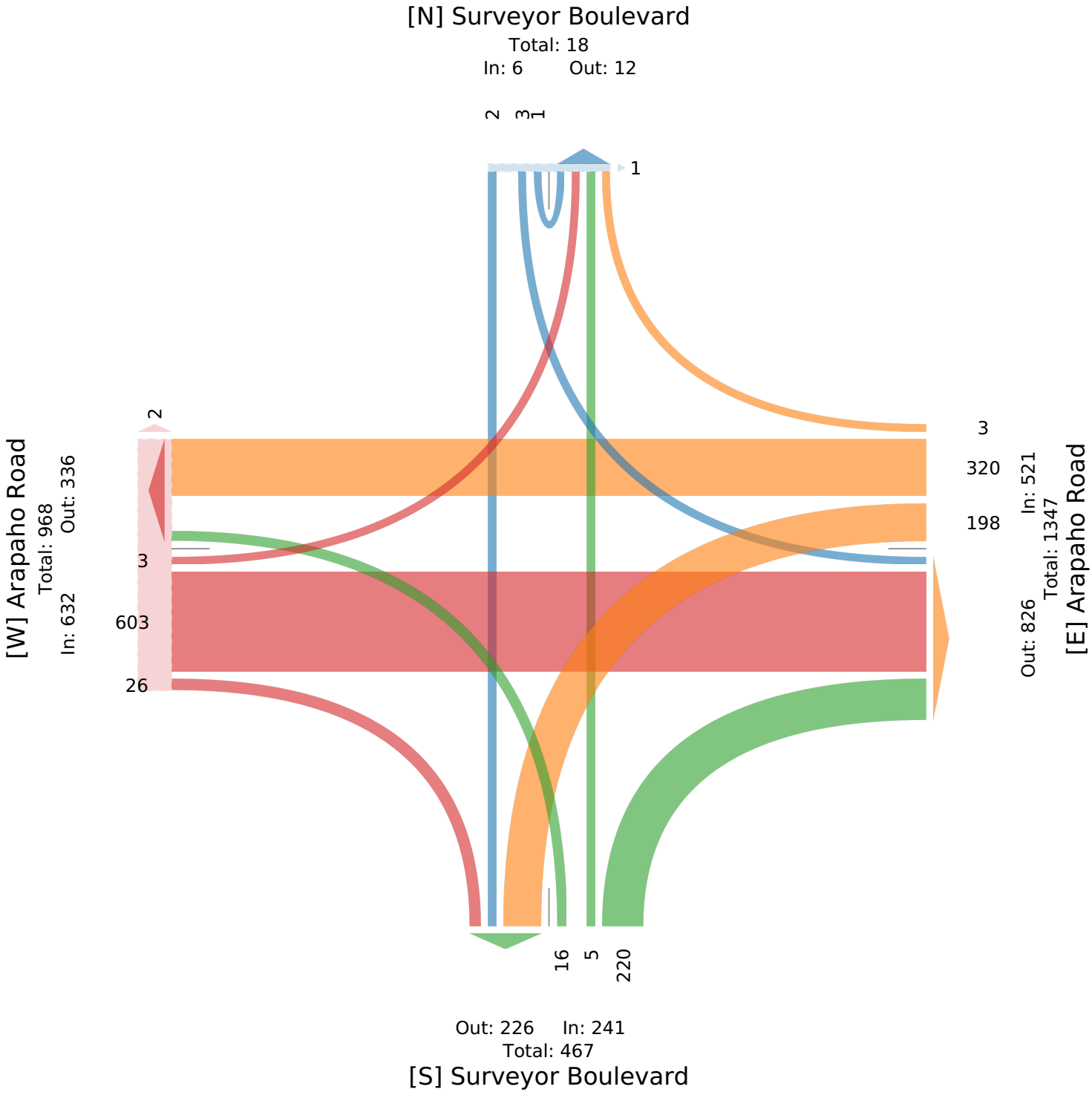
Leg / Direction	Surveyor Boulevard Northbound						Surveyor Boulevard Southbound						Arapaho Road Eastbound						Arapaho Road Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-09-27 7:30AM	3	4	39	0	**46**	0	1	0	0	0	**1**	1	1	136	6	0	**143**	1	59	82	1	0	**142**	0	**332**
7:45AM	3	0	63	0	**66**	0	1	0	0	0	**1**	0	0	167	6	0	**173**	0	59	95	0	0	**154**	0	**394**
8:00AM	6	0	58	0	**64**	0	1	2	0	1	**4**	0	2	147	9	0	**158**	0	40	80	1	0	**121**	0	**347**
8:15AM	4	1	60	0	**65**	0	0	0	0	0	**0**	0	0	153	5	0	**158**	1	40	63	1	0	**104**	0	**327**
Total	16	5	220	0	**241**	0	3	2	0	1	**6**	1	3	603	26	0	**632**	2	198	320	3	0	**521**	0	**1400**
% Approach	6.6%	2.1%	91.3%	0%	**-**	-	50.0%	33.3%	0%	16.7%	**-**	-	0.5%	95.4%	4.1%	0%	**-**	-	38.0%	61.4%	0.6%	0%	**-**	-	-
% Total	1.1%	0.4%	15.7%	0%	**17.2%**	-	0.2%	0.1%	0%	0.1%	**0.4%**	-	0.2%	43.1%	1.9%	0%	**45.1%**	-	14.1%	22.9%	0.2%	0%	**37.2%**	-	-
PHF	0.667	0.313	0.873	-	**0.913**	-	0.750	0.250	-	0.250	**0.375**	-	0.375	0.903	0.722	-	**0.913**	-	0.839	0.842	0.750	-	**0.846**	-	0.888
Lights	16	4	217	0	**237**	-	3	0	0	1	**4**	-	3	595	26	0	**624**	-	192	307	3	0	**502**	-	1367
% Lights	100%	80.0%	98.6%	0%	**98.3%**	-	100%	0%	0%	100%	**66.7%**	-	100%	98.7%	100%	0%	**98.7%**	-	97.0%	95.9%	100%	0%	**96.4%**	-	97.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	3	0	**4**	-	0	2	0	0	**2**	-	0	8	0	0	**8**	-	6	13	0	0	**19**	-	33
% Buses and Single-Unit Trucks	0%	20.0%	1.4%	0%	**1.7%**	-	0%	100%	0%	0%	**33.3%**	-	0%	1.3%	0%	0%	**1.3%**	-	3.0%	4.1%	0%	0%	**3.6%**	-	2.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Surveyor Boulevard at Arapaho Road - TMC

Tue Sep 27, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990355, Location: 32.955453, -96.846836

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



1. Surveyor Boulevard at Arapaho Road - TMC

Tue Sep 27, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990355, Location: 32.955453, -96.846836

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

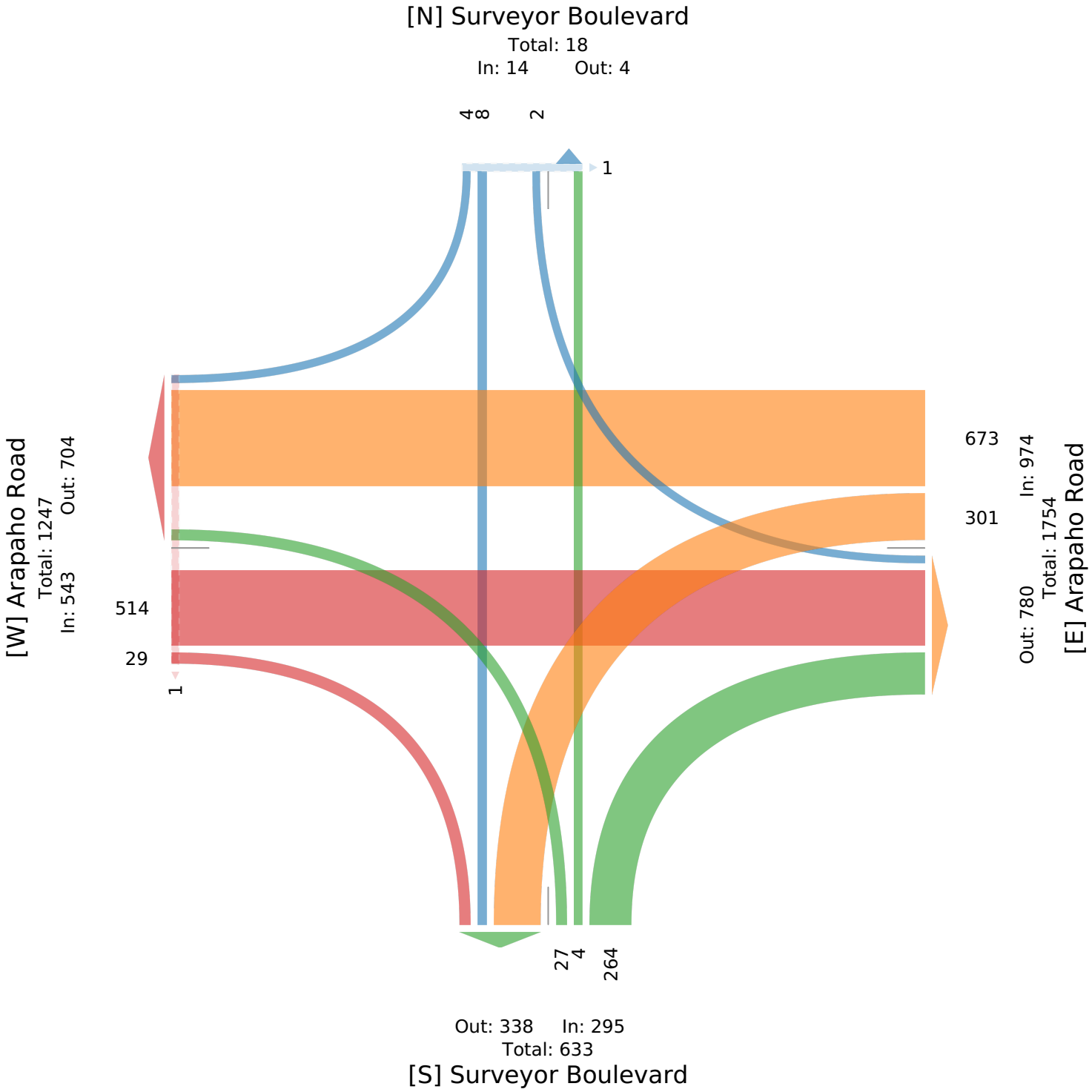
Leg	Surveyor Boulevard						Surveyor Boulevard						Arapaho Road						Arapaho Road						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-09-27 5:00PM	6	2	68	0	**76**	0	1	6	1	0	**8**	0	0	161	7	0	**168**	1	74	190	0	0	**264**	0	**516**
5:15PM	9	0	67	0	**76**	0	1	0	2	0	**3**	0	0	126	8	0	**134**	0	82	184	0	0	**266**	0	**479**
5:30PM	3	1	62	0	**66**	0	0	2	1	0	**3**	0	0	128	8	0	**136**	0	67	146	0	0	**213**	0	**418**
5:45PM	9	1	67	0	**77**	0	0	0	0	0	**0**	1	0	99	6	0	**105**	0	78	153	0	0	**231**	0	**413**
Total	27	4	264	0	**295**	0	2	8	4	0	**14**	1	0	514	29	0	**543**	1	301	673	0	0	**974**	0	**1826**
% Approach	9.2%	1.4%	89.5%	0%	**-**	-	14.3%	57.1%	28.6%	0%	**-**	-	0%	94.7%	5.3%	0%	**-**	-	30.9%	69.1%	0%	0%	**-**	-	**-**
% Total	1.5%	0.2%	14.5%	0%	**16.2%**	-	0.1%	0.4%	0.2%	0%	**0.8%**	-	0%	28.1%	1.6%	0%	**29.7%**	-	16.5%	36.9%	0%	0%	**53.3%**	-	**-**
PHF	0.750	0.500	0.971	-	**0.958**	-	0.500	0.333	0.500	-	**0.438**	-	-	0.798	0.906	-	**0.808**	-	0.918	0.886	-	-	**0.915**	-	0.885
Lights	25	2	255	0	**282**	-	2	6	4	0	**12**	-	0	506	29	0	**535**	-	299	666	0	0	**965**	-	1794
% Lights	92.6%	50.0%	96.6%	0%	**95.6%**	-	100%	75.0%	100%	0%	**85.7%**	-	0%	98.4%	100%	0%	**98.5%**	-	99.3%	99.0%	0%	0%	**99.1%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	2	2	9	0	**13**	-	0	2	0	0	**2**	-	0	8	0	0	**8**	-	2	6	0	0	**8**	-	31
% Buses and Single-Unit Trucks	7.4%	50.0%	3.4%	0%	**4.4%**	-	0%	25.0%	0%	0%	**14.3%**	-	0%	1.6%	0%	0%	**1.5%**	-	0.7%	0.9%	0%	0%	**0.8%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Surveyor Boulevard at Arapaho Road - TMC

Tue Sep 27, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990355, Location: 32.955453, -96.846836

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Belt Line Road at Surveyor Boulevard - TMC

Tue Oct 4, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990356, Location: 32.953939, -96.846754

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

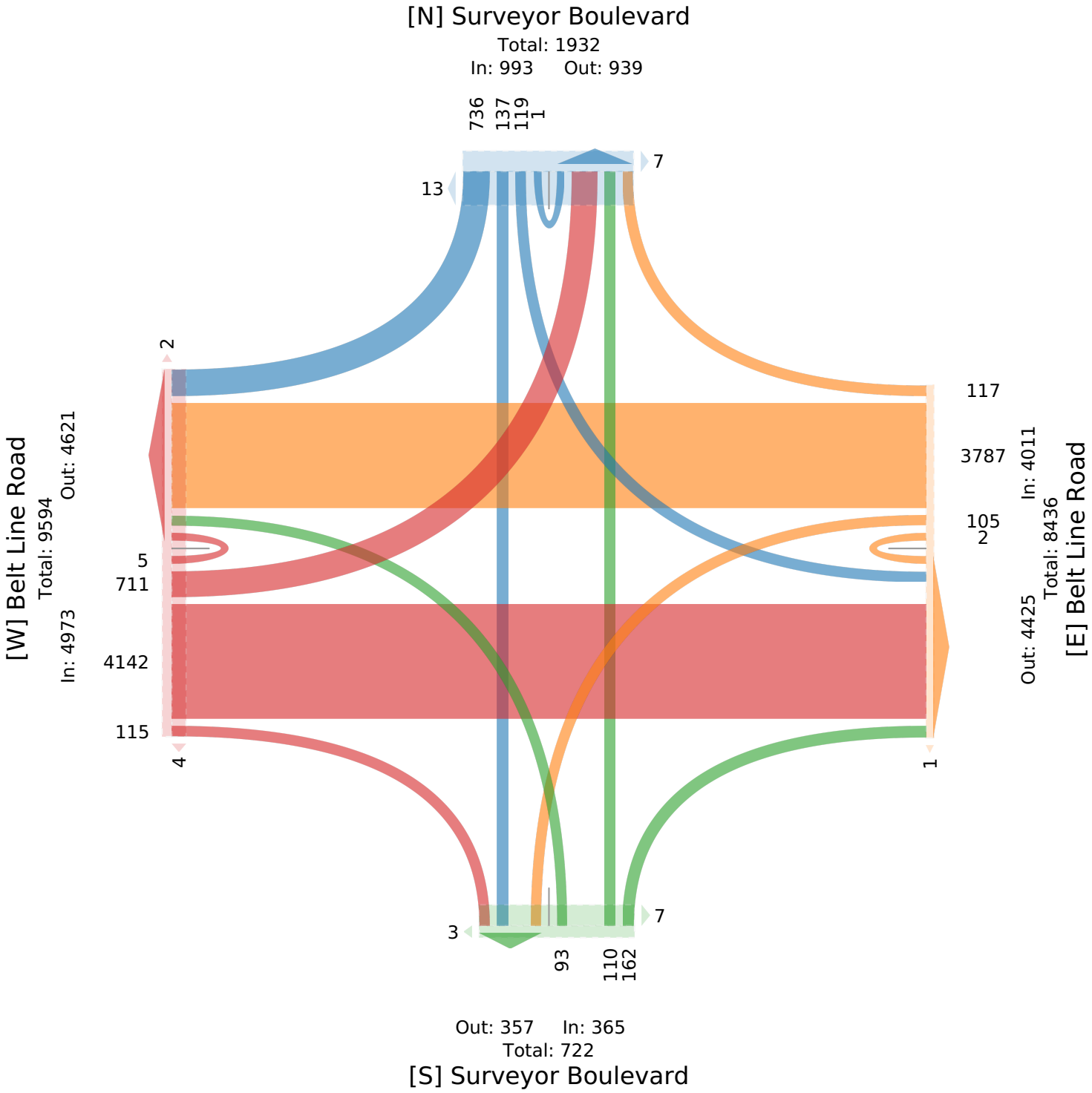
Leg	Surveyor Boulevard						Surveyor Boulevard						Belt Line Road						Belt Line Road						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-10-04 6:30AM	0	2	6	0	**8**	1	2	0	28	0	**30**	0	17	120	2	0	**139**	0	3	122	3	0	**128**	0	**305**
6:45AM	1	2	10	0	**13**	0	4	4	38	0	**46**	1	31	174	4	1	**210**	0	2	139	6	0	**147**	0	**416**
Hourly Total	1	4	16	0	**21**	1	6	4	66	0	**76**	1	48	294	6	1	**349**	0	5	261	9	0	**275**	0	**721**
7:00AM	3	4	6	0	**13**	1	2	3	26	0	**31**	0	16	184	4	0	**204**	1	4	163	6	0	**173**	0	**421**
7:15AM	3	2	9	0	**14**	1	7	6	42	0	**55**	3	28	208	7	0	**243**	1	7	182	4	0	**193**	0	**505**
7:30AM	3	7	9	0	**19**	0	2	8	46	0	**56**	4	43	234	1	0	**278**	0	3	165	5	0	**173**	0	**526**
7:45AM	6	9	6	0	**21**	0	5	4	45	0	**54**	1	55	320	12	0	**387**	0	5	174	3	0	**182**	0	**644**
Hourly Total	15	22	30	0	**67**	2	16	21	159	0	**196**	8	142	946	24	0	**1112**	2	19	684	18	0	**721**	0	**2096**
8:00AM	8	10	5	0	**23**	0	10	5	45	0	**60**	1	47	250	7	0	**304**	0	7	187	7	0	**201**	0	**588**
8:15AM	5	4	11	0	**20**	0	7	8	41	0	**56**	0	56	305	10	0	**371**	0	4	160	7	0	**171**	0	**618**
Hourly Total	13	14	16	0	**43**	0	17	13	86	0	**116**	1	103	555	17	0	**675**	0	11	347	14	0	**372**	0	**1206**
4:30PM	4	4	15	0	**23**	0	9	8	49	0	**66**	5	45	308	7	0	**360**	1	9	318	8	0	**335**	0	**784**
4:45PM	5	9	12	0	**26**	2	2	8	64	0	**74**	3	65	287	10	1	**363**	1	6	299	14	0	**319**	0	**782**
Hourly Total	9	13	27	0	**49**	2	11	16	113	0	**140**	8	110	595	17	1	**723**	2	15	617	22	0	**654**	0	**1566**
5:00PM	14	11	19	0	**44**	0	13	10	65	0	**88**	0	55	299	7	0	**361**	1	7	373	10	1	**391**	0	**884**
5:15PM	13	14	7	0	**34**	0	10	11	44	0	**65**	1	53	319	9	0	**381**	0	9	300	9	0	**318**	0	**798**
5:30PM	8	9	9	0	**26**	1	18	12	73	0	**103**	1	54	312	12	1	**379**	1	10	365	8	0	**383**	0	**891**
5:45PM	6	10	8	0	**24**	2	10	22	40	1	**73**	0	45	296	5	0	**346**	0	9	289	11	0	**309**	0	**752**
Hourly Total	41	44	43	0	**128**	3	51	55	222	1	**329**	2	207	1226	33	1	**1467**	2	35	1327	38	1	**1401**	0	**3325**
6:00PM	8	12	9	0	**29**	0	11	13	40	0	**64**	0	52	260	8	0	**320**	0	12	266	8	0	**286**	1	**699**
6:15PM	6	1	21	0	**28**	2	7	15	50	0	**72**	0	49	266	10	2	**327**	0	8	285	8	1	**302**	0	**729**
Hourly Total	14	13	30	0	**57**	2	18	28	90	0	**136**	0	101	526	18	2	**647**	0	20	551	16	1	**588**	1	**1428**
Total	93	110	162	0	**365**	10	119	137	736	1	**993**	20	711	4142	115	5	**4973**	6	105	3787	117	2	**4011**	1	**10342**
% Approach	25.5%	30.1%	44.4%	0%	**-**	-	12.0%	13.8%	74.1%	0.1%	**-**	-	14.3%	83.3%	2.3%	0.1%	**-**	-	2.6%	94.4%	2.9%	0%	**-**	-	-
% Total	0.9%	1.1%	1.6%	0%	**3.5%**	-	1.2%	1.3%	7.1%	0%	**9.6%**	-	6.9%	40.1%	1.1%	0%	**48.1%**	-	1.0%	36.6%	1.1%	0%	**38.8%**	-	-
Lights	93	109	159	0	**361**	-	118	134	721	1	**974**	-	694	4047	114	5	**4860**	-	105	3706	112	2	**3925**	-	10120
% Lights	100%	99.1%	98.1%	0%	**98.9%**	-	99.2%	97.8%	98.0%	100%	**98.1%**	-	97.6%	97.7%	99.1%	100%	**97.7%**	-	100%	97.9%	95.7%	100%	**97.9%**	-	97.9%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	4	30	0	0	**34**	-	0	23	1	0	**24**	-	59
% Articulated Trucks	0%	0%	0.6%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.6%	0.7%	0%	0%	**0.7%**	-	0%	0.6%	0.9%	0%	**0.6%**	-	0.6%
Buses and Single-Unit Trucks	0	1	2	0	**3**	-	1	3	15	0	**19**	-	13	65	1	0	**79**	-	0	58	4	0	**62**	-	163
% Buses and Single-Unit Trucks	0%	0.9%	1.2%	0%	**0.8%**	-	0.8%	2.2%	2.0%	0%	**1.9%**	-	1.8%	1.6%	0.9%	0%	**1.6%**	-	0%	1.5%	3.4%	0%	**1.5%**	-	1.6%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	-	5	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	70.0%	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	30.0%	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Belt Line Road at Surveyor Boulevard - TMC

Tue Oct 4, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990356, Location: 32.953939, -96.846754

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Belt Line Road at Surveyor Boulevard - TMC

Tue Oct 4, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990356, Location: 32.953939, -96.846754

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

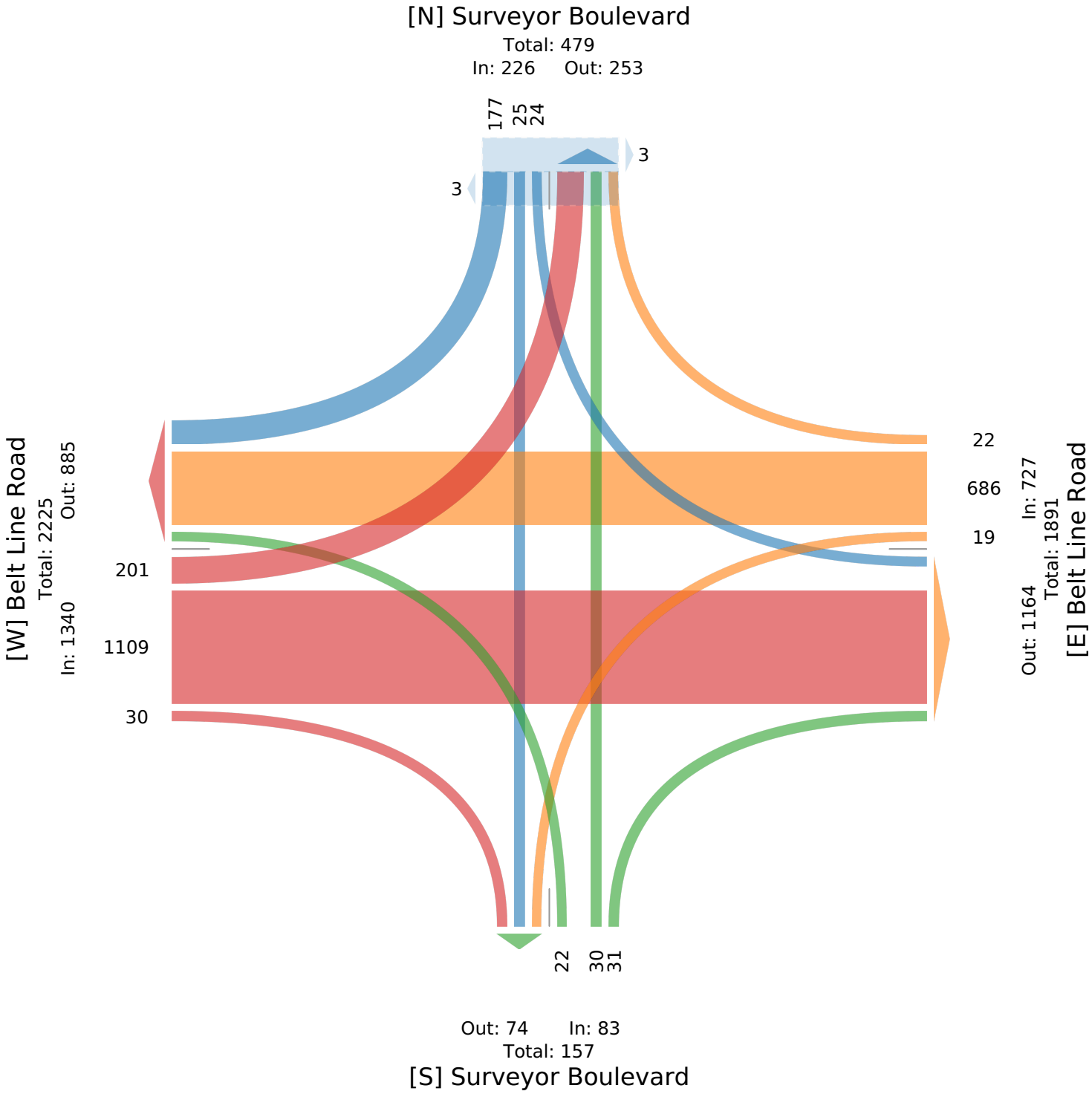
Leg	Surveyor Boulevard						Surveyor Boulevard						Belt Line Road						Belt Line Road						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-10-04 7:30AM	3	7	9	0	**19**	0	2	8	46	0	**56**	4	43	234	1	0	**278**	0	3	165	5	0	**173**	0	**526**
7:45AM	6	9	6	0	**21**	0	5	4	45	0	**54**	1	55	320	12	0	**387**	0	5	174	3	0	**182**	0	**644**
8:00AM	8	10	5	0	**23**	0	10	5	45	0	**60**	1	47	250	7	0	**304**	0	7	187	7	0	**201**	0	**588**
8:15AM	5	4	11	0	**20**	0	7	8	41	0	**56**	0	56	305	10	0	**371**	0	4	160	7	0	**171**	0	**618**
Total	22	30	31	0	**83**	0	24	25	177	0	**226**	6	201	1109	30	0	**1340**	0	19	686	22	0	**727**	0	**2376**
% Approach	26.5%	36.1%	37.3%	0%	**-**	-	10.6%	11.1%	78.3%	0%	**-**	-	15.0%	82.8%	2.2%	0%	**-**	-	2.6%	94.4%	3.0%	0%	**-**	-	-
% Total	0.9%	1.3%	1.3%	0%	**3.5%**	-	1.0%	1.1%	7.4%	0%	**9.5%**	-	8.5%	46.7%	1.3%	0%	**56.4%**	-	0.8%	28.9%	0.9%	0%	**30.6%**	-	-
PHF	0.688	0.750	0.705	-	**0.902**	-	0.600	0.781	0.962	-	**0.942**	-	0.897	0.866	0.625	-	**0.866**	-	0.679	0.917	0.786	-	**0.904**	-	0.922
Lights	22	29	30	0	**81**	-	24	25	175	0	**224**	-	196	1067	29	0	**1292**	-	19	662	19	0	**700**	-	2297
% Lights	100%	96.7%	96.8%	0%	**97.6%**	-	100%	100%	98.9%	0%	**99.1%**	-	97.5%	96.2%	96.7%	0%	**96.4%**	-	100%	96.5%	86.4%	0%	**96.3%**	-	96.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3	9	0	0	**12**	-	0	6	1	0	**7**	-	19
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%	0.8%	0%	0%	**0.9%**	-	0%	0.9%	4.5%	0%	**1.0%**	-	0.8%
Buses and Single-Unit Trucks	0	1	1	0	**2**	-	0	0	2	0	**2**	-	2	33	1	0	**36**	-	0	18	2	0	**20**	-	60
% Buses and Single-Unit Trucks	0%	3.3%	3.2%	0%	**2.4%**	-	0%	0%	1.1%	0%	**0.9%**	-	1.0%	3.0%	3.3%	0%	**2.7%**	-	0%	2.6%	9.1%	0%	**2.8%**	-	2.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Belt Line Road at Surveyor Boulevard - TMC

Tue Oct 4, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990356, Location: 32.953939, -96.846754

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



2. Belt Line Road at Surveyor Boulevard - TMC

Tue Oct 4, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990356, Location: 32.953939, -96.846754

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

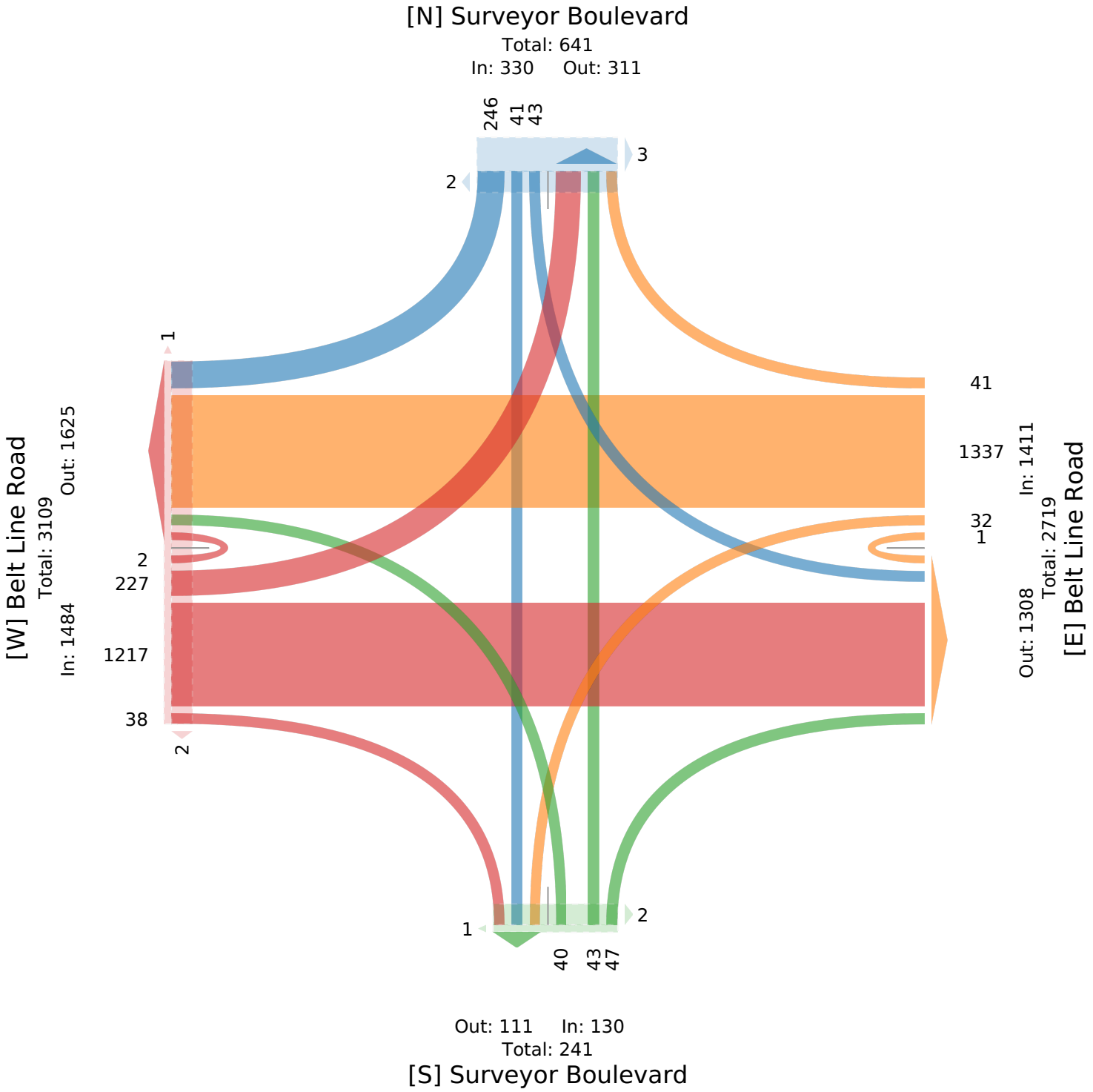
Leg / Direction	Surveyor Boulevard Northbound						Surveyor Boulevard Southbound						Belt Line Road Eastbound						Belt Line Road Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-10-04 4:45PM	5	9	12	0	**26**	2	2	8	64	0	**74**	3	65	287	10	1	**363**	1	6	299	14	0	**319**	0	**782**
5:00PM	14	11	19	0	**44**	0	13	10	65	0	**88**	0	55	299	7	0	**361**	1	7	373	10	1	**391**	0	**884**
5:15PM	13	14	7	0	**34**	0	10	11	44	0	**65**	1	53	319	9	0	**381**	0	9	300	9	0	**318**	0	**798**
5:30PM	8	9	9	0	**26**	1	18	12	73	0	**103**	1	54	312	12	1	**379**	1	10	365	8	0	**383**	0	**891**
Total	40	43	47	0	**130**	3	43	41	246	0	**330**	5	227	1217	38	2	**1484**	3	32	1337	41	1	**1411**	0	**3355**
% Approach	30.8%	33.1%	36.2%	0%	**-**	-	13.0%	12.4%	74.5%	0%	**-**	-	15.3%	82.0%	2.6%	0.1%	**-**	-	2.3%	94.8%	2.9%	0.1%	**-**	-	-
% Total	1.2%	1.3%	1.4%	0%	**3.9%**	-	1.3%	1.2%	7.3%	0%	**9.8%**	-	6.8%	36.3%	1.1%	0.1%	**44.2%**	-	1.0%	39.9%	1.2%	0%	**42.1%**	-	-
PHF	0.714	0.768	0.618	-	**0.739**	-	0.597	0.854	0.842	-	**0.801**	-	0.873	0.954	0.792	0.500	**0.974**	-	0.800	0.896	0.732	0.250	**0.902**	-	0.941
Lights	40	43	47	0	**130**	-	43	40	238	0	**321**	-	222	1202	38	2	**1464**	-	32	1318	40	1	**1391**	-	3306
% Lights	100%	100%	100%	0%	**100%**	-	100%	97.6%	96.7%	0%	**97.3%**	-	97.8%	98.8%	100%	100%	**98.7%**	-	100%	98.6%	97.6%	100%	**98.6%**	-	98.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	4	0	0	**4**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	1	8	0	**9**	-	5	11	0	0	**16**	-	0	15	1	0	**16**	-	41
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	2.4%	3.3%	0%	**2.7%**	-	2.2%	0.9%	0%	0%	**1.1%**	-	0%	1.1%	2.4%	0%	**1.1%**	-	1.2%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	80.0%	-	-	-	-	-	66.7%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	20.0%	-	-	-	-	-	33.3%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Belt Line Road at Surveyor Boulevard - TMC

Tue Oct 4, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990356, Location: 32.953939, -96.846754

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Surveyor Boulevard at Beltway Drive - TMC

Tue Sep 27, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990357, Location: 32.95123, -96.845886

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

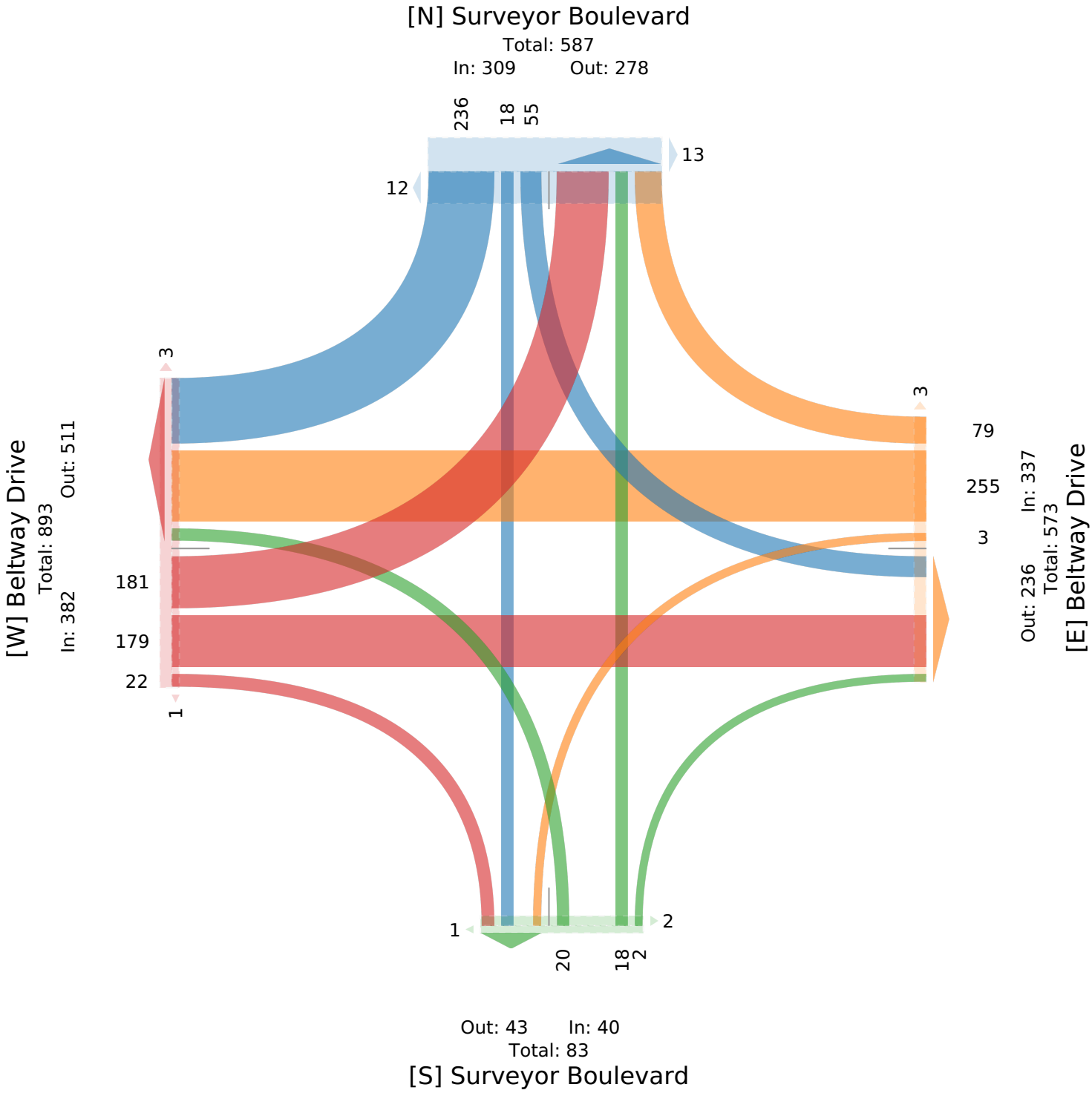
Leg	Surveyor Boulevard						Surveyor Boulevard						Beltway Drive						Beltway Drive						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-09-27 6:30AM	0	1	0	0	**1**	0	1	0	3	0	**4**	0	4	3	0	0	**7**	0	0	6	1	0	**7**	0	**19**
6:45AM	0	0	0	0	**0**	0	0	1	4	0	**5**	1	3	5	0	0	**8**	1	0	5	3	0	**8**	0	**21**
Hourly Total	0	1	0	0	**1**	0	1	1	7	0	**9**	1	7	8	0	0	**15**	1	0	11	4	0	**15**	0	**40**
7:00AM	5	1	0	0	**6**	1	3	0	4	0	**7**	4	11	4	0	0	**15**	1	0	10	3	0	**13**	0	**41**
7:15AM	2	0	0	0	**2**	0	2	1	5	0	**8**	0	8	10	1	0	**19**	0	0	12	4	0	**16**	0	**45**
7:30AM	2	3	0	0	**5**	0	2	0	10	0	**12**	3	12	7	1	0	**20**	0	0	9	2	0	**11**	0	**48**
7:45AM	2	1	0	0	**3**	0	3	0	13	0	**16**	2	18	11	0	0	**29**	0	0	12	3	0	**15**	0	**63**
Hourly Total	11	5	0	0	**16**	1	10	1	32	0	**43**	9	49	32	2	0	**83**	1	0	43	12	0	**55**	0	**197**
8:00AM	2	2	0	0	**4**	0	5	2	5	0	**12**	5	9	12	2	0	**23**	0	0	10	8	0	**18**	2	**57**
8:15AM	2	1	0	0	**3**	0	2	0	14	0	**16**	3	14	10	1	0	**25**	0	0	11	3	0	**14**	0	**58**
Hourly Total	4	3	0	0	**7**	0	7	2	19	0	**28**	8	23	22	3	0	**48**	0	0	21	11	0	**32**	2	**115**
4:30PM	1	0	0	0	**1**	1	4	1	18	0	**23**	1	8	14	3	0	**25**	0	2	24	4	0	**30**	0	**79**
4:45PM	1	1	0	0	**2**	0	3	1	21	0	**25**	1	16	15	5	0	**36**	0	1	18	4	0	**23**	0	**86**
Hourly Total	2	1	0	0	**3**	1	7	2	39	0	**48**	2	24	29	8	0	**61**	0	3	42	8	0	**53**	0	**165**
5:00PM	1	1	0	0	**2**	0	7	1	25	0	**33**	0	15	13	0	0	**28**	0	0	23	6	0	**29**	0	**92**
5:15PM	0	2	1	0	**3**	0	4	3	26	0	**33**	2	12	17	2	0	**31**	2	0	28	10	0	**38**	0	**105**
5:30PM	0	0	1	0	**1**	0	3	2	25	0	**30**	1	16	16	2	0	**34**	0	0	22	7	0	**29**	0	**94**
5:45PM	1	2	0	0	**3**	0	6	1	24	0	**31**	0	19	14	3	0	**36**	0	0	20	5	0	**25**	0	**95**
Hourly Total	2	5	2	0	**9**	0	20	7	100	0	**127**	3	62	60	7	0	**129**	2	0	93	28	0	**121**	0	**386**
6:00PM	0	2	0	0	**2**	0	7	3	24	0	**34**	1	8	18	1	0	**27**	0	0	21	8	0	**29**	0	**92**
6:15PM	1	1	0	0	**2**	1	3	2	15	0	**20**	1	8	10	1	0	**19**	0	0	24	8	0	**32**	1	**73**
Hourly Total	1	3	0	0	**4**	1	10	5	39	0	**54**	2	16	28	2	0	**46**	0	0	45	16	0	**61**	1	**165**
Total	20	18	2	0	**40**	3	55	18	236	0	**309**	25	181	179	22	0	**382**	4	3	255	79	0	**337**	3	**1068**
% Approach	50.0%	45.0%	5.0%	0%	**-**	-	17.8%	5.8%	76.4%	0%	**-**	-	47.4%	46.9%	5.8%	0%	**-**	-	0.9%	75.7%	23.4%	0%	**-**	-	-
% Total	1.9%	1.7%	0.2%	0%	**3.7%**	-	5.1%	1.7%	22.1%	0%	**28.9%**	-	16.9%	16.8%	2.1%	0%	**35.8%**	-	0.3%	23.9%	7.4%	0%	**31.6%**	-	-
Lights	20	17	2	0	**39**	-	55	18	229	0	**302**	-	178	177	22	0	**377**	-	3	250	75	0	**328**	-	1046
% Lights	100%	94.4%	100%	0%	**97.5%**	-	100%	100%	97.0%	0%	**97.7%**	-	98.3%	98.9%	100%	0%	**98.7%**	-	100%	98.0%	94.9%	0%	**97.3%**	-	97.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	7	0	**7**	-	3	2	0	0	**5**	-	0	5	4	0	**9**	-	22
% Buses and Single-Unit Trucks	0%	5.6%	0%	0%	**2.5%**	-	0%	0%	3.0%	0%	**2.3%**	-	1.7%	1.1%	0%	0%	**1.3%**	-	0%	2.0%	5.1%	0%	**2.7%**	-	2.1%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	24	-	-	-	-	-	4	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	96.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	4.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Surveyor Boulevard at Beltway Drive - TMC

Tue Sep 27, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990357, Location: 32.95123, -96.845886

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Surveyor Boulevard at Beltway Drive - TMC

Tue Sep 27, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990357, Location: 32.95123, -96.845886

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

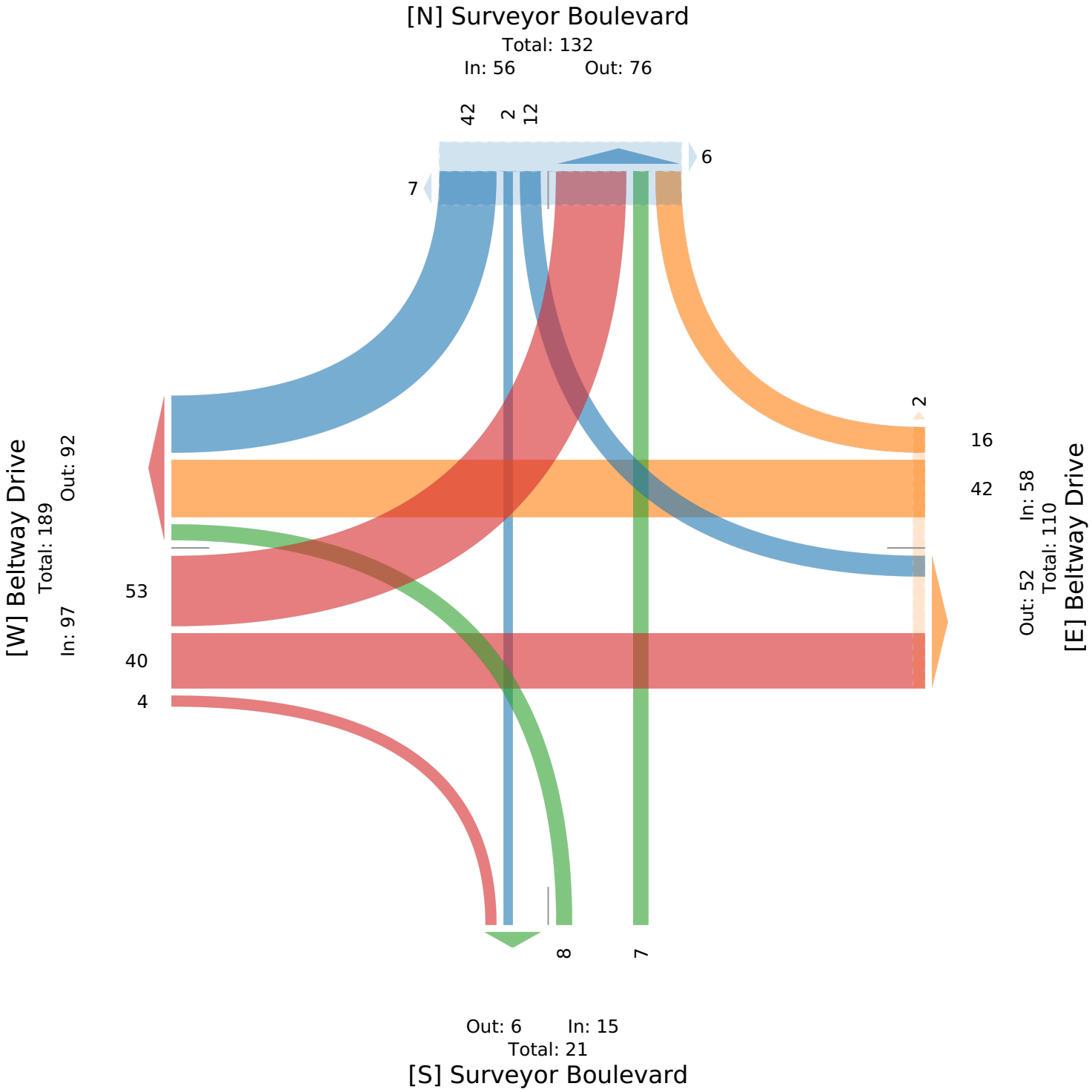
Leg	Surveyor Boulevard						Surveyor Boulevard						Beltway Drive						Beltway Drive						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-09-27 7:30AM	2	3	0	0	**5**	0	2	0	10	0	**12**	3	12	7	1	0	**20**	0	0	9	2	0	**11**	0	**48**
7:45AM	2	1	0	0	**3**	0	3	0	13	0	**16**	2	18	11	0	0	**29**	0	0	12	3	0	**15**	0	**63**
8:00AM	2	2	0	0	**4**	0	5	2	5	0	**12**	5	9	12	2	0	**23**	0	0	10	8	0	**18**	2	**57**
8:15AM	2	1	0	0	**3**	0	2	0	14	0	**16**	3	14	10	1	0	**25**	0	0	11	3	0	**14**	0	**58**
Total	8	7	0	0	**15**	0	12	2	42	0	**56**	13	53	40	4	0	**97**	0	0	42	16	0	**58**	2	**226**
% Approach	53.3%	46.7%	0%	0%	**-**	-	21.4%	3.6%	75.0%	0%	**-**	-	54.6%	41.2%	4.1%	0%	**-**	-	0%	72.4%	27.6%	0%	**-**	-	**-**
% Total	3.5%	3.1%	0%	0%	**6.6%**	-	5.3%	0.9%	18.6%	0%	**24.8%**	-	23.5%	17.7%	1.8%	0%	**42.9%**	-	0%	18.6%	7.1%	0%	**25.7%**	-	**-**
PHF	1.000	0.583	-	-	**0.750**	-	0.600	0.250	0.750	-	**0.875**	-	0.736	0.833	0.500	-	**0.836**	-	-	0.875	0.500	-	**0.806**	-	0.897
Lights	8	7	0	0	**15**	-	12	2	41	0	**55**	-	53	39	4	0	**96**	-	0	41	16	0	**57**	-	223
% Lights	100%	100%	0%	0%	**100%**	-	100%	100%	97.6%	0%	**98.2%**	-	100%	97.5%	100%	0%	**99.0%**	-	0%	97.6%	100%	0%	**98.3%**	-	98.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	2.4%	0%	**1.8%**	-	0%	2.5%	0%	0%	**1.0%**	-	0%	2.4%	0%	0%	**1.7%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Surveyor Boulevard at Beltway Drive - TMC

Tue Sep 27, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990357, Location: 32.95123, -96.845886

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



3. Surveyor Boulevard at Beltway Drive - TMC

Tue Sep 27, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990357, Location: 32.95123, -96.845886

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

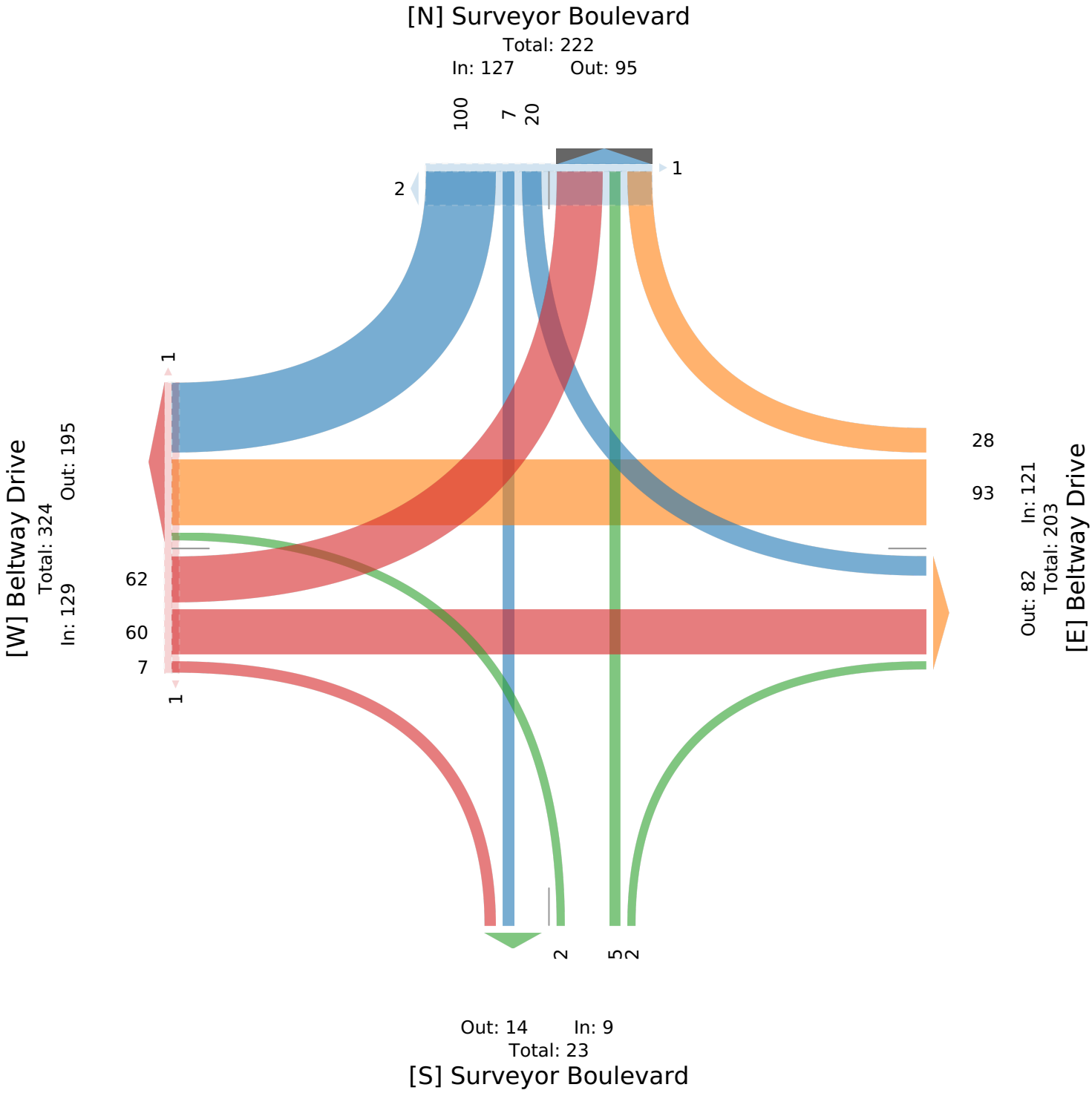
Leg	Surveyor Boulevard						Surveyor Boulevard						Beltway Drive						Beltway Drive						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-09-27 5:00PM	1	1	0	0	**2**	0	7	1	25	0	**33**	0	15	13	0	0	**28**	0	0	23	6	0	**29**	0	**92**
5:15PM	0	2	1	0	**3**	0	4	3	26	0	**33**	2	12	17	2	0	**31**	2	0	28	10	0	**38**	0	**105**
5:30PM	0	0	1	0	**1**	0	3	2	25	0	**30**	1	16	16	2	0	**34**	0	0	22	7	0	**29**	0	**94**
5:45PM	1	2	0	0	**3**	0	6	1	24	0	**31**	0	19	14	3	0	**36**	0	0	20	5	0	**25**	0	**95**
Total	2	5	2	0	**9**	0	20	7	100	0	**127**	3	62	60	7	0	**129**	2	0	93	28	0	**121**	0	**386**
% Approach	22.2%	55.6%	22.2%	0%	**-**	-	15.7%	5.5%	78.7%	0%	**-**	-	48.1%	46.5%	5.4%	0%	**-**	-	0%	76.9%	23.1%	0%	**-**	-	-
% Total	0.5%	1.3%	0.5%	0%	**2.3%**	-	5.2%	1.8%	25.9%	0%	**32.9%**	-	16.1%	15.5%	1.8%	0%	**33.4%**	-	0%	24.1%	7.3%	0%	**31.3%**	-	-
PHF	0.500	0.625	0.500	-	**0.750**	-	0.714	0.583	0.962	-	**0.962**	-	0.816	0.882	0.583	-	**0.896**	-	-	0.830	0.700	-	**0.796**	-	0.919
Lights	2	5	2	0	**9**	-	20	7	99	0	**126**	-	61	59	7	0	**127**	-	0	91	26	0	**117**	-	379
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	99.0%	0%	**99.2%**	-	98.4%	98.3%	100%	0%	**98.4%**	-	0%	97.8%	92.9%	0%	**96.7%**	-	98.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	1	1	0	0	**2**	-	0	2	2	0	**4**	-	7
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.8%**	-	1.6%	1.7%	0%	0%	**1.6%**	-	0%	2.2%	7.1%	0%	**3.3%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Surveyor Boulevard at Beltway Drive - TMC

Tue Sep 27, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990357, Location: 32.95123, -96.845886

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Belt Line Road at Runyon Road - TMC

Tue Sep 27, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990358, Location: 32.954405, -96.843711

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

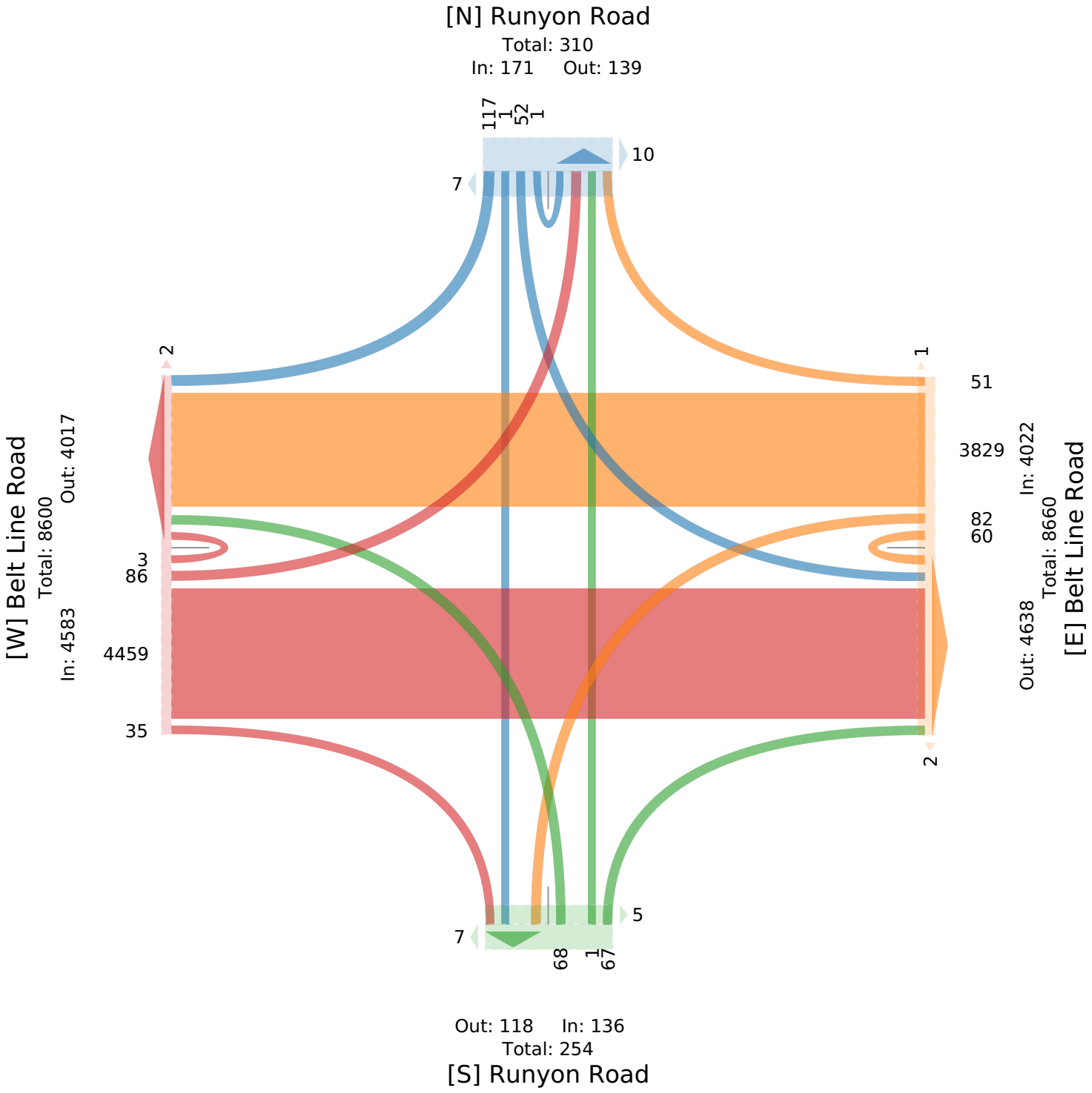
Leg	Runyon Road						Runyon Road						Belt Line Road						Belt Line Road						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-09-27 6:30AM	2	0	3	0	**5**	0	0	0	3	0	**3**	0	1	169	0	0	**170**	0	0	99	2	1	**102**	0	**280**
6:45AM	2	0	3	0	**5**	0	1	0	2	0	**3**	2	6	162	3	0	**171**	0	1	159	0	0	**160**	0	**339**
Hourly Total	4	0	6	0	**10**	0	1	0	5	0	**6**	2	7	331	3	0	**341**	0	1	258	2	1	**262**	0	**619**
7:00AM	4	0	2	0	**6**	0	2	0	2	0	**4**	0	5	179	0	0	**184**	0	6	165	1	0	**172**	0	**366**
7:15AM	1	0	3	0	**4**	0	1	0	1	0	**2**	1	7	226	2	0	**235**	0	2	167	4	0	**173**	0	**414**
7:30AM	4	0	1	0	**5**	0	4	0	5	0	**9**	2	3	257	2	0	**262**	0	3	170	3	0	**176**	0	**452**
7:45AM	5	0	4	0	**9**	2	1	0	5	0	**6**	1	7	344	3	0	**354**	1	5	205	1	0	**211**	2	**580**
Hourly Total	14	0	10	0	**24**	2	8	0	13	0	**21**	4	22	1006	7	0	**1035**	1	16	707	9	0	**732**	2	**1812**
8:00AM	5	0	3	0	**8**	0	4	0	5	0	**9**	2	7	304	4	0	**315**	0	7	189	3	0	**199**	0	**531**
8:15AM	5	0	5	0	**10**	0	2	0	4	0	**6**	1	4	270	0	0	**274**	0	1	152	2	3	**158**	0	**448**
Hourly Total	10	0	8	0	**18**	0	6	0	9	0	**15**	3	11	574	4	0	**589**	0	8	341	5	3	**357**	0	**979**
4:30PM	8	0	1	0	**9**	1	5	0	16	0	**21**	2	8	315	0	0	**323**	0	2	327	0	11	**340**	0	**693**
4:45PM	2	1	3	0	**6**	0	5	1	19	0	**25**	0	5	319	7	0	**331**	0	8	303	6	1	**318**	0	**680**
Hourly Total	10	1	4	0	**15**	1	10	1	35	0	**46**	2	13	634	7	0	**654**	0	10	630	6	12	**658**	0	**1373**
5:00PM	7	0	8	0	**15**	0	3	0	13	0	**16**	2	5	326	0	2	**333**	0	10	336	5	8	**359**	0	**723**
5:15PM	2	0	4	0	**6**	4	6	0	8	0	**14**	0	10	360	3	1	**374**	0	8	288	3	9	**308**	0	**702**
5:30PM	5	0	8	0	**13**	0	4	0	9	1	**14**	0	3	304	4	0	**311**	0	8	355	5	11	**379**	0	**717**
5:45PM	6	0	9	0	**15**	1	5	0	9	0	**14**	2	5	313	2	0	**320**	0	5	323	8	3	**339**	1	**688**
Hourly Total	20	0	29	0	**49**	5	18	0	39	1	**58**	4	23	1303	9	3	**1338**	0	31	1302	21	31	**1385**	1	**2830**
6:00PM	3	0	5	0	**8**	2	5	0	8	0	**13**	0	2	306	1	0	**309**	0	11	310	4	8	**333**	0	**663**
6:15PM	7	0	5	0	**12**	2	4	0	8	0	**12**	2	8	305	4	0	**317**	1	5	281	4	5	**295**	0	**636**
Hourly Total	10	0	10	0	**20**	4	9	0	16	0	**25**	2	10	611	5	0	**626**	1	16	591	8	13	**628**	0	**1299**
Total	68	1	67	0	**136**	12	52	1	117	1	**171**	17	86	4459	35	3	**4583**	2	82	3829	51	60	**4022**	3	**8912**
% Approach	50.0%	0.7%	49.3%	0%	**-**	-	30.4%	0.6%	68.4%	0.6%	**-**	-	1.9%	97.3%	0.8%	0.1%	**-**	-	2.0%	95.2%	1.3%	1.5%	**-**	-	**-**
% Total	0.8%	0%	0.8%	0%	**1.5%**	-	0.6%	0%	1.3%	0%	**1.9%**	-	1.0%	50.0%	0.4%	0%	**51.4%**	-	0.9%	43.0%	0.6%	0.7%	**45.1%**	-	**-**
Lights	66	0	65	0	**131**	-	50	1	115	1	**167**	-	83	4366	33	3	**4485**	-	80	3727	50	60	**3917**	-	8700
% Lights	97.1%	0%	97.0%	0%	**96.3%**	-	96.2%	100%	98.3%	100%	**97.7%**	-	96.5%	97.9%	94.3%	100%	**97.9%**	-	97.6%	97.3%	98.0%	100%	**97.4%**	-	97.6%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	24	0	0	**24**	-	0	40	0	0	**40**	-	64
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	1.0%	0%	0%	**1.0%**	-	0.7%
Buses and Single-Unit Trucks	2	1	2	0	**5**	-	2	0	2	0	**4**	-	3	69	2	0	**74**	-	2	62	1	0	**65**	-	148
% Buses and Single-Unit Trucks	2.9%	100%	3.0%	0%	**3.7%**	-	3.8%	0%	1.7%	0%	**2.3%**	-	3.5%	1.5%	5.7%	0%	**1.6%**	-	2.4%	1.6%	2.0%	0%	**1.6%**	-	1.7%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	14	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	91.7%	-	-	-	-	-	82.4%	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	8.3%	-	-	-	-	-	17.6%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Belt Line Road at Runyon Road - TMC

Tue Sep 27, 2022
Full Length (6:30 AM-8:30 AM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990358, Location: 32.954405, -96.843711

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Belt Line Road at Runyon Road - TMC

Tue Sep 27, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990358, Location: 32.954405, -96.843711

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

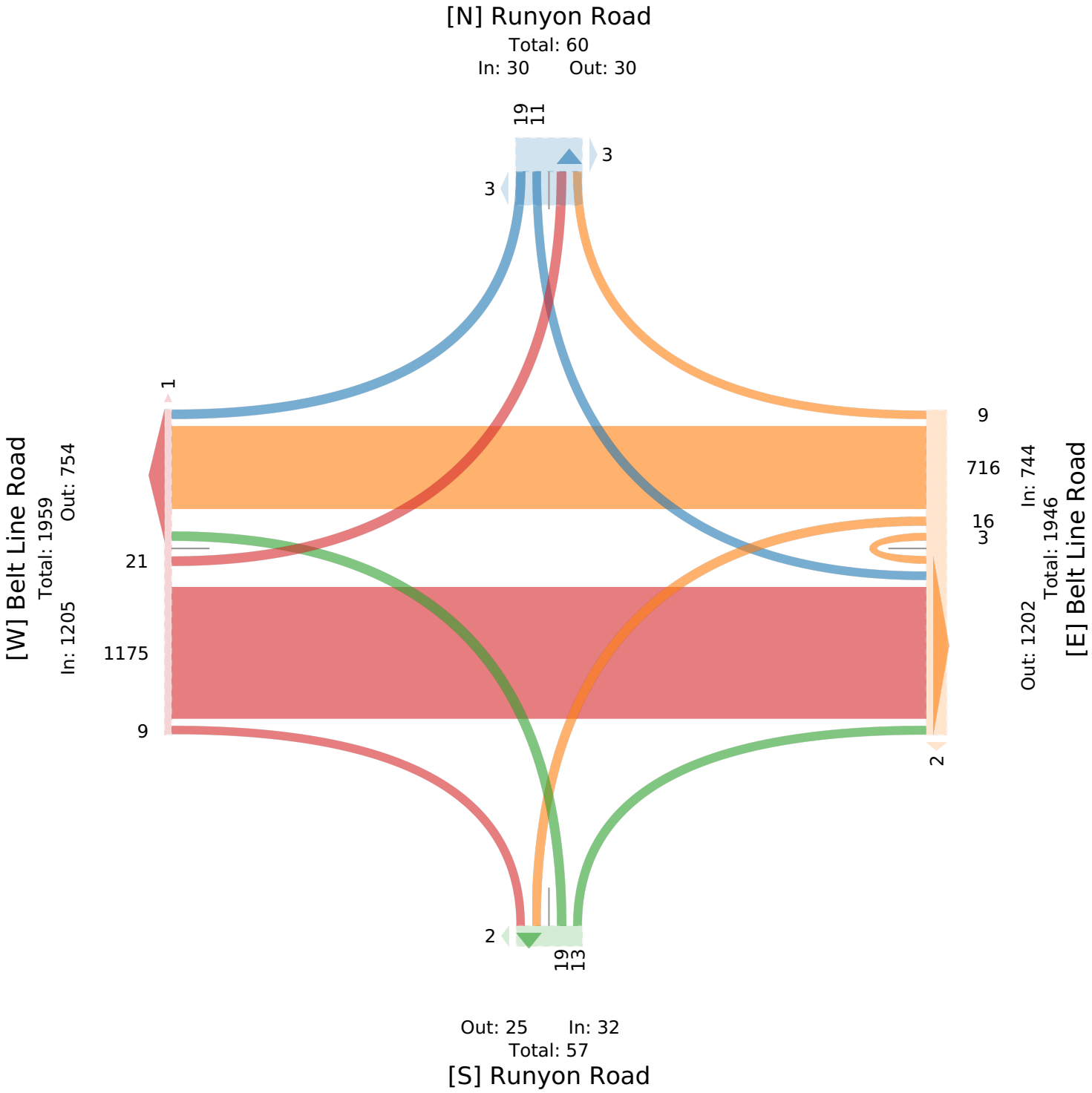
Leg	Runyon Road						Runyon Road						Belt Line Road						Belt Line Road						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-09-27 7:30AM	4	0	1	0	**5**	0	4	0	5	0	**9**	2	3	257	2	0	**262**	0	3	170	3	0	**176**	0	**452**
7:45AM	5	0	4	0	**9**	2	1	0	5	0	**6**	1	7	344	3	0	**354**	1	5	205	1	0	**211**	2	**580**
8:00AM	5	0	3	0	**8**	0	4	0	5	0	**9**	2	7	304	4	0	**315**	0	7	189	3	0	**199**	0	**531**
8:15AM	5	0	5	0	**10**	0	2	0	4	0	**6**	1	4	270	0	0	**274**	0	1	152	2	3	**158**	0	**448**
Total	19	0	13	0	**32**	2	11	0	19	0	**30**	6	21	1175	9	0	**1205**	1	16	716	9	3	**744**	2	**2011**
% Approach	59.4%	0%	40.6%	0%	**-**	-	36.7%	0%	63.3%	0%	**-**	-	1.7%	97.5%	0.7%	0%	**-**	-	2.2%	96.2%	1.2%	0.4%	**-**	-	-
% Total	0.9%	0%	0.6%	0%	**1.6%**	-	0.5%	0%	0.9%	0%	**1.5%**	-	1.0%	58.4%	0.4%	0%	**59.9%**	-	0.8%	35.6%	0.4%	0.1%	**37.0%**	-	-
PHF	0.950	-	0.650	-	**0.800**	-	0.688	-	0.950	-	**0.833**	-	0.750	0.854	0.563	-	**0.851**	-	0.571	0.873	0.750	0.250	**0.882**	-	0.867
Lights	19	0	12	0	**31**	-	10	0	19	0	**29**	-	21	1149	9	0	**1179**	-	16	691	8	3	**718**	-	1957
% Lights	100%	0%	92.3%	0%	**96.9%**	-	90.9%	0%	100%	0%	**96.7%**	-	100%	97.8%	100%	0%	**97.8%**	-	100%	96.5%	88.9%	100%	**96.5%**	-	97.3%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	11	0	0	**11**	-	18
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	1.5%	0%	0%	**1.5%**	-	0.9%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	1	0	0	0	**1**	-	0	19	0	0	**19**	-	0	14	1	0	**15**	-	36
% Buses and Single-Unit Trucks	0%	0%	7.7%	0%	**3.1%**	-	9.1%	0%	0%	0%	**3.3%**	-	0%	1.6%	0%	0%	**1.6%**	-	0%	2.0%	11.1%	0%	**2.0%**	-	1.8%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Belt Line Road at Runyon Road - TMC

Tue Sep 27, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990358, Location: 32.954405, -96.843711

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US



4. Belt Line Road at Runyon Road - TMC

Tue Sep 27, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990358, Location: 32.954405, -96.843711

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

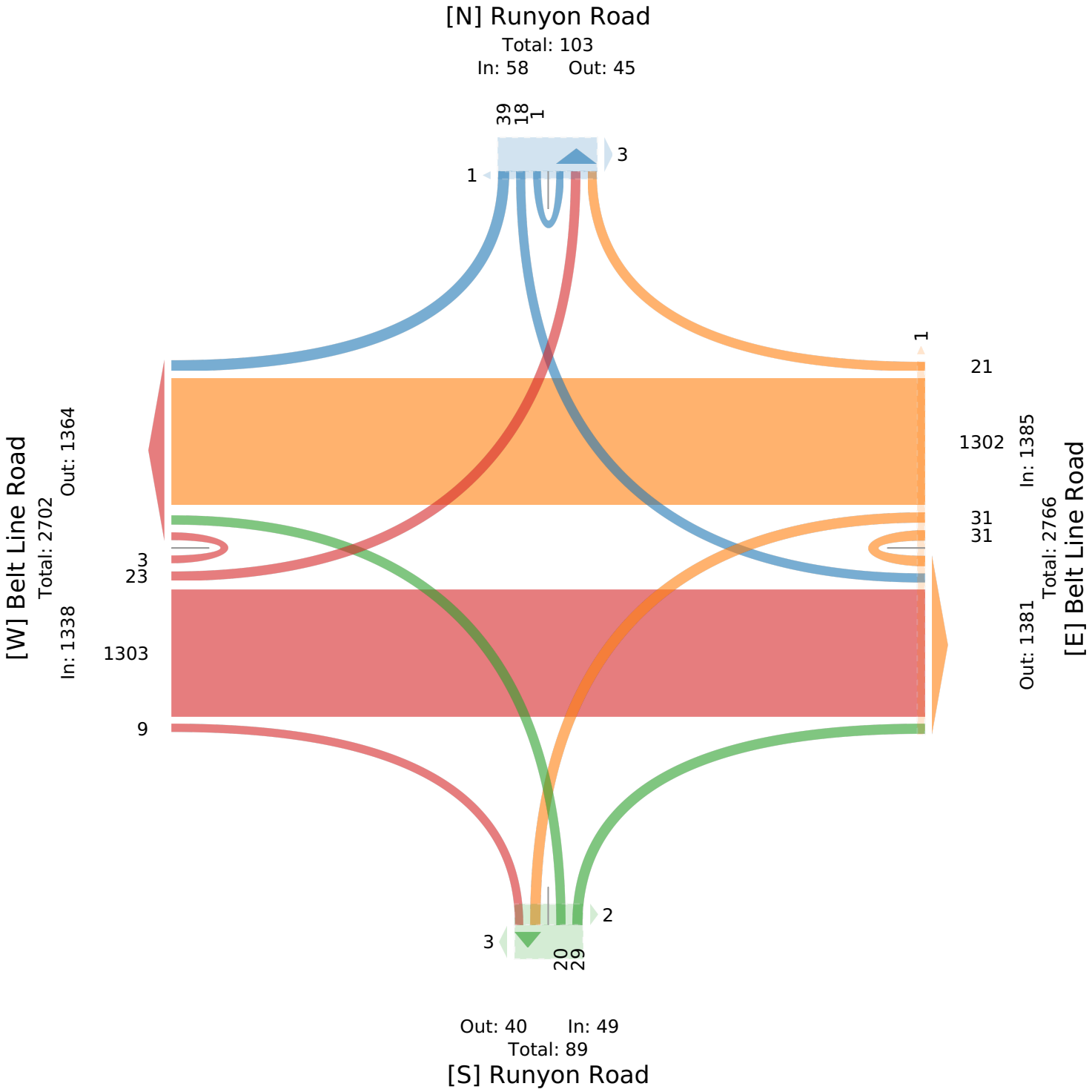
Leg	Runyon Road						Runyon Road						Belt Line Road						Belt Line Road						
Direction	Northbound						Southbound						Eastbound						Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-09-27 5:00PM	7	0	8	0	**15**	0	3	0	13	0	**16**	2	5	326	0	2	**333**	0	10	336	5	8	**359**	0	**723**
5:15PM	2	0	4	0	**6**	4	6	0	8	0	**14**	0	10	360	3	1	**374**	0	8	288	3	9	**308**	0	**702**
5:30PM	5	0	8	0	**13**	0	4	0	9	1	**14**	0	3	304	4	0	**311**	0	8	355	5	11	**379**	0	**717**
5:45PM	6	0	9	0	**15**	1	5	0	9	0	**14**	2	5	313	2	0	**320**	0	5	323	8	3	**339**	1	**688**
Total	20	0	29	0	**49**	5	18	0	39	1	**58**	4	23	1303	9	3	**1338**	0	31	1302	21	31	**1385**	1	**2830**
% Approach	40.8%	0%	59.2%	0%	**-**	-	31.0%	0%	67.2%	1.7%	**-**	-	1.7%	97.4%	0.7%	0.2%	**-**	-	2.2%	94.0%	1.5%	2.2%	**-**	-	**-**
% Total	0.7%	0%	1.0%	0%	**1.7%**	-	0.6%	0%	1.4%	0%	**2.0%**	-	0.8%	46.0%	0.3%	0.1%	**47.3%**	-	1.1%	46.0%	0.7%	1.1%	**48.9%**	-	**-**
PHF	0.714	-	0.806	-	**0.817**	-	0.750	-	0.750	0.250	**0.906**	-	0.575	0.905	0.563	0.375	**0.894**	-	0.775	0.917	0.656	0.705	**0.914**	-	0.979
Lights	19	0	29	0	**48**	-	18	0	37	1	**56**	-	22	1287	9	3	**1321**	-	30	1279	21	31	**1361**	-	2786
% Lights	95.0%	0%	100%	0%	**98.0%**	-	100%	0%	94.9%	100%	**96.6%**	-	95.7%	98.8%	100%	100%	**98.7%**	-	96.8%	98.2%	100%	100%	**98.3%**	-	98.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	11	0	0	**11**	-	14
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0.8%	0%	0%	**0.8%**	-	0.5%
Buses and Single-Unit Trucks	1	0	0	0	**1**	-	0	0	2	0	**2**	-	1	13	0	0	**14**	-	1	12	0	0	**13**	-	30
% Buses and Single-Unit Trucks	5.0%	0%	0%	0%	**2.0%**	-	0%	0%	5.1%	0%	**3.4%**	-	4.3%	1.0%	0%	0%	**1.0%**	-	3.2%	0.9%	0%	0%	**0.9%**	-	1.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	75.0%	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	25.0%	-	-	-	-	-	-	-	-	-	-	-	100%	-

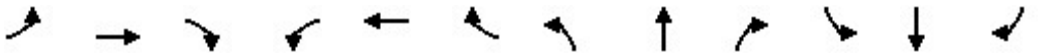
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Belt Line Road at Runyon Road - TMC

Tue Sep 27, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 990358, Location: 32.954405, -96.843711

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	744	34	227	433	61	27	90	155	14	43	55
Future Volume (vph)	128	744	34	227	433	61	27	90	155	14	43	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			42			30			30	
Link Distance (ft)		588			1047			220			385	
Travel Time (s)		9.5			17.0			5.0			8.8	
Peak Hour Factor	0.66	0.87	0.60	0.89	0.90	0.64	0.57	0.72	0.81	0.54	0.77	0.64
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	13.0	29.0		13.0	27.0		32.0	32.0		35.0	35.0	
Total Split (s)	18.0	30.0		15.0	27.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.5%	37.5%		18.8%	33.8%		43.8%	43.8%		43.8%	43.8%	
Yellow Time (s)	3.6	4.5		3.6	4.5		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.5	1.0		2.5	1.0		1.5	1.5		1.4	1.4	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	4.6	4.0		4.6	4.0			3.7			3.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	54.1	45.7		57.6	47.4			11.3			11.4	
Actuated g/C Ratio	0.68	0.57		0.72	0.59			0.14			0.14	
v/c Ratio	0.30	0.45		0.51	0.28			0.64			0.39	
Control Delay	4.7	11.8		7.1	8.9			24.8			18.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.7	11.8		7.1	8.9			24.8			18.0	
LOS	A	B		A	A			C			B	
Approach Delay		10.5			8.3			24.8			18.0	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 59.4%		ICU Level of Service B	

Analysis Period (min) 15

Splits and Phases: 1: Surveyor Blvd & Arapaho

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	1109	30	19	686	22	22	30	31	24	55	177
Future Volume (vph)	201	1109	30	19	686	22	22	30	31	24	55	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	180		0	50		115	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		476			449			500			327	
Travel Time (s)		8.1			7.7			11.4			7.4	
Peak Hour Factor	0.90	0.87	0.63	0.68	0.92	0.79	0.69	0.75	0.71	0.60	0.78	0.96
Heavy Vehicles (%)	2%	4%	3%	2%	3%	14%	2%	2%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	NA	Perm	pm+pt	NA	custom
Protected Phases	1	6 14		13	2 10		15	4 12		11	8 16	
Permitted Phases	6 14			2 10			4		4 12	8 16		8
Detector Phase	1	6 14		13	2 10		15	4 12	4 12	11	8 16	8
Switch Phase												
Minimum Initial (s)	3.0			3.0			3.0			3.0		6.0
Minimum Split (s)	13.0			13.0			13.0			13.0		30.0
Total Split (s)	20.0			18.0			13.0			13.0		20.0
Total Split (%)	12.5%			11.3%			8.1%			8.1%		12.5%
Yellow Time (s)	3.6			3.6			3.0			3.0		3.7
All-Red Time (s)	2.5			2.1			2.5			2.5		1.1
Lost Time Adjust (s)	-2.5			-2.5			-3.0			-2.5		-2.5
Total Lost Time (s)	3.6			3.2			2.5			3.0		2.3
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Recall Mode	None			None			None			None		None
Act Effct Green (s)	109.5	110.7		101.2	101.6		20.4	21.5	21.5	28.1	21.9	11.0
Actuated g/C Ratio	0.68	0.69		0.63	0.64		0.13	0.13	0.13	0.18	0.14	0.07
v/c Ratio	0.46	0.39		0.09	0.24		0.19	0.16	0.12	0.16	0.28	0.61
Control Delay	5.5	2.0		7.8	7.8		33.9	31.5	0.7	26.6	33.4	19.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	2.1		7.8	7.8		33.9	31.5	0.7	26.6	33.4	19.1
LOS	A	A		A	A		C	C	A	C	C	B
Approach Delay		2.6			7.8			20.5			23.6	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 7.1		Intersection LOS: A	

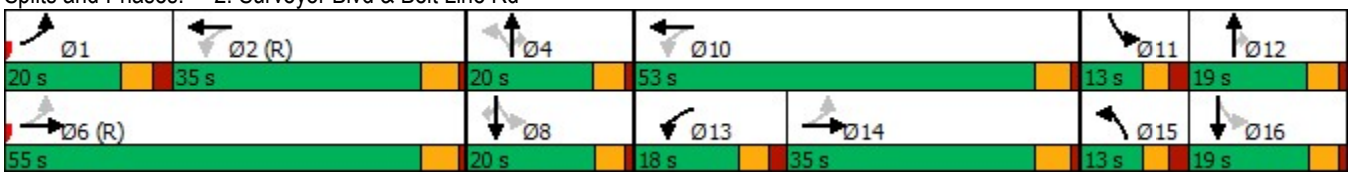
Lane Group	Ø2	Ø4	Ø6	Ø10	Ø12	Ø14	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Right Turn on Red							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Shared Lane Traffic (%)							
Turn Type							
Protected Phases	2	4	6	10	12	14	16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	26.0	31.0	24.0	26.0	10.9	24.0	10.8
Total Split (s)	35.0	20.0	55.0	53.0	19.0	35.0	19.0
Total Split (%)	22%	13%	34%	33%	12%	22%	12%
Yellow Time (s)	4.5	3.7	4.5	4.5	3.7	4.5	3.7
All-Red Time (s)	1.0	1.2	1.0	1.0	1.2	1.0	1.1
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag				Lag	Lag	Lag
Lead-Lag Optimize?	Yes						
Recall Mode	C-Max	Min	C-Max	Max	Min	Max	Min
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary

Intersection Capacity Utilization 43.4% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Surveyor Blvd & Belt Line Rd

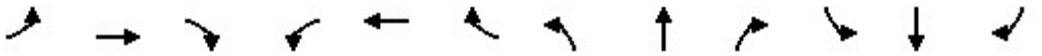


Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	40	4	0	42	16	8	7	0	12	2	42
Future Vol, veh/h	53	40	4	0	42	16	8	7	0	12	2	42
Peak Hour Factor	0.74	0.83	0.50	1.00	0.88	0.50	1.00	0.58	1.00	0.60	0.25	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	48	8	0	48	32	8	12	0	20	8	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.5	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	55%	0%	21%
Vol Thru, %	47%	41%	72%	4%
Vol Right, %	0%	4%	28%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	97	58	56
LT Vol	8	53	0	12
Through Vol	7	40	42	2
RT Vol	0	4	16	42
Lane Flow Rate	20	128	80	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.151	0.09	0.094
Departure Headway (Hd)	4.591	4.262	4.049	4.012
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	833	871	898
Service Time	2.594	2.332	2.135	2.013
HCM Lane V/C Ratio	0.026	0.154	0.092	0.094
HCM Control Delay	7.7	8.1	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.3	0.3

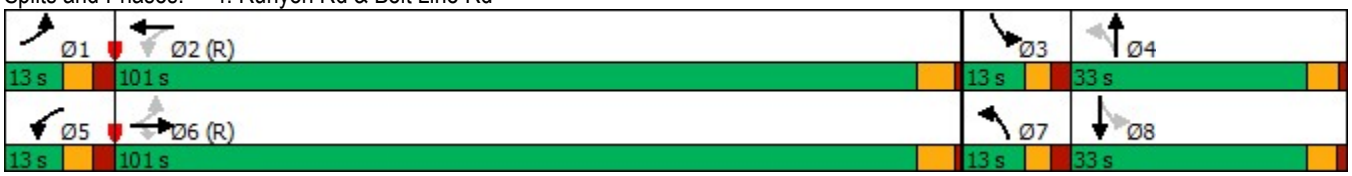


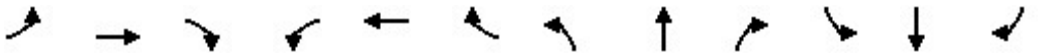
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1175	9	16	716	9	19	0	13	11	0	19
Future Volume (vph)	21	1175	9	16	716	9	19	0	13	11	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		75	160		0	125		0	0		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		490			680			328			330	
Travel Time (s)		8.4			11.6			7.5			7.5	
Peak Hour Factor	0.75	0.85	0.56	0.57	0.87	0.75	0.95	1.00	0.65	0.69	1.00	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	11%	2%	2%	8%	9%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	13.0	24.0	24.0	13.0	24.0		13.0	29.0		13.0	33.0	
Total Split (s)	13.0	101.0	101.0	13.0	101.0		13.0	33.0		13.0	33.0	
Total Split (%)	8.1%	63.1%	63.1%	8.1%	63.1%		8.1%	20.6%		8.1%	20.6%	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5		3.0	3.7		3.0	3.7	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0		2.5	1.2		2.5	1.4	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	3.6	3.0	3.0	3.6	3.0		3.0	2.4		3.0	2.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	140.1	136.7	136.7	140.1	136.7		14.3	10.9		14.1	8.6	
Actuated g/C Ratio	0.88	0.85	0.85	0.88	0.85		0.09	0.07		0.09	0.05	
v/c Ratio	0.05	0.32	0.01	0.08	0.19		0.07	0.07		0.12	0.05	
Control Delay	2.7	3.5	0.0	2.8	2.7		62.7	0.5		64.3	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.7	3.5	0.0	2.8	2.7		62.7	0.5		64.3	0.3	
LOS	A	A	A	A	A		E	A		E	A	
Approach Delay		3.5			2.7			31.6			28.7	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 91 (57%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 4.0		Intersection LOS: A	

Intersection Capacity Utilization 36.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Runyon Rd & Belt Line Rd



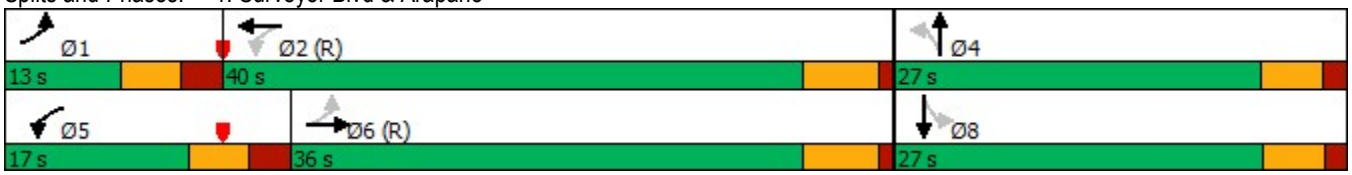


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	622	36	245	765	14	27	41	250	60	199	145
Future Volume (vph)	43	622	36	245	765	14	27	41	250	60	199	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			42			30			30	
Link Distance (ft)		588			1047			220			385	
Travel Time (s)		9.5			17.0			5.0			8.8	
Peak Hour Factor	0.71	0.90	0.52	0.94	0.93	0.54	0.63	0.79	0.92	0.63	0.74	0.63
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	13.0	29.0		13.0	27.0		32.0	32.0		35.0	35.0	
Total Split (s)	13.0	36.0		17.0	40.0		27.0	27.0		27.0	27.0	
Total Split (%)	16.3%	45.0%		21.3%	50.0%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	3.6	4.5		3.6	4.5		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.5	1.0		2.5	1.0		1.5	1.5		1.4	1.4	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	4.6	4.0		4.6	4.0			3.7			3.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	44.9	38.4		52.3	44.0			18.8			18.9	
Actuated g/C Ratio	0.56	0.48		0.65	0.55			0.24			0.24	
v/c Ratio	0.15	0.45		0.54	0.44			0.49			0.83	
Control Delay	7.2	15.8		10.5	13.2			18.8			30.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	7.2	15.8		10.5	13.2			18.8			30.3	
LOS	A	B		B	B			B			C	
Approach Delay		15.1			12.6			18.8			30.3	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 67 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	

Analysis Period (min) 15

Splits and Phases: 1: Surveyor Blvd & Arapaho



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1217	38	32	1337	41	40	43	47	43	41	246
Future Volume (vph)	227	1217	38	32	1337	41	40	43	47	43	41	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	180		0	50		115	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		476			449			500			327	
Travel Time (s)		8.1			7.7			11.4			7.4	
Peak Hour Factor	0.87	0.95	0.79	0.80	0.90	0.73	0.71	0.77	0.62	0.60	0.85	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	NA	Perm	pm+pt	NA	custom
Protected Phases	1	6 14		13	2 10		15	4 12		11	8 16	
Permitted Phases	6 14			2 10			4		4 12	8 16		8
Detector Phase	1	6 14		13	2 10		15	4 12	4 12	11	8 16	8
Switch Phase												
Minimum Initial (s)	3.0			3.0			3.0			3.0		6.0
Minimum Split (s)	13.0			13.0			13.0			13.0		30.0
Total Split (s)	16.0			16.0			13.0			13.0		20.0
Total Split (%)	10.0%			10.0%			8.1%			8.1%		12.5%
Yellow Time (s)	3.6			3.6			3.0			3.0		3.7
All-Red Time (s)	2.5			2.1			2.5			2.5		1.1
Lost Time Adjust (s)	-2.5			-2.5			-3.0			-2.5		-2.5
Total Lost Time (s)	3.6			3.2			2.5			3.0		2.3
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Recall Mode	None			None			None			None		None
Act Effct Green (s)	103.9	105.1		90.5	90.9		21.6	22.0	22.0	31.2	24.6	11.8
Actuated g/C Ratio	0.65	0.66		0.57	0.57		0.14	0.14	0.14	0.20	0.15	0.07
v/c Ratio	0.84	0.40		0.14	0.54		0.28	0.22	0.21	0.26	0.17	0.76
Control Delay	45.1	5.5		7.1	7.5		34.5	32.3	1.3	28.0	31.5	22.0
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.6
Total Delay	45.1	5.6		7.1	7.5		34.5	32.3	1.3	28.0	31.5	22.6
LOS	D	A		A	A		C	C	A	C	C	C
Approach Delay		12.1			7.5			20.4			24.6	
Approach LOS		B			A			C			C	

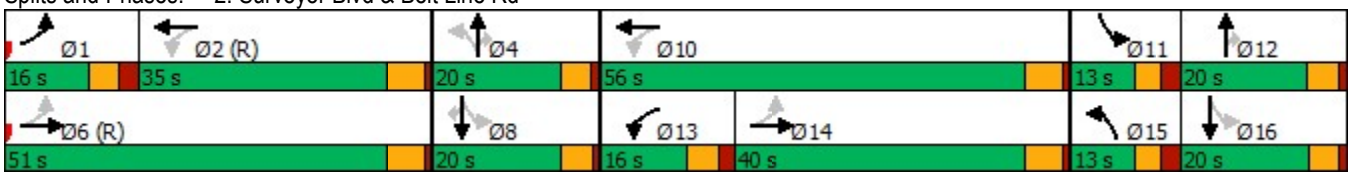
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 117 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 155			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 11.9		Intersection LOS: B	

Lane Group	Ø2	Ø4	Ø6	Ø10	Ø12	Ø14	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Right Turn on Red							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Shared Lane Traffic (%)							
Turn Type							
Protected Phases	2	4	6	10	12	14	16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	26.0	31.0	24.0	26.0	34.0	24.0	30.0
Total Split (s)	35.0	20.0	51.0	56.0	20.0	40.0	20.0
Total Split (%)	22%	13%	32%	35%	13%	25%	13%
Yellow Time (s)	4.5	3.7	4.5	4.5	3.7	4.5	3.7
All-Red Time (s)	1.0	1.2	1.0	1.0	1.2	1.0	1.1
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag				Lag	Lag	Lag
Lead-Lag Optimize?	Yes						
Recall Mode	C-Max	Min	C-Max	Max	None	Max	None
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary

Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Surveyor Blvd & Belt Line Rd



Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	60	7	0	93	28	2	5	2	20	7	100
Future Vol, veh/h	62	60	7	0	93	28	2	5	2	20	7	100
Peak Hour Factor	0.82	0.88	0.58	1.00	0.83	0.70	0.50	0.63	0.50	0.71	0.58	0.96
Heavy Vehicles, %	2	2	2	2	7	2	2	2	2	2	2	2
Mvmt Flow	76	68	12	0	112	40	4	8	4	28	12	104
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.4	7.8	8.1
HCM LOS	A	A	A	A

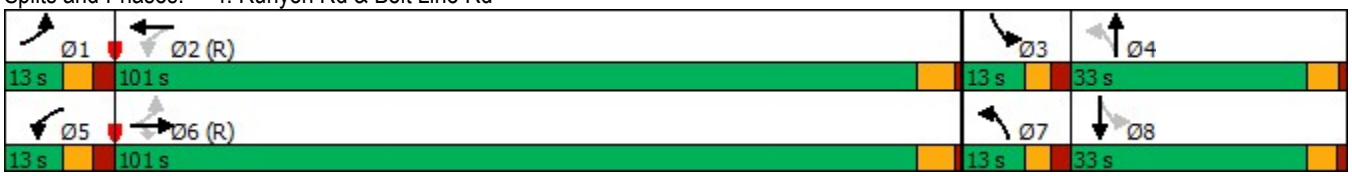
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	48%	0%	16%
Vol Thru, %	56%	47%	77%	6%
Vol Right, %	22%	5%	23%	79%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	129	121	127
LT Vol	2	62	0	20
Through Vol	5	60	93	7
RT Vol	2	7	28	100
Lane Flow Rate	16	156	152	144
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.196	0.186	0.169
Departure Headway (Hd)	4.715	4.518	4.408	4.214
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	759	795	815	852
Service Time	2.743	2.539	2.43	2.236
HCM Lane V/C Ratio	0.021	0.196	0.187	0.169
HCM Control Delay	7.8	8.6	8.4	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0.7	0.6

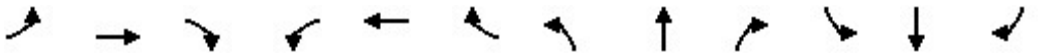
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1303	9	31	1302	21	20	0	29	18	0	39
Future Volume (vph)	23	1303	9	31	1302	21	20	0	29	18	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		75	160		0	125		0	0		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		490			680			328			330	
Travel Time (s)		8.4			11.6			7.5			7.5	
Peak Hour Factor	0.58	0.91	0.56	0.78	0.92	0.66	0.71	1.00	0.81	0.75	1.00	0.75
Heavy Vehicles (%)	4%	2%	2%	3%	2%	2%	5%	2%	2%	2%	5%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	13.0	24.0	24.0	13.0	24.0		13.0	29.0		13.0	33.0	
Total Split (s)	13.0	101.0	101.0	13.0	101.0		13.0	33.0		13.0	33.0	
Total Split (%)	8.1%	63.1%	63.1%	8.1%	63.1%		8.1%	20.6%		8.1%	20.6%	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5		3.0	3.7		3.0	3.7	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0		2.5	1.2		2.5	1.4	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	3.6	3.0	3.0	3.6	3.0		3.0	2.4		3.0	2.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	137.0	131.2	131.2	136.9	131.1		13.9	8.6		14.4	8.6	
Actuated g/C Ratio	0.86	0.82	0.82	0.86	0.82		0.09	0.05		0.09	0.05	
v/c Ratio	0.12	0.34	0.01	0.12	0.35		0.11	0.15		0.17	0.21	
Control Delay	3.6	7.2	0.0	1.0	2.1		63.3	1.2		65.4	1.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.6	7.2	0.0	1.0	2.1		63.3	1.2		65.4	1.9	
LOS	A	A	A	A	A		E	A		E	A	
Approach Delay		7.0			2.1			28.4			22.0	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 137 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 5.4		Intersection LOS: A	

Intersection Capacity Utilization 40.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Runyon Rd & Belt Line Rd



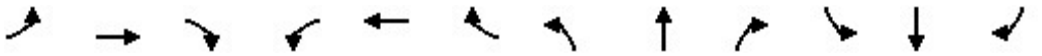


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	805	42	246	469	66	29	97	168	15	47	60
Future Volume (vph)	139	805	42	246	469	66	29	97	168	15	47	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			42			30			30	
Link Distance (ft)		588			1047			220			385	
Travel Time (s)		9.5			17.0			5.0			8.8	
Peak Hour Factor	0.66	0.87	0.60	0.89	0.90	0.64	0.57	0.72	0.81	0.54	0.77	0.64
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	13.0	29.0		13.0	27.0		32.0	32.0		35.0	35.0	
Total Split (s)	18.0	30.0		15.0	27.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.5%	37.5%		18.8%	33.8%		43.8%	43.8%		43.8%	43.8%	
Yellow Time (s)	3.6	4.5		3.6	4.5		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.5	1.0		2.5	1.0		1.5	1.5		1.4	1.4	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	4.6	4.0		4.6	4.0			3.7			3.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	53.4	44.0		57.5	46.1			11.7			11.8	
Actuated g/C Ratio	0.67	0.55		0.72	0.58			0.15			0.15	
v/c Ratio	0.34	0.52		0.57	0.31			0.66			0.42	
Control Delay	5.3	13.6		9.8	10.0			24.6			17.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.3	13.6		9.8	10.0			24.6			17.9	
LOS	A	B		A	A			C			B	
Approach Delay		12.1			9.9			24.6			17.9	
Approach LOS		B			A			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 13.6		Intersection LOS: B	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	

Analysis Period (min) 15

Splits and Phases: 1: Surveyor Blvd & Arapaho



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	1200	32	21	743	24	24	32	34	26	60	192
Future Volume (vph)	218	1200	32	21	743	24	24	32	34	26	60	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	180		0	50		115	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		476			449			500			327	
Travel Time (s)		8.1			7.7			11.4			7.4	
Peak Hour Factor	0.90	0.87	0.63	0.68	0.92	0.79	0.69	0.75	0.71	0.60	0.78	0.96
Heavy Vehicles (%)	2%	4%	3%	2%	3%	14%	2%	2%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	NA	Perm	pm+pt	NA	custom
Protected Phases	1	6 14		13	2 10		15	4 12		11	8 16	
Permitted Phases	6 14			2 10			4		4 12	8 16		8
Detector Phase	1	6 14		13	2 10		15	4 12	4 12	11	8 16	8
Switch Phase												
Minimum Initial (s)	3.0			3.0			3.0			3.0		6.0
Minimum Split (s)	13.0			13.0			13.0			13.0		30.0
Total Split (s)	20.0			18.0			13.0			13.0		20.0
Total Split (%)	12.5%			11.3%			8.1%			8.1%		12.5%
Yellow Time (s)	3.6			3.6			3.0			3.0		3.7
All-Red Time (s)	2.5			2.1			2.5			2.5		1.1
Lost Time Adjust (s)	-2.5			-2.5			-3.0			-2.5		-2.5
Total Lost Time (s)	3.6			3.2			2.5			3.0		2.3
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Recall Mode	None			None			None			None		None
Act Effct Green (s)	106.3	107.5		99.3	99.7		21.1	22.4	22.4	29.0	22.7	11.6
Actuated g/C Ratio	0.66	0.67		0.62	0.62		0.13	0.14	0.14	0.18	0.14	0.07
v/c Ratio	0.54	0.43		0.11	0.27		0.21	0.17	0.13	0.16	0.29	0.65
Control Delay	9.2	2.2		8.7	8.8		33.8	31.0	0.7	26.3	32.8	22.5
Queue Delay	0.1	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	2.2		8.7	8.8		33.8	31.0	0.7	26.3	32.8	22.5
LOS	A	A		A	A		C	C	A	C	C	C
Approach Delay		3.3			8.8			20.3			25.5	
Approach LOS		A			A			C			C	

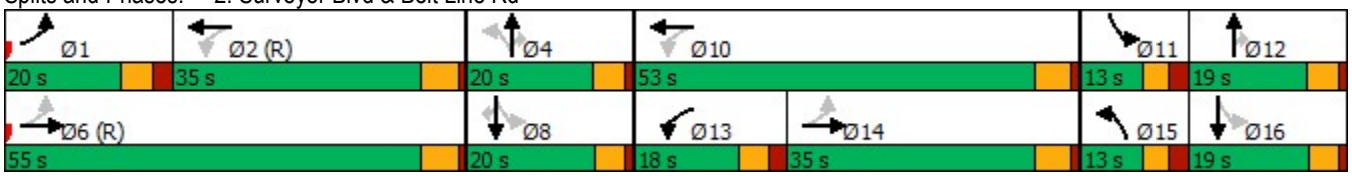
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 8.0		Intersection LOS: A	

Lane Group	Ø2	Ø4	Ø6	Ø10	Ø12	Ø14	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Right Turn on Red							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Shared Lane Traffic (%)							
Turn Type							
Protected Phases	2	4	6	10	12	14	16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	26.0	31.0	24.0	26.0	10.9	24.0	10.8
Total Split (s)	35.0	20.0	55.0	53.0	19.0	35.0	19.0
Total Split (%)	22%	13%	34%	33%	12%	22%	12%
Yellow Time (s)	4.5	3.7	4.5	4.5	3.7	4.5	3.7
All-Red Time (s)	1.0	1.2	1.0	1.0	1.2	1.0	1.1
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag				Lag	Lag	Lag
Lead-Lag Optimize?	Yes						
Recall Mode	C-Max	Min	C-Max	Max	Min	Max	Min
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary

Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Surveyor Blvd & Belt Line Rd



Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	43	4	0	45	17	9	8	0	13	2	45
Future Vol, veh/h	57	43	4	0	45	17	9	8	0	13	2	45
Peak Hour Factor	0.74	0.83	0.50	1.00	0.88	0.50	1.00	0.58	1.00	0.60	0.25	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	77	52	8	0	51	34	9	14	0	22	8	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	7.6	7.8	7.5
HCM LOS	A	A	A	A

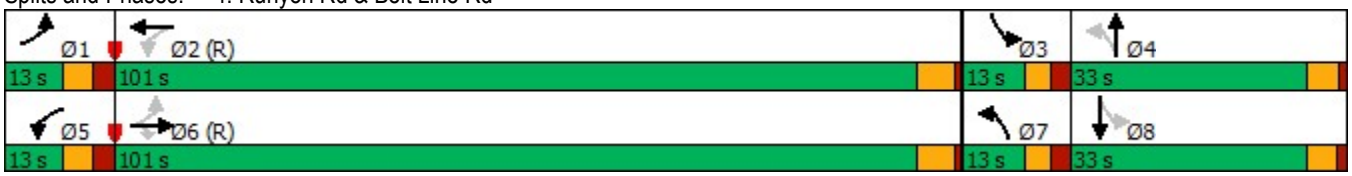
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	55%	0%	22%
Vol Thru, %	47%	41%	73%	3%
Vol Right, %	0%	4%	27%	75%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	104	62	60
LT Vol	9	57	0	13
Through Vol	8	43	45	2
RT Vol	0	4	17	45
Lane Flow Rate	23	137	85	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.163	0.096	0.101
Departure Headway (Hd)	4.632	4.282	4.071	4.049
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	777	828	865	890
Service Time	2.634	2.359	2.167	2.05
HCM Lane V/C Ratio	0.03	0.165	0.098	0.101
HCM Control Delay	7.8	8.2	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.3	0.3

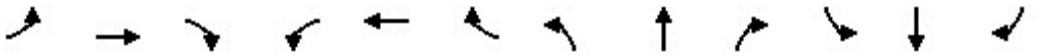
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1272	10	17	775	10	21	0	14	12	0	21
Future Volume (vph)	23	1272	10	17	775	10	21	0	14	12	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		75	160		0	125		0	0		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		490			680			328			330	
Travel Time (s)		8.4			11.6			7.5			7.5	
Peak Hour Factor	0.75	0.85	0.56	0.57	0.87	0.75	0.95	1.00	0.65	0.69	1.00	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	11%	2%	2%	8%	9%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	13.0	24.0	24.0	13.0	24.0		13.0	29.0		13.0	33.0	
Total Split (s)	13.0	101.0	101.0	13.0	101.0		13.0	33.0		13.0	33.0	
Total Split (%)	8.1%	63.1%	63.1%	8.1%	63.1%		8.1%	20.6%		8.1%	20.6%	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5		3.0	3.7		3.0	3.7	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0		2.5	1.2		2.5	1.4	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	3.6	3.0	3.0	3.6	3.0		3.0	2.4		3.0	2.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	139.3	133.6	133.6	139.3	133.6		13.7	8.5		14.2	8.7	
Actuated g/C Ratio	0.87	0.84	0.84	0.87	0.84		0.09	0.05		0.09	0.05	
v/c Ratio	0.06	0.35	0.01	0.09	0.22		0.08	0.09		0.13	0.06	
Control Delay	2.7	4.3	0.0	3.0	2.8		62.7	0.7		64.4	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.7	4.3	0.0	3.0	2.8		62.7	0.7		64.4	0.3	
LOS	A	A	A	A	A		E	A		E	A	
Approach Delay		4.3			2.8			31.7			28.3	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 91 (57%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 4.6		Intersection LOS: A	

Intersection Capacity Utilization 38.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Runyon Rd & Belt Line Rd



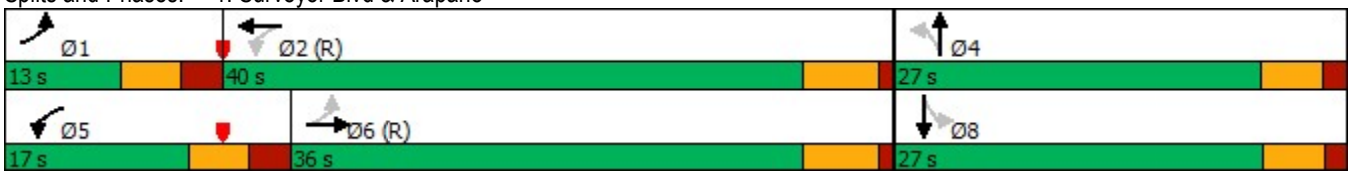


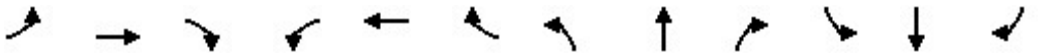
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	673	39	265	828	15	29	44	271	65	215	157
Future Volume (vph)	47	673	39	265	828	15	29	44	271	65	215	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			42			30			30	
Link Distance (ft)		588			1047			220			385	
Travel Time (s)		9.5			17.0			5.0			8.8	
Peak Hour Factor	0.71	0.90	0.52	0.94	0.93	0.54	0.63	0.79	0.92	0.63	0.74	0.89
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	13.0	29.0		13.0	27.0		32.0	32.0		35.0	35.0	
Total Split (s)	13.0	36.0		17.0	40.0		27.0	27.0		27.0	27.0	
Total Split (%)	16.3%	45.0%		21.3%	50.0%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	3.6	4.5		3.6	4.5		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.5	1.0		2.5	1.0		1.5	1.5		1.4	1.4	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	4.6	4.0		4.6	4.0			3.7			3.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	43.1	36.6		51.0	42.4			20.3			20.4	
Actuated g/C Ratio	0.54	0.46		0.64	0.53			0.25			0.26	
v/c Ratio	0.17	0.51		0.63	0.49			0.49			0.83	
Control Delay	7.9	17.5		13.8	14.6			19.6			34.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	7.9	17.5		13.8	14.6			19.6			34.6	
LOS	A	B		B	B			B			C	
Approach Delay		16.8			14.4			19.6			34.6	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 67 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	

Analysis Period (min) 15

Splits and Phases: 1: Surveyor Blvd & Arapaho





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	246	1317	41	35	1447	44	43	47	51	47	44	266
Future Volume (vph)	246	1317	41	35	1447	44	43	47	51	47	44	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	180		0	50		115	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		476			449			500			327	
Travel Time (s)		8.1			7.7			11.4			7.4	
Peak Hour Factor	0.87	0.95	0.79	0.80	0.90	0.73	0.71	0.77	0.62	0.60	0.85	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	NA	Perm	pm+pt	NA	custom
Protected Phases	1	6 14		13	2 10		15	4 12		11	8 16	
Permitted Phases	6 14			2 10			4		4 12	8 16		8
Detector Phase	1	6 14		13	2 10		15	4 12	4 12	11	8 16	8
Switch Phase												
Minimum Initial (s)	3.0			3.0			3.0			3.0		6.0
Minimum Split (s)	13.0			13.0			13.0			13.0		30.0
Total Split (s)	23.0			16.0			13.0			13.0		20.0
Total Split (%)	14.4%			10.0%			8.1%			8.1%		12.5%
Yellow Time (s)	3.6			3.6			3.0			3.0		3.7
All-Red Time (s)	2.5			2.1			2.5			2.5		1.1
Lost Time Adjust (s)	-2.5			-2.5			-3.0			-2.5		-2.5
Total Lost Time (s)	3.6			3.2			2.5			3.0		2.3
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Recall Mode	None			None			None			None		None
Act Effct Green (s)	103.5	104.7		83.4	83.8		21.8	22.3	22.3	31.6	25.0	11.9
Actuated g/C Ratio	0.65	0.65		0.52	0.52		0.14	0.14	0.14	0.20	0.16	0.07
v/c Ratio	0.81	0.43		0.18	0.63		0.31	0.24	0.22	0.29	0.18	0.78
Control Delay	41.0	6.5		9.9	10.1		35.1	32.4	1.4	28.3	31.6	22.3
Queue Delay	0.0	0.1		0.0	0.1		0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	41.0	6.6		9.9	10.2		35.1	32.4	1.4	28.3	31.6	23.1
LOS	D	A		A	B		D	C	A	C	C	C
Approach Delay		12.2			10.2			20.7			25.0	
Approach LOS		B			B			C			C	

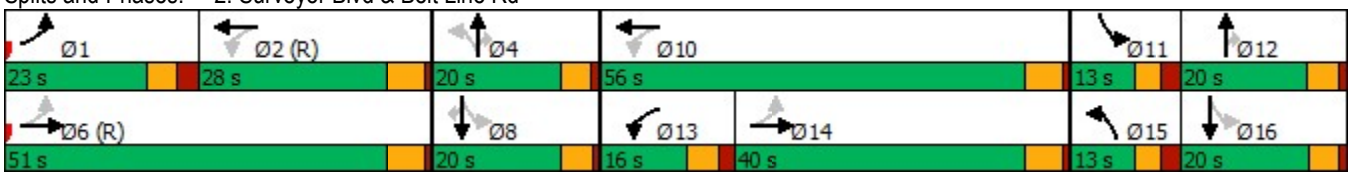
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 117 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 155			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 13.2		Intersection LOS: B	

Lane Group	Ø2	Ø4	Ø6	Ø10	Ø12	Ø14	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Right Turn on Red							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Shared Lane Traffic (%)							
Turn Type							
Protected Phases	2	4	6	10	12	14	16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	26.0	31.0	24.0	26.0	34.0	24.0	30.0
Total Split (s)	28.0	20.0	51.0	56.0	20.0	40.0	20.0
Total Split (%)	18%	13%	32%	35%	13%	25%	13%
Yellow Time (s)	4.5	3.7	4.5	4.5	3.7	4.5	3.7
All-Red Time (s)	1.0	1.2	1.0	1.0	1.2	1.0	1.1
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag				Lag	Lag	Lag
Lead-Lag Optimize?	Yes						
Recall Mode	C-Max	Min	C-Max	Max	None	Max	None
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary

Intersection Capacity Utilization 61.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Surveyor Blvd & Belt Line Rd



Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	65	8	0	101	30	2	5	2	22	8	108
Future Vol, veh/h	67	65	8	0	101	30	2	5	2	22	8	108
Peak Hour Factor	0.82	0.88	0.58	1.00	0.83	0.70	0.50	0.63	0.50	0.71	0.58	0.96
Heavy Vehicles, %	2	2	2	2	7	2	2	2	2	2	2	2
Mvmt Flow	82	74	14	0	122	43	4	8	4	31	14	113
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.6	7.9	8.3
HCM LOS	A	A	A	A

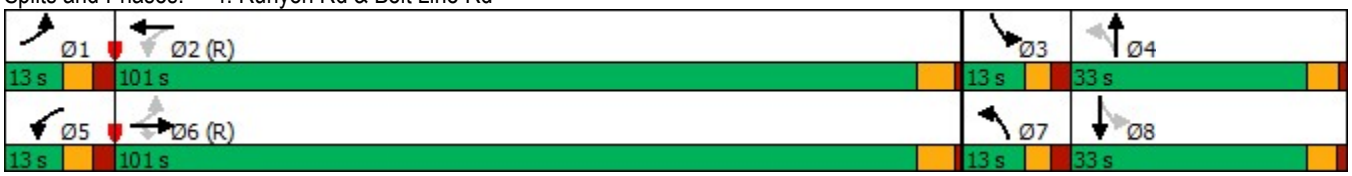
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	48%	0%	16%
Vol Thru, %	56%	46%	77%	6%
Vol Right, %	22%	6%	23%	78%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	140	131	138
LT Vol	2	67	0	22
Through Vol	5	65	101	8
RT Vol	2	8	30	108
Lane Flow Rate	16	169	165	157
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.215	0.204	0.187
Departure Headway (Hd)	4.797	4.563	4.459	4.28
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	745	788	805	838
Service Time	2.833	2.59	2.486	2.306
HCM Lane V/C Ratio	0.021	0.214	0.205	0.187
HCM Control Delay	7.9	8.8	8.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.8	0.7

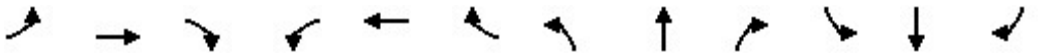
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1410	10	34	1409	23	22	0	31	19	0	42
Future Volume (vph)	25	1410	10	34	1409	23	22	0	31	19	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		75	160		0	125		0	0		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		490			680			328			330	
Travel Time (s)		8.4			11.6			7.5			7.5	
Peak Hour Factor	0.58	0.91	0.56	0.78	0.92	0.66	0.71	1.00	0.81	0.75	1.00	0.75
Heavy Vehicles (%)	4%	2%	2%	3%	2%	2%	5%	2%	2%	2%	5%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	13.0	24.0	24.0	13.0	24.0		13.0	29.0		13.0	33.0	
Total Split (s)	13.0	101.0	101.0	13.0	101.0		13.0	33.0		13.0	33.0	
Total Split (%)	8.1%	63.1%	63.1%	8.1%	63.1%		8.1%	20.6%		8.1%	20.6%	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5		3.0	3.7		3.0	3.7	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0		2.5	1.2		2.5	1.4	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	3.6	3.0	3.0	3.6	3.0		3.0	2.4		3.0	2.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	134.6	128.7	128.7	134.6	128.7		16.2	10.9		15.9	8.6	
Actuated g/C Ratio	0.84	0.80	0.80	0.84	0.80		0.10	0.07		0.10	0.05	
v/c Ratio	0.15	0.38	0.01	0.15	0.38		0.12	0.15		0.16	0.24	
Control Delay	4.3	8.2	0.0	1.5	2.8		62.3	1.2		64.0	2.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.3	8.2	0.0	1.5	2.8		62.3	1.2		64.0	2.4	
LOS	A	A	A	A	A		E	A		E	A	
Approach Delay		8.0			2.8			28.6			21.4	
Approach LOS		A			A			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 137 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 6.2	Intersection LOS: A

Intersection Capacity Utilization 42.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4: Runyon Rd & Belt Line Rd



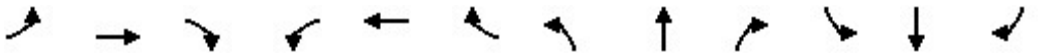


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	805	42	251	469	66	30	102	177	15	50	60
Future Volume (vph)	139	805	42	251	469	66	30	102	177	15	50	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			42			30			30	
Link Distance (ft)		588			1047			220			385	
Travel Time (s)		9.5			17.0			5.0			8.8	
Peak Hour Factor	0.66	0.87	0.60	0.89	0.90	0.64	0.57	0.72	0.81	0.54	0.77	0.64
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	13.0	29.0		13.0	27.0		32.0	32.0		35.0	35.0	
Total Split (s)	18.0	30.0		15.0	27.0		35.0	35.0		35.0	35.0	
Total Split (%)	22.5%	37.5%		18.8%	33.8%		43.8%	43.8%		43.8%	43.8%	
Yellow Time (s)	3.6	4.5		3.6	4.5		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.5	1.0		2.5	1.0		1.5	1.5		1.4	1.4	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	4.6	4.0		4.6	4.0			3.7			3.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	52.7	43.3		57.6	45.8			12.0			12.1	
Actuated g/C Ratio	0.66	0.54		0.72	0.57			0.15			0.15	
v/c Ratio	0.34	0.52		0.58	0.31			0.68			0.42	
Control Delay	5.4	14.1		10.2	10.2			24.9			18.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	5.4	14.1		10.2	10.2			24.9			18.0	
LOS	A	B		B	B			C			B	
Approach Delay		12.6			10.2			24.9			18.0	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 18 (23%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	

Analysis Period (min) 15

Splits and Phases: 1: Surveyor Blvd & Arapaho



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	1216	54	41	769	38	59	41	54	35	65	192
Future Volume (vph)	218	1216	54	41	769	38	59	41	54	35	65	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	180		0	50		115	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		476			449			500			327	
Travel Time (s)		8.1			7.7			11.4			7.4	
Peak Hour Factor	0.90	0.87	0.63	0.68	0.92	0.79	0.69	0.75	0.71	0.60	0.78	0.96
Heavy Vehicles (%)	2%	4%	3%	2%	3%	14%	2%	2%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	NA	Perm	pm+pt	NA	custom
Protected Phases	1	6 14		13	2 10		15	4 12		11	8 16	
Permitted Phases	6 14			2 10			4		4 12	8 16		8
Detector Phase	1	6 14		13	2 10		15	4 12	4 12	11	8 16	8
Switch Phase												
Minimum Initial (s)	3.0			3.0			3.0			3.0		6.0
Minimum Split (s)	13.0			13.0			13.0			13.0		30.0
Total Split (s)	20.0			18.0			13.0			13.0		20.0
Total Split (%)	12.5%			11.3%			8.1%			8.1%		12.5%
Yellow Time (s)	3.6			3.6			3.0			3.0		3.7
All-Red Time (s)	2.5			2.1			2.5			2.5		1.1
Lost Time Adjust (s)	-2.5			-2.5			-3.0			-2.5		-2.5
Total Lost Time (s)	3.6			3.2			2.5			3.0		2.3
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Recall Mode	None			None			None			None		None
Act Effct Green (s)	102.5	103.7		95.5	95.9		21.9	25.5	25.5	31.3	23.2	11.8
Actuated g/C Ratio	0.64	0.65		0.60	0.60		0.14	0.16	0.16	0.20	0.14	0.07
v/c Ratio	0.58	0.46		0.24	0.30		0.49	0.19	0.19	0.21	0.31	0.65
Control Delay	12.6	2.6		12.4	10.7		42.4	30.9	1.1	26.5	33.0	22.3
Queue Delay	0.1	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.8	2.7		12.4	10.7		42.4	30.9	1.1	26.5	33.0	22.3
LOS	B	A		B	B		D	C	A	C	C	C
Approach Delay		4.1			10.8			25.0			25.6	
Approach LOS		A			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 9.7		Intersection LOS: A	

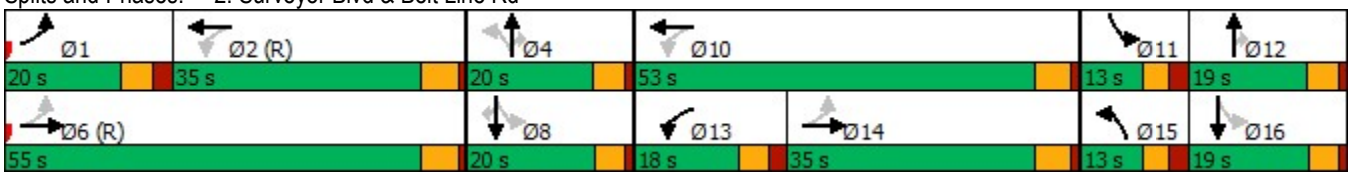
Lane Group	Ø2	Ø4	Ø6	Ø10	Ø12	Ø14	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Right Turn on Red							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Shared Lane Traffic (%)							
Turn Type							
Protected Phases	2	4	6	10	12	14	16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	26.0	31.0	24.0	26.0	10.9	24.0	10.8
Total Split (s)	35.0	20.0	55.0	53.0	19.0	35.0	19.0
Total Split (%)	22%	13%	34%	33%	12%	22%	12%
Yellow Time (s)	4.5	3.7	4.5	4.5	3.7	4.5	3.7
All-Red Time (s)	1.0	1.2	1.0	1.0	1.2	1.0	1.1
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag				Lag	Lag	Lag
Lead-Lag Optimize?	Yes						
Recall Mode	C-Max	Min	C-Max	Max	Min	Max	Min
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary

Intersection Capacity Utilization 48.0% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Surveyor Blvd & Belt Line Rd



Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	43	4	0	45	19	9	9	0	17	4	49
Future Vol, veh/h	59	43	4	0	45	19	9	9	0	17	4	49
Peak Hour Factor	0.74	0.83	0.50	1.00	0.88	0.50	1.00	0.58	1.00	0.60	0.25	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	52	8	0	51	38	9	16	0	28	16	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	7.7	7.8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	56%	0%	24%
Vol Thru, %	50%	41%	70%	6%
Vol Right, %	0%	4%	30%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	106	64	70
LT Vol	9	59	0	17
Through Vol	9	43	45	4
RT Vol	0	4	19	49
Lane Flow Rate	25	140	89	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.168	0.104	0.125
Departure Headway (Hd)	4.667	4.325	4.202	4.106
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	770	816	856	877
Service Time	2.677	2.422	2.212	2.113
HCM Lane V/C Ratio	0.032	0.172	0.104	0.125
HCM Control Delay	7.8	8.3	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.3	0.4

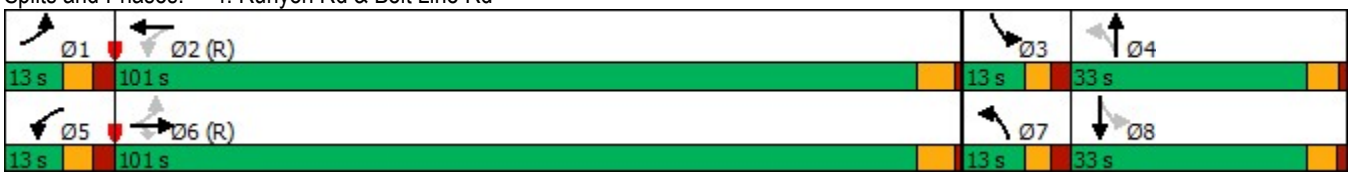
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1307	21	44	797	10	71	2	58	12	1	21
Future Volume (vph)	23	1307	21	44	797	10	71	2	58	12	1	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		75	160		0	125		0	0		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		490			680			328			330	
Travel Time (s)		8.4			11.6			7.5			7.5	
Peak Hour Factor	0.75	0.85	0.56	0.57	0.87	0.75	0.95	1.00	0.65	0.69	1.00	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	11%	2%	2%	8%	9%	2%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	13.0	24.0	24.0	13.0	24.0		13.0	29.0		13.0	33.0	
Total Split (s)	13.0	101.0	101.0	13.0	101.0		13.0	33.0		13.0	33.0	
Total Split (%)	8.1%	63.1%	63.1%	8.1%	63.1%		8.1%	20.6%		8.1%	20.6%	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5		3.0	3.7		3.0	3.7	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0		2.5	1.2		2.5	1.4	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	3.6	3.0	3.0	3.6	3.0		3.0	2.4		3.0	2.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	131.0	123.1	123.1	133.2	126.2		16.4	11.0		15.7	10.1	
Actuated g/C Ratio	0.82	0.77	0.77	0.83	0.79		0.10	0.07		0.10	0.06	
v/c Ratio	0.06	0.39	0.03	0.26	0.23		0.26	0.49		0.13	0.19	
Control Delay	3.5	7.3	0.3	8.0	3.3		63.9	22.4		61.4	28.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.5	7.3	0.3	8.0	3.3		63.9	22.4		61.4	28.3	
LOS	A	A	A	A	A		E	C		E	C	
Approach Delay		7.1			3.7			41.2			42.4	
Approach LOS		A			A			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 91 (57%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 8.4	Intersection LOS: A

Intersection Capacity Utilization 47.3% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Runyon Rd & Belt Line Rd



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1289	16	11	876	0	0	0	18	0	0	0
Future Vol, veh/h	0	1289	16	11	876	0	0	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	90	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1401	17	12	952	0	0	0	20	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	952	0	0	1418	0	0	-	-	709	-	-	476
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	*904	-	-	*782	-	-	0	0	*622	0	0	*719
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	1	-	-	1	-	-			1			1
Mov Cap-1 Maneuver	*904	-	-	*782	-	-	-	-	*622	-	-	*719
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	622	* 904	-	-	* 782	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	0.015	-	-	-
HCM Control Delay (s)	11	0	-	-	9.7	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	84	3	38	122
Future Vol, veh/h	0	62	84	3	38	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	91	3	41	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	93	0	0	94	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	964	-	-	1500	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	964	-	-	1500	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	964	1500	-
HCM Lane V/C Ratio	-	-	0.07	0.028	-
HCM Control Delay (s)	-	-	9	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

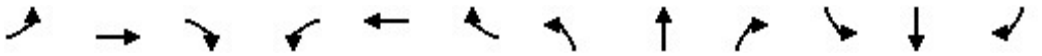
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	2	1	35	27	39
Future Vol, veh/h	95	2	1	35	27	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	103	2	1	38	29	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	90	50	71	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	914	1023	1531	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	913	1023	1531	-	-	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	915	-	-
HCM Lane V/C Ratio	0.001	-	0.115	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

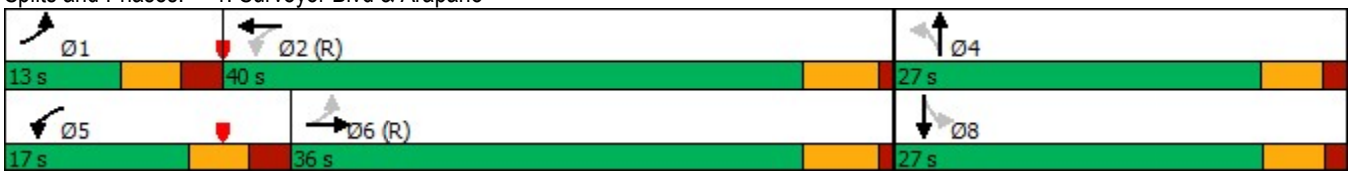


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	673	47	273	828	15	34	47	276	65	220	157
Future Volume (vph)	47	673	47	273	828	15	34	47	276	65	220	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		42			42			30			30	
Link Distance (ft)		588			1047			220			385	
Travel Time (s)		9.5			17.0			5.0			8.8	
Peak Hour Factor	0.71	0.90	0.52	0.94	0.93	0.54	0.63	0.79	0.92	0.63	0.74	0.63
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	13.0	29.0		13.0	27.0		32.0	32.0		35.0	35.0	
Total Split (s)	13.0	36.0		17.0	40.0		27.0	27.0		27.0	27.0	
Total Split (%)	16.3%	45.0%		21.3%	50.0%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	3.6	4.5		3.6	4.5		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.5	1.0		2.5	1.0		1.5	1.5		1.4	1.4	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5			-1.5			-1.5	
Total Lost Time (s)	4.6	4.0		4.6	4.0			3.7			3.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	42.7	36.2		50.8	42.1			20.5			20.6	
Actuated g/C Ratio	0.53	0.45		0.64	0.53			0.26			0.26	
v/c Ratio	0.18	0.53		0.66	0.49			0.54			0.87	
Control Delay	8.0	17.9		15.3	14.7			20.5			33.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	8.0	17.9		15.3	14.7			20.5			33.9	
LOS	A	B		B	B			C			C	
Approach Delay		17.2			14.9			20.5			33.9	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 67 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	

Analysis Period (min) 15

Splits and Phases: 1: Surveyor Blvd & Arapaho



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	246	1340	71	55	1461	52	62	52	63	59	52	266
Future Volume (vph)	246	1340	71	55	1461	52	62	52	63	59	52	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	180		0	50		115	0		120
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		476			449			500			327	
Travel Time (s)		8.1			7.7			11.4			7.4	
Peak Hour Factor	0.87	0.95	0.79	0.80	0.90	0.73	0.71	0.77	0.62	0.60	0.85	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		custom	NA	Perm	pm+pt	NA	custom
Protected Phases	1	6 14		13	2 10		15	4 12		11	8 16	
Permitted Phases	6 14			2 10			4		4 12	8 16		8
Detector Phase	1	6 14		13	2 10		15	4 12	4 12	11	8 16	8
Switch Phase												
Minimum Initial (s)	3.0			3.0			3.0			3.0		6.0
Minimum Split (s)	13.0			13.0			13.0			13.0		30.0
Total Split (s)	23.0			16.0			13.0			13.0		20.0
Total Split (%)	14.4%			10.0%			8.1%			8.1%		12.5%
Yellow Time (s)	3.6			3.6			3.0			3.0		3.7
All-Red Time (s)	2.5			2.1			2.5			2.5		1.1
Lost Time Adjust (s)	-2.5			-2.5			-3.0			-2.5		-2.5
Total Lost Time (s)	3.6			3.2			2.5			3.0		2.3
Lead/Lag	Lead			Lead			Lead			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Recall Mode	None			None			None			None		None
Act Effct Green (s)	99.9	101.1		83.3	83.7		24.4	22.8	22.8	29.8	22.9	12.0
Actuated g/C Ratio	0.62	0.63		0.52	0.52		0.15	0.14	0.14	0.19	0.14	0.08
v/c Ratio	0.83	0.47		0.29	0.64		0.40	0.26	0.27	0.39	0.23	0.77
Control Delay	46.1	7.3		13.0	11.3		36.9	32.6	1.8	29.2	31.4	20.0
Queue Delay	0.0	0.1		0.0	0.1		0.0	0.0	0.0	0.0	0.0	0.8
Total Delay	46.1	7.5		13.0	11.4		36.9	32.6	1.8	29.2	31.4	20.8
LOS	D	A		B	B		D	C	A	C	C	C
Approach Delay		13.6			11.5			21.8			23.9	
Approach LOS		B			B			C			C	

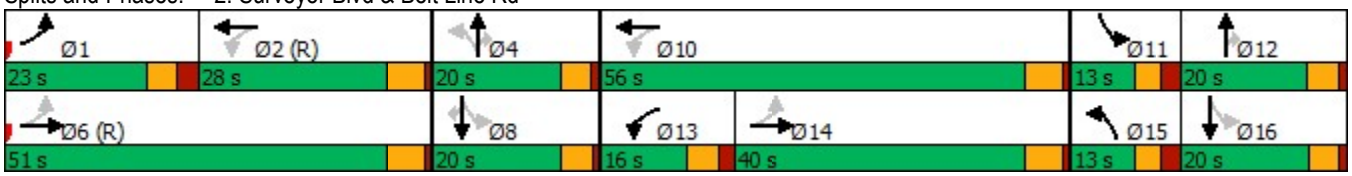
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 117 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 155			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 14.4		Intersection LOS: B	

Lane Group	Ø2	Ø4	Ø6	Ø10	Ø12	Ø14	Ø16
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
Ideal Flow (vphpl)							
Storage Length (ft)							
Storage Lanes							
Taper Length (ft)							
Right Turn on Red							
Link Speed (mph)							
Link Distance (ft)							
Travel Time (s)							
Peak Hour Factor							
Heavy Vehicles (%)							
Shared Lane Traffic (%)							
Turn Type							
Protected Phases	2	4	6	10	12	14	16
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	10.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	26.0	31.0	24.0	26.0	34.0	24.0	30.0
Total Split (s)	28.0	20.0	51.0	56.0	20.0	40.0	20.0
Total Split (%)	18%	13%	32%	35%	13%	25%	13%
Yellow Time (s)	4.5	3.7	4.5	4.5	3.7	4.5	3.7
All-Red Time (s)	1.0	1.2	1.0	1.0	1.2	1.0	1.1
Lost Time Adjust (s)							
Total Lost Time (s)							
Lead/Lag	Lag				Lag	Lag	Lag
Lead-Lag Optimize?	Yes						
Recall Mode	C-Max	Min	C-Max	Max	None	Max	None
Act Effct Green (s)							
Actuated g/C Ratio							
v/c Ratio							
Control Delay							
Queue Delay							
Total Delay							
LOS							
Approach Delay							
Approach LOS							

Intersection Summary

Intersection Capacity Utilization 63.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: Surveyor Blvd & Belt Line Rd



Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	65	8	0	101	33	2	7	2	24	9	110
Future Vol, veh/h	70	65	8	0	101	33	2	7	2	24	9	110
Peak Hour Factor	0.82	0.88	0.58	1.00	0.83	0.70	0.50	0.63	0.50	0.71	0.58	0.96
Heavy Vehicles, %	2	2	2	2	7	2	2	2	2	2	2	2
Mvmt Flow	85	74	14	0	122	47	4	11	4	34	16	115
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8.7	8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	49%	0%	17%
Vol Thru, %	64%	45%	75%	6%
Vol Right, %	18%	6%	25%	77%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	143	134	143
LT Vol	2	70	0	24
Through Vol	7	65	101	9
RT Vol	2	8	33	110
Lane Flow Rate	19	173	169	164
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.221	0.21	0.197
Departure Headway (Hd)	4.846	4.598	4.48	4.316
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	737	780	800	831
Service Time	2.883	2.629	2.511	2.343
HCM Lane V/C Ratio	0.026	0.222	0.211	0.197
HCM Control Delay	8	8.9	8.7	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.8	0.8	0.7

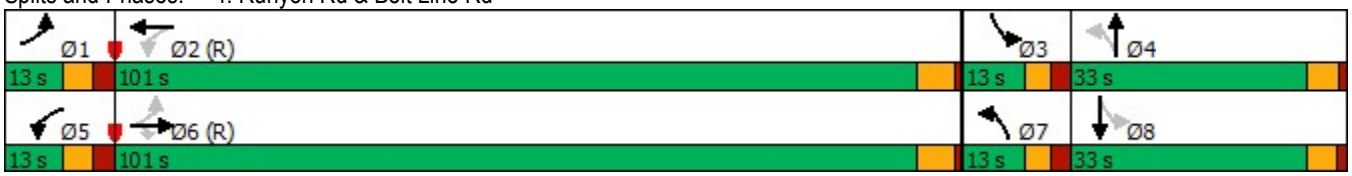
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1429	25	72	1439	23	48	1	55	19	2	42
Future Volume (vph)	25	1429	25	72	1439	23	48	1	55	19	2	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		75	160		0	125		0	0		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		490			680			328			330	
Travel Time (s)		8.4			11.6			7.5			7.5	
Peak Hour Factor	0.58	0.91	0.56	0.78	0.92	0.66	0.71	1.00	0.81	0.75	1.00	0.75
Heavy Vehicles (%)	4%	2%	2%	3%	2%	2%	5%	2%	2%	2%	5%	2%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0		3.0	6.0		3.0	6.0	
Minimum Split (s)	13.0	24.0	24.0	13.0	24.0		13.0	29.0		13.0	33.0	
Total Split (s)	13.0	101.0	101.0	13.0	101.0		13.0	33.0		13.0	33.0	
Total Split (%)	8.1%	63.1%	63.1%	8.1%	63.1%		8.1%	20.6%		8.1%	20.6%	
Yellow Time (s)	3.6	4.5	4.5	3.6	4.5		3.0	3.7		3.0	3.7	
All-Red Time (s)	2.5	1.0	1.0	2.5	1.0		2.5	1.2		2.5	1.4	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5		-2.5	-2.5		-2.5	-2.5	
Total Lost Time (s)	3.6	3.0	3.0	3.6	3.0		3.0	2.4		3.0	2.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Act Effct Green (s)	129.1	120.9	120.9	131.4	124.1		18.1	12.7		17.1	9.7	
Actuated g/C Ratio	0.81	0.76	0.76	0.82	0.78		0.11	0.08		0.11	0.06	
v/c Ratio	0.16	0.41	0.04	0.32	0.41		0.24	0.37		0.15	0.39	
Control Delay	4.8	10.1	0.7	6.9	3.4		62.7	20.7		61.6	24.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.8	10.1	0.7	6.9	3.4		62.7	20.7		61.6	24.7	
LOS	A	B	A	A	A		E	C		E	C	
Approach Delay		9.7			3.6			41.5			35.8	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 137 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 8.7		Intersection LOS: A	

Intersection Capacity Utilization 49.7% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 4: Runyon Rd & Belt Line Rd



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1439	23	15	1514	0	0	0	9	0	0	0
Future Vol, veh/h	0	1439	23	15	1514	0	0	0	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	90	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1564	25	16	1646	0	0	0	10	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1646	0	0	1589	0	0	-	-	795	-	-	823
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	7.14	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3.92	-	-	3.92
Pot Cap-1 Maneuver	*721	-	-	*741	-	-	0	0	*590	0	0	*573
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %	1	-	-	1	-	-			1			1
Mov Cap-1 Maneuver	*721	-	-	*741	-	-	-	-	*590	-	-	*573
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.2	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	* 721	-	-	* 741	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-	0.022	-	-	-
HCM Control Delay (s)	11.2	0	-	-	10	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	106	5	53	125
Future Vol, veh/h	0	33	106	5	53	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	115	5	58	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	118	0	0	120	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	934	-	-	1468	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	934	-	-	1468	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1468	-
HCM Lane V/C Ratio	-	-	0.038	0.039	-
HCM Control Delay (s)	-	-	9	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	1	2	53	43	55
Future Vol, veh/h	51	1	2	53	43	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	1	2	58	47	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	139	77	107	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	870	1003	1491	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	869	1003	1491	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1491	-	871	-	-
HCM Lane V/C Ratio	0.001	-	0.065	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Case 1877-Z Public Notice Response within 200-Foot Boundary

September 5, 2023

July 27, 2023

Ken Schmidt
Director of Development Services
Town of Addison

Re: Support for mixed-use project on 4020 Belt Line Rd.

Dear Mr. Schmidt,

We own the retail center located at 4021 Belt Line Rd., just across the street from the proposed redevelopment. I wanted to express my full support for the mixed-use project planned by Trammell Crow.

As a veteran in the retail business, I understand how crucial it is to have a steady stream of customers to sustain our businesses. The influx of new residents from the multifamily apartments and townhomes will undoubtedly provide a boost to my tenants and other surrounding businesses.

More than just the economic benefits, I am particularly excited about the community engagement opportunities this project presents. The open spaces and urban parks would allow for communal programming that were not possible before. I believe my tenants would be eager to work with neighboring restaurant owners and other businesses to leverage these spaces.

This project will be transformational for this location, and I am in full support this redevelopment. The synergy created by this mix of uses will benefit our entire neighborhood.

Sincerely,

Cory McCord
Director of Retail Plazas

4101 BELT LINE, LTD.
6346 Northwood Road
Dallas, Texas 75225
[redacted]

August 1, 2023

Mr. Ken Schmidt
Director of Development
Town of Addison
5300 Belt Line Road
Dallas, Texas 75254

SENT BY EMAIL TO: kschmidt@addisontx.gov

Re: Support for mixed-use project on 4020 Belt Line Rd.

Dear Mr. Schmidt,

I am writing to share my support for the proposed mixed-use project at 4020 Belt Line Rd by Trammell Crow Company. We own the retail property located at 4101 Belt Line Rd. and believe this project would be incredibly beneficial to the community and local economy.

One of the aspects that I am particularly excited about is the multifamily apartments and townhomes. Top of market homes will draw quality tenants from diverse backgrounds. This demographic will not only benefit my tenants, but also will enrich the cultural tapestry of Addison.

I believe the 4020 Belt Line Rd. project represents a stride towards an innovative and sustainable future for Addison. I sincerely urge the Development Office to support to this endeavor, for the benefit of the community.

Sincerely,

Ken Murchison

Ken Murchison, Manager of General Partner
4101 Belt Line, Ltd.

Lesley Nyp

From: Lesley Nyp
Sent: Tuesday, August 15, 2023 11:40 AM
To: Lesley Nyp
Subject: FW: Addison Letter of Support for Kevin Hickman from Watson & Taylor

From: George Watson [redacted]
Sent: Tuesday, August 15, 2023 11:28 AM
To: Ken Schmidt <kschmidt@addisontx.gov>
Subject: Addison Letter of Support for Kevin Hickman from Watson & Taylor

Mr. Schmidt,

I am the owner of the Watson & Taylor Self-Storage facility located at 4015 Belt Line Rd. and have been a part of this community for several (45) years. I am writing to express my support for the mixed-use project being proposed across the street.

The blend of multifamily apartments, townhomes, restaurants, open spaces, and art installations presents an opportunity for significant revitalization in a part of Belt Line Rd that can truly benefit from such a project. As someone with a vested interest in the vitality of our neighborhood, I believe this project brings several benefits to our town.

The project represents a vision of Addison that balances urbanism with community values, setting a new benchmark for future developments. The redevelopment has the potential to be a significant driver of growth, further strengthening Addison's local economy and tax base.

I am eager to see the success of this project, and I look forward to the positive impact it will have on our community.

Regards,

George

George Watson
President
[redacted]

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the Report Phishing button located to the right side of the Menu above.

Case 1877-Z Public Notice Response Outside of 200-Foot Boundary

September 5, 2023

From: Royce Li [redacted]
Sent: Sunday, August 13, 2023 7:21 PM
To: Ken Schmidt <kschmidt@addisontx.gov>; [redacted]
Cc: Elisca Hicks [redacted]; Joseph Chakkalakal [redacted]
Subject: Asbury Circle HOA board support for new development at 4020-4060 Beltline

Dear Mr. Schmidt and Mr. Hickman,

We, the members of the Asbury Circle HOA Board, would like to express our enthusiastic support for the Trammell Crow Company's proposed development at 4020-4060 Beltline.

This new development holds potential benefits not only for the Asbury Circle community but to those considering Addison as a place to live. Specifically for Asbury Circle, located just one block away, this development would further enhance Asbury Circle's appeal by providing more modern dining experiences, to easily attend smaller events and shop in close proximity to where we live. For those thinking of making Addison their home, this development offers a distinctive option. Not only are there options to rent, but to own, and opportunities to eat, play, or be entertained are basically in their backyard.

We have consistently discussed the need for more dining choices west of Midway that are similar to several establishments at Village on the Parkway. Having this development on our end of Beltline feels like just the beginning to revitalize the area.

We love our little townhome neighborhood and Addison and this will just add to the allure of being so close to so many things, but no need to drive anywhere when you have it all right here!

Thank you for considering our perspective. We look forward to the potential positive impact of this development.

Sincerely,

Asbury Circle HOA Board Members
Elisca Hicks, President
Royce Li, Secretary
Joseph Chakkalakal, Treasurer

Lesley Nyp

From: Lesley Nyp
Sent: Monday, August 14, 2023 4:03 PM
To: Lesley Nyp
Subject: FW: In support of Case 1877-Z/Trammell Crow Mixed Use

---

From: Elisca Hicks [redacted]
Sent: Monday, August 14, 2023 3:53 PM
To: Lesley Nyp <lnyp@addisontx.gov>
Subject: Re: In support of Case 1877-Z/Trammell Crow Mixed Use

Hello Lesley,

I would like to comment in support of Case 1877-Z/Trammell Crow Mixed Use for the Planning and Zoning Meeting on 8/15/23. In my opinion it is a good use of the property and a great addition to the area west of Midway. The green space and retail/restaurant concept alone will be a nice option for those that currently live nearby and will provide this area of Beltline with a much needed more modern look with some more upscale options.

Appreciate your time and help.

Sincerely,

Elisca Hicks
3916 Asbury Lane
Addison, 75001
[redacted]

8/13/2023

Vincent Gallagher
3934 Asbury Lane
Addison TX 75001

Mr. Ken Schmidt, AICP
Director of Development Services
Town of Addison
16801 Westgrove Drive
Addison TX 75001

RE: Case 1877-Z/Trammell Crow Mixed Use

Dear Mr. Schmidt,

I am writing today to voice my support for the proposed mixed-use development proposed at Beltline and Surveyor.

The developer has proposed a unique retail, restaurant, apartments, and home ownership concept for this site. I believe that this premium type of development will bring more high-end development to the western side of our town.

My home in Asbury Circle is about 500' from the proposed development and we are looking forward to being able to walk to more nice restaurant choices.

Kudos to the City Staff and the Designers for the multiple garage access points and for directing the traffic flow back onto Beltline. This is a very well-conceived development.

Regards,

Vincent Gallagher

Lesley Nyp

From: Addison TX via Addison TX <marketing@addisontx.gov>
Sent: Monday, August 14, 2023 12:41 PM
To: Lesley Nyp
Subject: Form submission from: Planning & Zoning Commission Public Comment Form

Submitted on Monday, August 14, 2023 - 12:41pm

Submitted by anonymous user: 72.109.243.35

Submitted values are:

Acknowledged Acknowledged
Meeting Date Tue, 08/15/2023
Do you plan to attend the meeting and speak before P & Z? No
Contact Information
Name: Joseph Chakkalakal
Phone: [redacted]
Address: 3916 Amberwood Drive
City: Addison
Zip: 75001
E-mail: [redacted]
If you represent a group or organization, please list:

Next

I would like to comment during: Public Comment Section
Please list the topic:
1877-Z/Trammell Crow Mixed Use - I fully support this project and welcome this development to Addison. This will make our community better and make Belt Line a destination for everyone in the Dallas Fort-Worth region.

The results of this submission may be viewed at:

https://addisontexas.net/node/32807/submission/92434

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the Report Phishing button located to the right side of the Menu above.

From: Joseph Chakkalakal [redacted]
Sent: Saturday, August 12, 2023 2:13 AM
To: Ken Schmidt <kschmidt@addisontx.gov>
Subject: Mixed-use development at 4020 Belt Line Road

Hi Ken,

I wanted to express my support for the proposed mixed-use development at 4020 Belt Line Rd. It is a fantastic project and is much needed in what is currently an abandoned and desolate plot of land. Everytime I walk by there, it feels soul crushing.

This new project brings an exciting mix of uses to the premier boulevard that is Belt Line Road. This will enhance our life and the lives of all nearby residents to this area. I am living in a home off the next traffic light (Commercial Drive).

This project has the potential to transform the Belt Line and ensure that it doesn't end up like the dead and desolate part of the road further east in Carrollton and Farmers Branch. Driving/Walking through that stretch is depressing and embarrassing. If we don't embrace bold and beautiful mixed use developments like the one proposed at 4020 Belt Line Road, then we risk the danger of the Belt Line in Addison looking like what it currently looks like in Farmers Branch and Carrollton. Let's not let this happen to Addison. We deserve better.

Addison has historically been an urban environment and this project fits right in with the future vision for the town. It’s clear the project is designed for the community and promises convenient year-round attractions. I eagerly await the positive change this project will bring to our town. Belt Line deserves to be world class. Let's approve this project and get us there.

Thank You,

Joseph Chakkalakal

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the `Report Phishing` button located to the right side of the Menu above.

Lesley Nyp

From: Jim Duffy [redacted]
Sent: Monday, August 14, 2023 4:14 PM
To: Zoning Input
Subject: Case 1877-Z/Trammell Crow Mixed Use.

Follow Up Flag: Follow up
Flag Status: Flagged

As I will be unable to attend the P&Z meeting on the referenced case I would like to register my support for this development. The proposed design addresses all the elements indicating an awareness of the concerns the Town of Addison and its citizens has for such mixed use development. It will be a huge improvement on the current uses of the subject properties and bring life to the west side of Addison. I attended the public meeting last week and listened to the usual concerns some residents raised about apartment and traffic. I don't agree with those negative comments.

I live one long block away from the intersection of Beltway and Runyon. My home backs up to Beltway drive. I agree the current increase in traffic on Beltway is the result of the Midway Road reconstruction but it has not created any difficulties for me in either access or noise. This development, when completed shouldn't create any additional difficulties for our neighborhood but will energize a long dormant eyesore along Belt Line Road.

Thank you for considering my thoughts,

Jim Duffy

3887 Ridgelake Ct.
Addison, TX 75001

[redacted]

[redacted]

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the `Report Phishing` button located to the right side of the Menu above.

Lesley Nyp

From: Lesley Nyp
Sent: Tuesday, August 15, 2023 1:33 PM
To: Lesley Nyp
Subject: FW: Redevelopment project on Belt Line & Surveyor

From: Paul Walden [redacted]
Sent: Tuesday, August 15, 2023 1:09 PM
To: Chris DeFrancisco <cdefrancisco@addisontx.gov>; Denise Fansler <dfansler@addisontx.gov>; Juli Branson <jbranson@addisontx.gov>; Robert Catalani <rcatalani@addisontx.gov>; Diane Chavez <dchavez@addisontx.gov>; Zachary Faircloth <zfaircloth@addisontx.gov>; John Meleky <jmeleky@addisontx.gov>
Cc: Ken Schmidt <kschmidt@addisontx.gov>
Subject: Redevelopment project on Belt Line & Surveyor

Dear Commissioners,

I am writing you in support of the proposed redevelopment at the corner of Belt Line & Surveyor Blvd. This is an excellent true mixed use project that will increase our tax base more than ten fold and help Addison maintain a strong and vibrant tax base. I urge you to listen closely to Staff's presentation on this and to also recall the Town Hall meeting held a few months ago regarding the housing policy of the City Council when deliberating on the merits of this project.

Doubtless you have been inundated by the No More Apartments political group and their canned scan and click emails in opposition to this project. You will hear over and over their same tired and factually inaccurate arguments as to the disastrous impact of an apartment community. Let me remind you that Staff discussed each and every single of these objections in the Town Hall meeting and debunked them all. Unfortunately the opponents simply ignored the facts as presented by Staff and continue to drone on with their debunked arguments.

In listening to some of the opponents arguments in the community meeting, they also simply won't believe the traffic engineering report nor will they believe the pattern of traffic being routed North to Belt Line and away from Beltway as currently designed. This is an enforcement issue and our expectation needs to be that Staff will enforce the traffic to be directed North. This is no different than expectations of enforcement of any code or ordinance regardless of circumstance.

Additionally the opponents totally discount the fee simple and high quality restaurants portions of the development and only focus on the apartments component.

This portion of Belt Line Road has long lagged behind the more upscale eastern portion closer to the Tollway and this is an opportunity to change that, so please take the step to make it so.

In my time on the Council, we made public policy to increase the walkability of Addison and have been putting our money where our mouth is in implementing the Master Transportation Plan which calls for enhanced pedestrian facilities along all redeveloped streets. The other element we need in the walkability scheme is to have population centers located within reasonable walking distance of amenities such as restaurants and work locations, the project in in step with that public policy.

Your duty as Commissioners is not to make public policy as to the wisdom or lack thereof of adding apartments rather to review Staff's work and view the project in context of the greater community and public policy as created by the Council.

Thank you for your service to our Town.

Regards,

Paul Walden
14806 Le Grande Dr

Lesley Nyp

From: Addison TX via Addison TX <marketing@addisontx.gov>
Sent: Tuesday, August 15, 2023 2:36 PM
To: Lesley Nyp
Subject: Form submission from: Planning & Zoning Commission Public Comment Form

Submitted on Tuesday, August 15, 2023 - 2:35pm

Submitted by anonymous user: 72.178.19.37

Submitted values are:

Acknowledged Acknowledged
Meeting Date Tue, 08/15/2023
Do you plan to attend the meeting and speak before P & Z? No
Contact Information
Name: Royce Li
Phone: [redacted]
Address: 3914 Asbury Lane
City: Addison
Zip: 75001
E-mail: [redacted]
If you represent a group or organization, please list:

Next

I would like to comment during: Public Comment Section
Please list the topic:
Support for proposed development on 4020-4060 Beltline

I'd like to express my support for the new proposed development on 4020-4060 Beltline. There are pros and cons with every proposal, but in this situation the benefits outweigh the potential drawbacks. This side of Beltline clearly lags behind Village on the Parkway and this development would go a long way towards revitalizing this side of the city. We've seen similar developments have success in the metroplex such as Legacy West in Plano.

Addison is starting to show its age in some parts of the city, but this would bring a lot of excitement from all around the growing DFW area that is currently being driven further and further north with the multitude of developments in Frisco. We need to continue giving the younger demographic a reason to come visit this great city and this would do a lot to help that.

The results of this submission may be viewed at:

https://addisontexas.net/node/32807/submission/92470

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the Report Phishing button located to the right side of the Menu above.

From: Ken Lemons [redacted]
Sent: Wednesday, August 23, 2023 10:19 AM
To: Ken Schmidt <kschmidt@addisontx.gov>
Subject: Support for proposed mixed-use development at 4020 Belt Line Rd - Trammel Crow

Ken Schmidt,

Good afternoon. I wanted to express my support for the proposed mixed-use development at 4020 Belt Line Rd. This project brings an exciting mix of uses to a prime destination off Belt Line that will enhance the lives of all nearby residents.

After learning more about the project, I am excited about the restaurant plaza and the urban park district. This project has the potential to be a social epicenter for our town. Beyond attract food lovers, this could be a space for residents to connect and foster a strong sense of community.

Addison has historically been an urban environment and this project fits right in with the future vision for the town. It's clear the project is designed for the community and promises convenient year-round attractions.

I hope the Town of Addison accepts this project.

Sincerely

Ken Lemons

Addison Resident and Works in Addison

Ken Lemons

Corporate Controller

Gene McCutchin Enterprises

PO Box 802043

Dallas, Texas 75380-2043

[redacted]

[redacted]

From: Ben McCutchin [redacted]
Sent: Monday, August 21, 2023 1:41 PM
To: Ken Schmidt <kschmidt@addisontx.gov>
Subject: 4020 Belt Line Rd., Addison, TX

I am a resident of Addison living at 4012 Morman Lane, and the McCutchin family owns the retail center on Midway Road in Addison. I wanted to express my enthusiastic support for the mixed-use project planned by Trammell Crow.

As a veteran in the retail business, I understand how crucial it is to have a steady stream of customers to sustain our businesses. The influx of new residents from the multifamily apartments and townhomes will undoubtedly provide a boost to the Town of Addison and the surrounding business owners.

This project will be transformational for this location, and I strongly support this redevelopment.

Sincerely,

Ben McCutchin

Texas Real Estate Commission Information About Brokerage Services

Ben McCutchin
YOUNGER PARTNERS
14643 Dallas Parkway, Suite 950, LB#58 | Dallas, TX 75254
[redacted]

Confidentiality Notice: This email may contain confidential and/or private information. If you received this email in error please delete and notify sender.

From: Alex McCutchin [redacted]
Sent: Wednesday, August 23, 2023 10:13 AM
To: Ken Schmidt <kschmidt@addisontx.gov>
Subject: Support for proposed mixed-use development at 4020 Belt Line Rd

Ken Schmidt,

Good afternoon. I wanted to express my support for the proposed mixed-use development at 4020 Belt Line Rd. This project brings an exciting mix of uses to a prime destination off Belt Line that will enhance the lives of all nearby residents.

After learning more about the project, I am excited about the restaurant plaza and the urban park district. This project has the potential to be a social epicenter for our town. Beyond attract food lovers, this could be a space for residents to connect and foster a strong sense of community.

Addison has historically been an urban environment and this project fits right in with the future vision for the town. It's clear the project is designed for the community and promises convenient year-round attractions.

I hope the Town of Addison accepts this project.

Alex McCutchin

Alexander P. McCutchin
Midway Square Shopping Center

V.V.I., Inc. – Chief Operating Officer
P.O. Box 802043
Dallas, Texas 75380-2043
[redacted]

[This electronic transmission (and/or the documents accompanying it) may contain confidential information belonging to the sender that is protected by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510 and 2521 and may be legally privileged. This message (and any associated files) is intended only for the use of the individual or entity to which it is addressed and may contain information that is confidential, subject to copyright or constitutes a trade secret. If you are not the intended recipient you are hereby notified that any dissemination, copying or distribution of this message, or files associated with this message, is strictly prohibited. If you have received this communication in error, please notify V.V.I., Inc. immediately by telephone (972) 661-2200 and destroy the original message. Messages sent to and from us may be monitored.]

City Council **4. b.**

Meeting Date: 09/12/2023

Department: Development Services

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on a request to amend the permitted uses and development plans for Planned Development (PD) Ordinance No. O20-53, for a 0.57± acre property located at 4900 Arapaho Road, to allow multifamily residential use, not to exceed one dwelling unit, within a 5-story commercial building. Case 1890-Z/4900 Arapaho Road (One Addison Place PD Amendment).

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of a request to amend the permitted uses and development plans for Planned Development (PD) Ordinance No. O20-53, for a 0.57± acre property located at 4900 Arapaho Road, to allow multifamily residential use within a 5-story commercial building, with the following condition:

- A maximum of one residential unit is permitted on site.

Voting Aye: Branson, Catalani, Chavez, DeFrancisco, Fansler, Faircloth, Meleky
Voting Nay: none
Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none
On: none
Against: none

Please refer to the Staff Report for additional details.

RECOMMENDATION:

Administration recommends approval, subject to the following condition:

- A maximum of one residential unit is permitted on site.
- No residential uses are permitted within the 65 LDN contour as defined by the 2023 Addison Airport noise contours.

Attachments

1890-Z Presentation
1890-Z Ordinance
1890-Z Staff Report
1890-Z Letter of Intent
1890-Z Plans
Ordinance No. O20-53

One Addison Place PD Amendment (1890-Z)

Case 1890-Z One Addison Place PD Amendment

LOCATION:

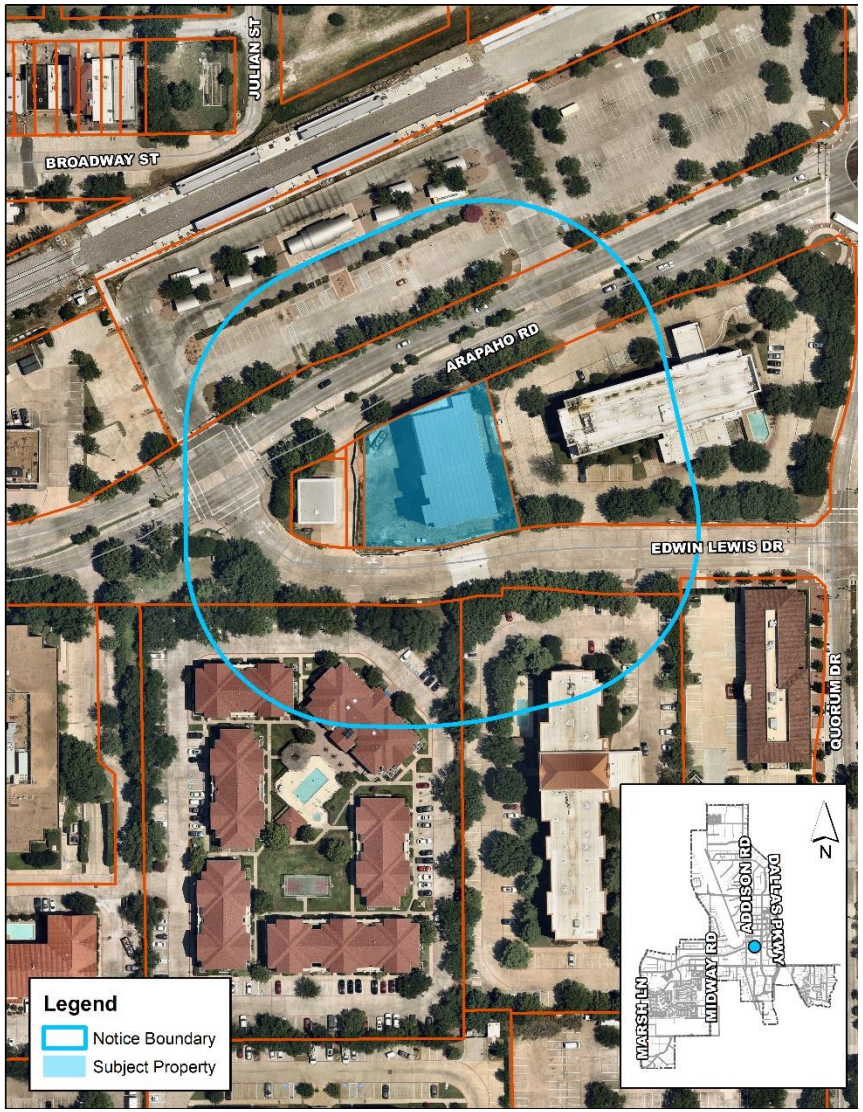
4900 Arapaho Road

REQUEST:

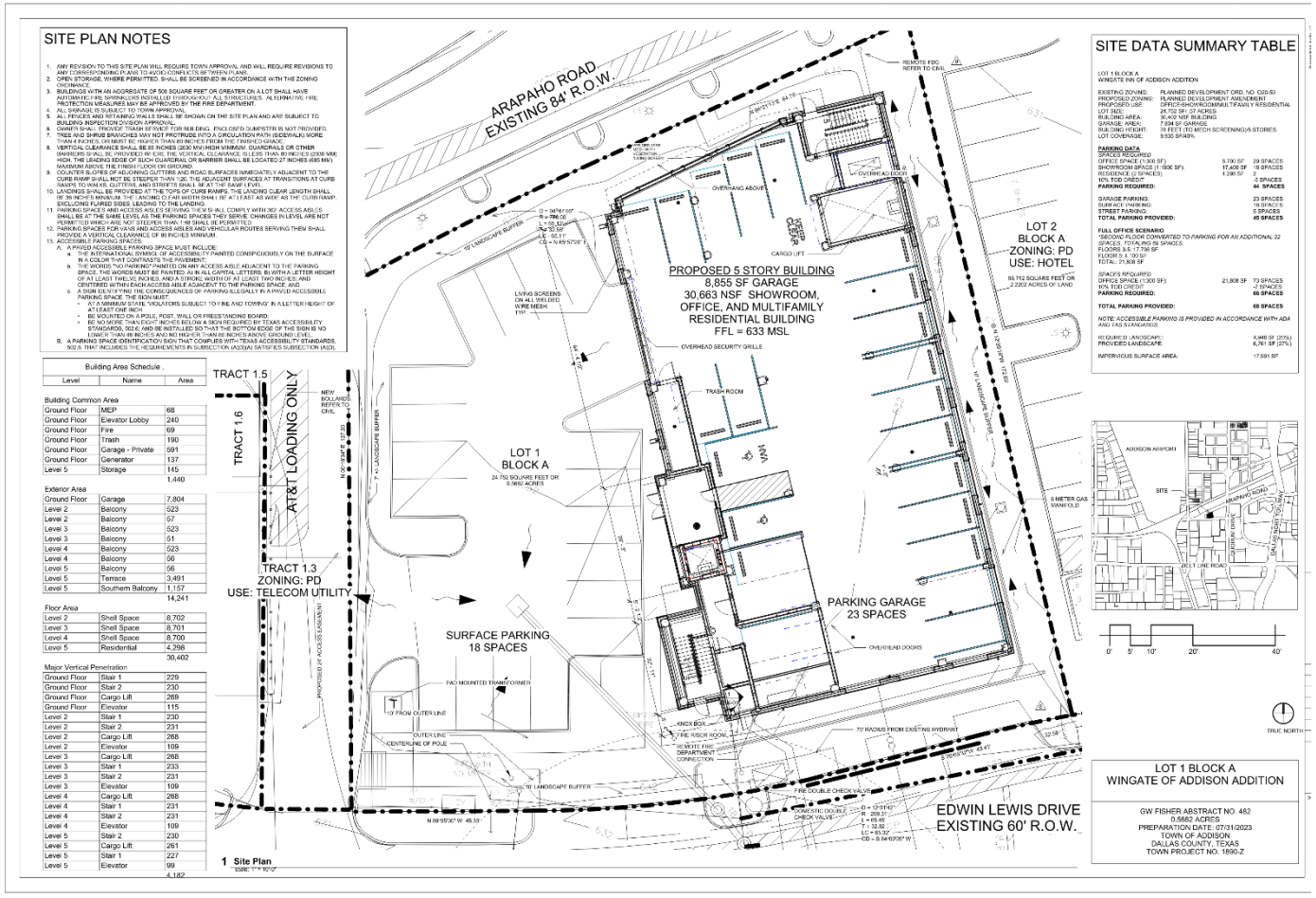
Approval of a PD Amendment for PD District, Ord. No. 020-53, to modify permitted uses and development plans for a five-story commercial building.

ACTION REQUIRED:

Discuss, consider, and take action on compliance with the PD, Development Standards, and other Town requirements, where applicable.



Case 1890-Z One Addison Place PD Amendment



PROJECT HISTORY:

2004 – Rezoned from Commercial-1 to PD, O04-048 for hotel.

2007 – SUP, O07-029 for hotel parking lot expansion.

2020 – Rezoned to PD, O20-53 to allow a 5-story commercial building (currently under construction).

Present – PD Amendment to modify permitted uses and development plans to allow one residential unit.

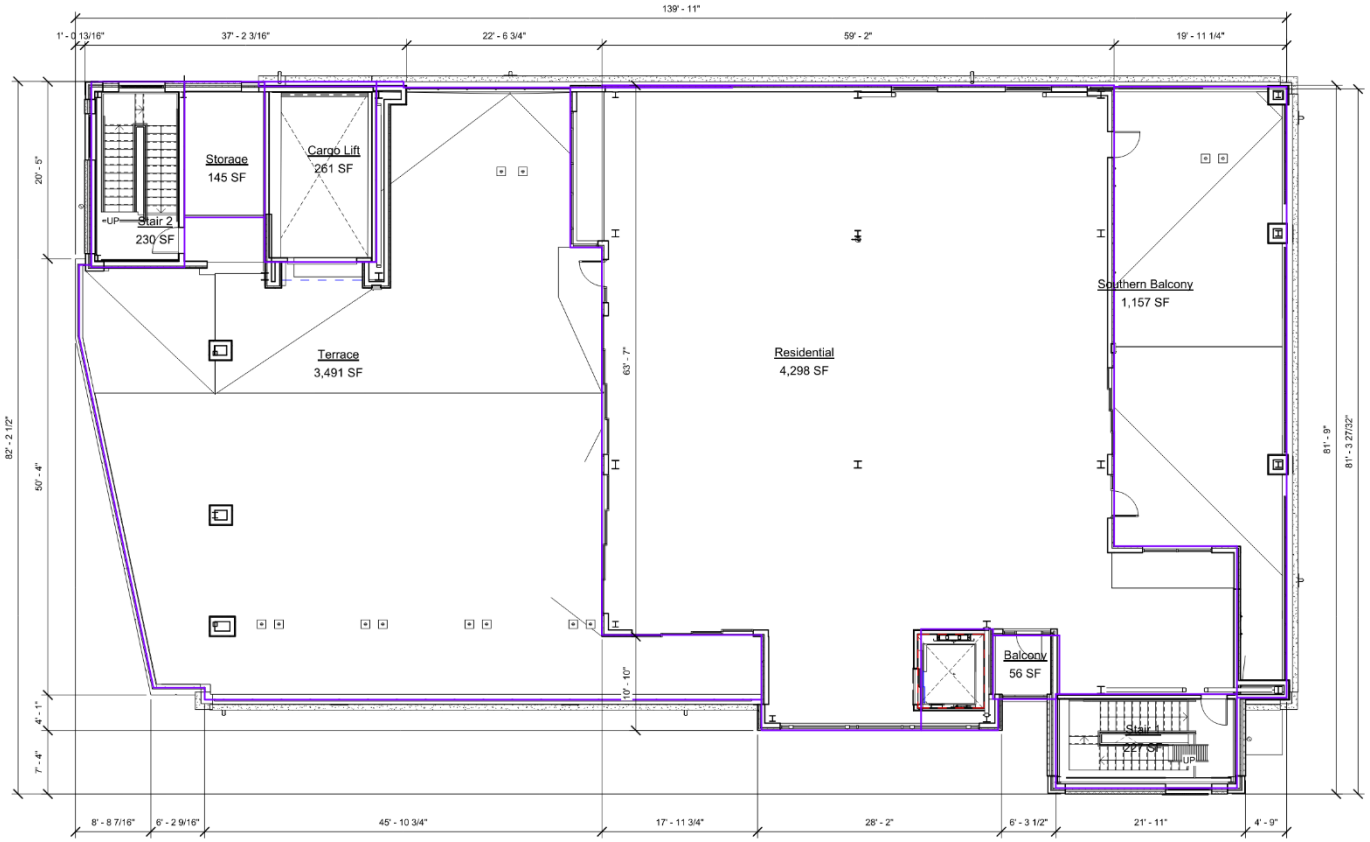
Case 1890-Z One Addison Place PD Amendment

FLOOR PLAN:

- 41,388 SF (5-Stories)
  - 1-4th Floors – Retail/Office
  - 5th Floor - Residential

PARKING / OPEN SPACE & LANDSCAPE / EXTERIOR FACADES:

- There are no proposed modifications to the site or exterior building improvements approved via PD, Ordinance No. O20-53.

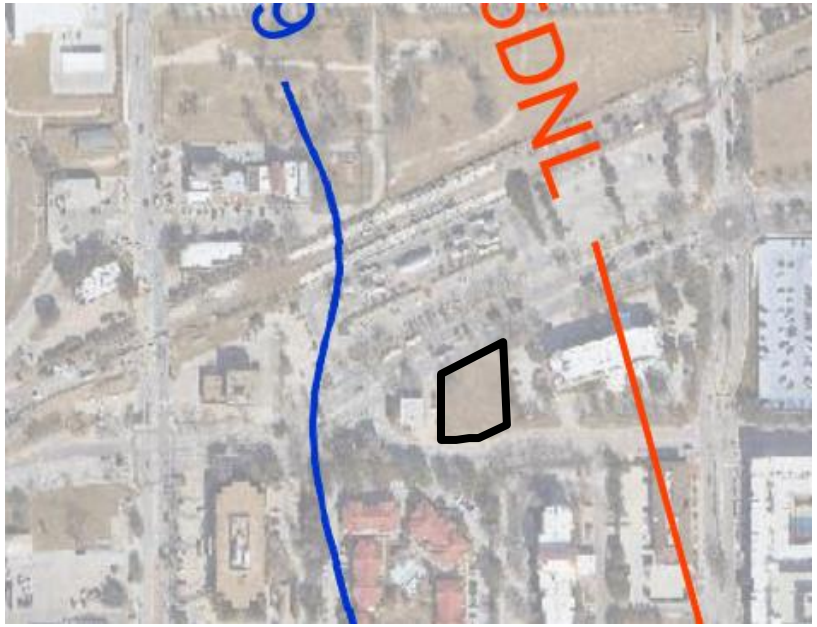


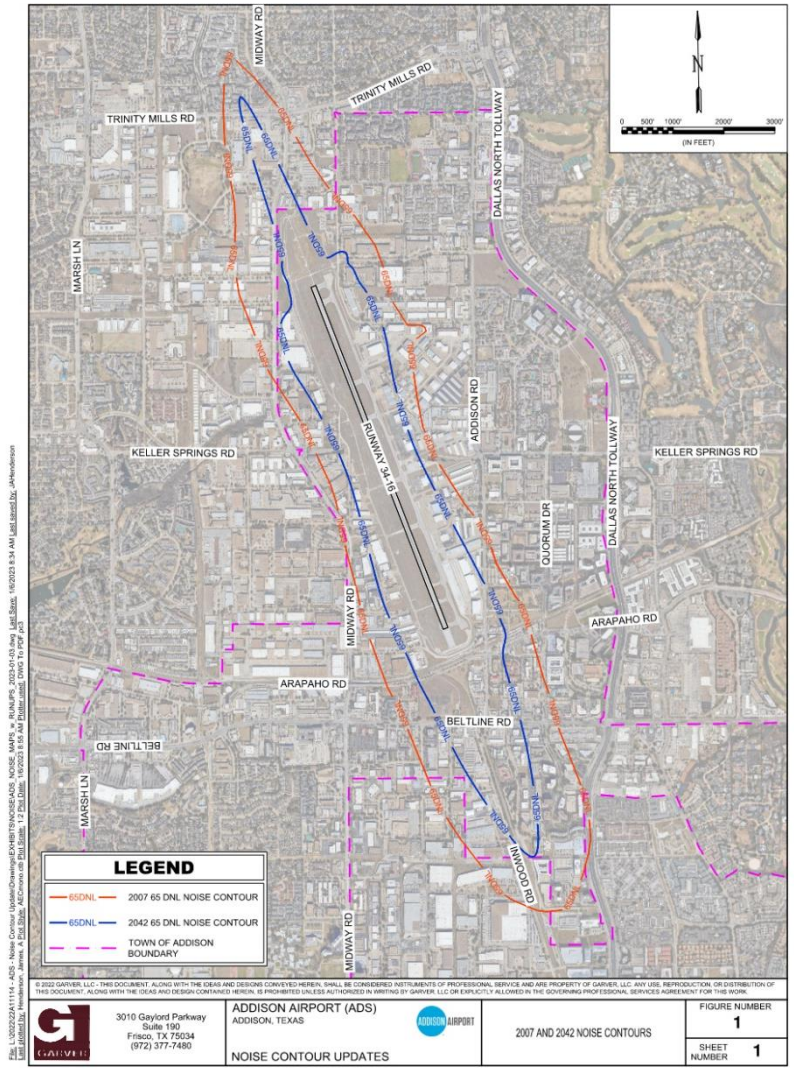
1 Level 5

Case 1890-Z One Addison Place PD Amendment

NOISE CONTOURS:

- An updated noise modeling study moved the subject property outside of the 65 DNL.
- Subject property is no longer restricted by FAA to limit residential uses.





Case 1890-Z One Addison Place PD Amendment

PUBLIC NOTICE:

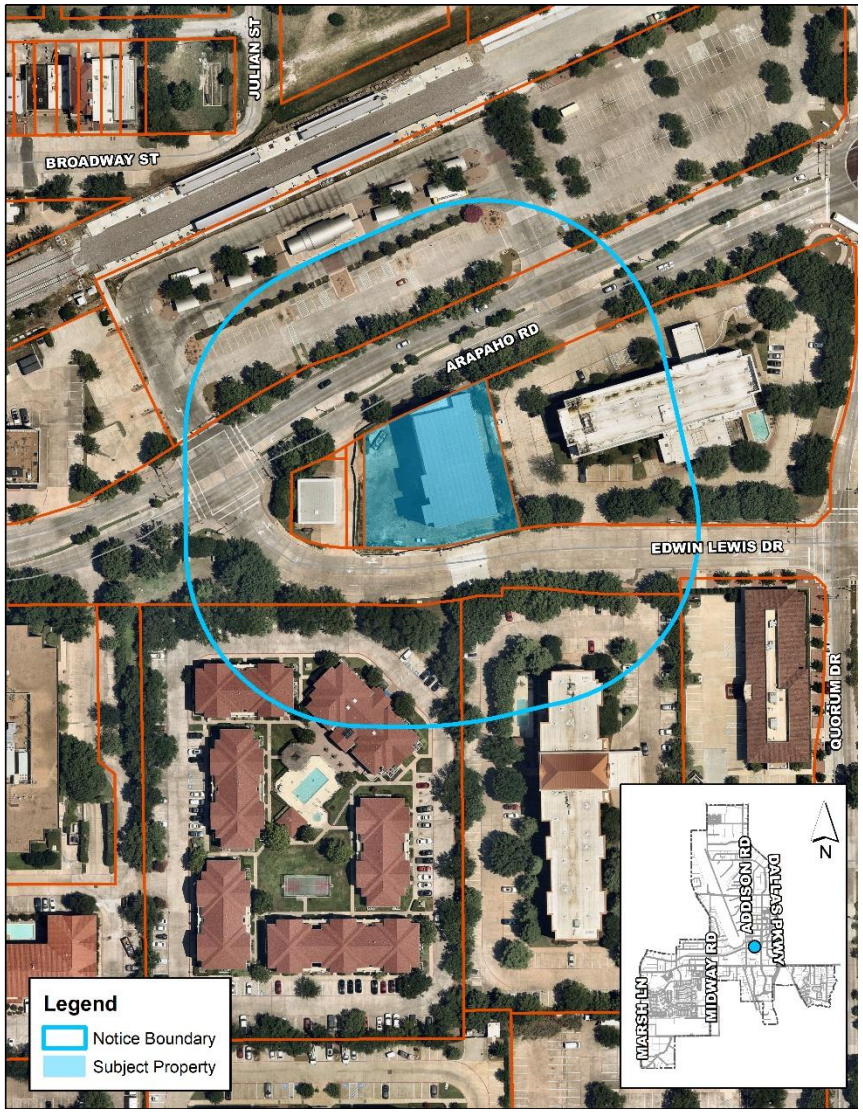
Notice of public hearing was provided to property owners within 200 feet of the subject property in accordance with Town and State law.

NOTICE RECIPIENTS: 10

FOR: None
AGAINST: None
NEUTRAL: None

PLANNING & ZONING COMMISSION ACTION:

Approval: 7-0



Case 1890-Z One Addison Place PD Amendment

RECOMMENDATION:

Staff recommends **approval** of the Planned Development Amendment, with the following condition:

- A maximum of one residential unit is allowed.
- No residential uses are permitted within the 65 LDN contour as defined by the 2023 Addison Airport noise contours.

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE BY AMENDING AND RESTATING PLANNED DEVELOPMENT (PD) DISTRICT ORDINANCE NO. O20-53, FOR A 0.57± ACRE PROPERTY LOCATED SOUTH OF ARAPAHO ROAD AND APPROXIMATLEY 570 FEET EAST OF ADDISON ROAD, AND ADDRESSED AS 4900 ARAPAHO ROAD, PROVIDING FOR ADOPTION OF AMENDED PERMITTED USES AND DEVELOPMENT PLANS TO ALLOW MULTIFAMILY RESIDENTIAL USE WITHIN A 5-STORY COMMERCIAL BUILDING; PROVIDING A PENALTY NOT TO EXCEED TWO THOUSAND AND NO/100 DOLLARS ($2,000.00); PROVIDING FOR SAVINGS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, on November 10, 2020, the City Council for the Town of Addison, Texas adopted Planned Development (PD) District Ordinance O20-053 ("PD O20-053") for a 0.57± acre property located at 4900 Arapaho Road; and

WHEREAS, at its regular meeting held on August 15, 2023, the Planning & Zoning Commission considered and made recommendations on a request to amend the PD Ordinance for a 0.57± acre property located at 4900 Arapaho Road and being further described within **Exhibit A** attached hereto (the "Subject Property") to provide for amended permitted uses and development plans to allow a multifamily residential use within a 5-story commercial building (Case No. 1890-Z); and

WHEREAS, the City Council desires to amend and restate PD O20-053, in its entirety, to provide for modified permitted uses and development plans; and

WHEREAS, this is change of zoning is in accordance with the adopted Comprehensive Plan of the Town of Addison, as amended; and

WHEREAS, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at a public hearing, and other relevant information and materials, the City Council of the Town of Addison, Texas finds that approval of this ordinance promotes the general welfare and safety of this community.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. That the recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

SECTION 2. The Zoning Ordinance and official zoning map shall be amended so as to amend and restate PD O20-053, in its entirety, and to provide for modified permitted use standards and development plans for the Subject Property, which is described and depicted in **Exhibit A** attached hereto.

SECTION 3. The Subject Property shall be developed and conform with the Urban Center (UC) district standards, as amended, subject to the following modifications and conditions:

A. A single residential dwelling unit is allowed to be developed on the Subject Property and occupied in conformance with Section 3.E.ii, below. All other residential uses, including residential subdistricts, are prohibited.

B. No residential uses are permitted within the 65 LDN contour as defined by the 2023 Addison airport noise contours.

C. Building setbacks shall comply with the Urban Center (UC) standards except for along Edwin Lewis Drive, where the building shall be setback a minimum of three feet (3') from the edge of the sidewalk.

D. Minimum parking requirements shall be reduced by ten (10) percent due to the site's adjacency to the Addison Transit Center.

E. Minimum parking requirements shall be calculated based on net usable square footages rather than gross square footage.

F. Prior to an issuance of a Certificate of Occupancy, the Subject Property shall be improved in accordance with the site plan, landscape plan, floor plan, and building elevations, which are attached hereto as **Exhibit B** and made a part hereof for all purposes, with the following special condition:

   i. The second floor shall be constructed in such manner that will allow accommodation of future conversion to a parking garage and the parking lift to access the second-floor parking garage shall meet the requirements contained in the Fire Code adopted by the Town, as amended.

   ii. The fifth floor of the building (as depicted in **Exhibit B**) may be constructed and occupied for residential use; provided, only one residential dwelling unit that is designed and constructed for occupancy by one family shall be allowed.

SECTION 4. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, Section 1-7 of the Code of Ordinances for the Town of Addison, including the right to seek injunctive relief for any and all violations of this ordinance where the law in such cases so provides.

SECTION 5. Should any word, sentence, paragraph, subdivision, clause, phrase, or section of this ordinance or of the Zoning Ordinance for the Town of Addison, as amended hereby, be adjudged or held, in whole or in part, to be invalid, voided, or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinances, as amended hereby, which shall remain in full force and effect.

SECTION 6. All ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 7. This ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas, on this the ***12TH*** day of ***SEPTEMBER 2023.***

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma Parker, City Secretary

APPROVED AS TO FORM:

_____
Whitt Wyatt, City Attorney

EXHIBIT A

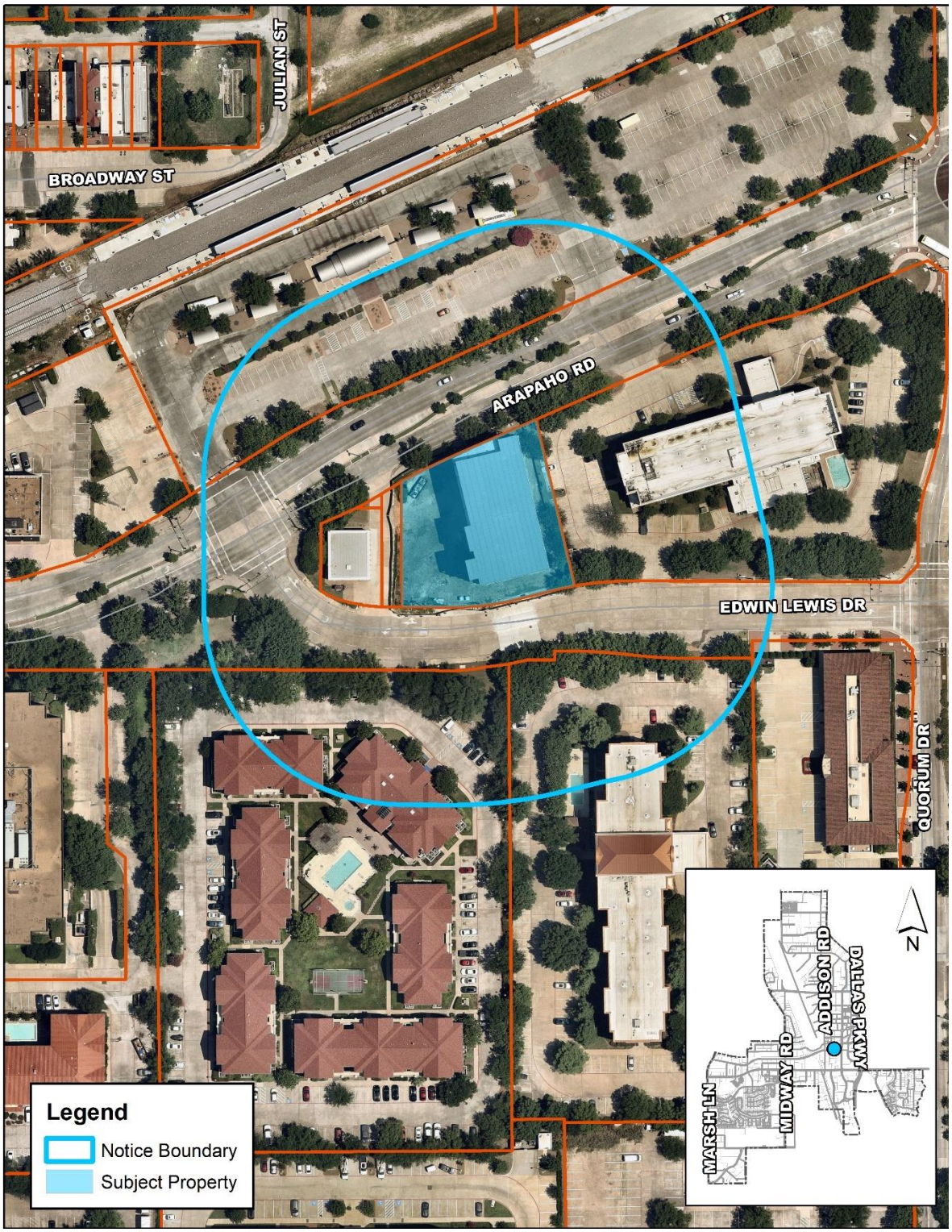

JULIAN ST
BROADWAY ST
ARAPAHO RD
EDWIN LEWIS DR
QUORUM DR
N
ADDISON RD
DALLAS PKWY
MIDWAY RD
MARSH LN
Legend
Notice Boundary
Subject Property

EXHIBIT A

LEGAL DESCRIPTION OF SUBJECT PROPERTY

BEGINNING at a "+" cut found at the Southwest corner of Lot 1, Block A of the Wingate Inn of Addison Addition, recorded in volume 99074, Page 10 in the GW Fisher Survey, Abstract 482, Located in the Town of Addison, Dallas, County, Texas;

THENCE N, 0 deg 25 min. 13 sec W, parallel with tract 1.5 of A tract land described by instrument to Southwestern Bell Telephone Company as recorded in Volume 86207, page 3192 of the Deed of Records, Dallas County Texas for a length of 127.2 feet to a "+" cut found at the South Right of Way of Arapaho Road;

THENCE, continuing with said Right of Way line and with said curve to the right, the chord of which is N 63 deg. 15 min. 32 sec. E with a distance of 65.11 ft, the radius is 778 ft., a distance of 65.13 ft. to a "+" cut found at the P. T. of said curve to the left;

THENCE, continuing with said Right of Way line N 65 deg. 39 min. 26 sec. E, continuing for a length of 84.74 feet;

THENCE, leaving said Right of Way S 13 deg. 21 min. 3 sec. W, continuing for a length of 172.69 feet to the North Right of Way line of Edwin Lewis Drive;

THENCE, continuing with said Right of Way line and with said curve to the left, the chord of which is S 77 deg. 44 min. 55 sec. W with a distance of 22.58 ft, the radius is 359.31 ft., a distance of 22.58 ft. to a 5/8" Iron Rod Found;

THENCE, continuing with said Right of Way line S 75 deg. 23 min. 45 sec. W, a distance of 43.41 ft. to a 1/2" Iron Rod Found;

THENCE, continuing with said Right of Way line and with said curve to the right, the chord of which is S 83 deg. 27 min. 22 sec. W with a distance of 65.32 ft, the radius is 299.31 ft., a distance of 65.45 ft.;

THENCE N continuing with said Right of Way line S 89 deg. 43 min. 31 sec. W, continuing for a length of 45.33 feet to the Point of Beginning, containing 34,752 square feet or .57 Acres of Land

EXHIBIT B

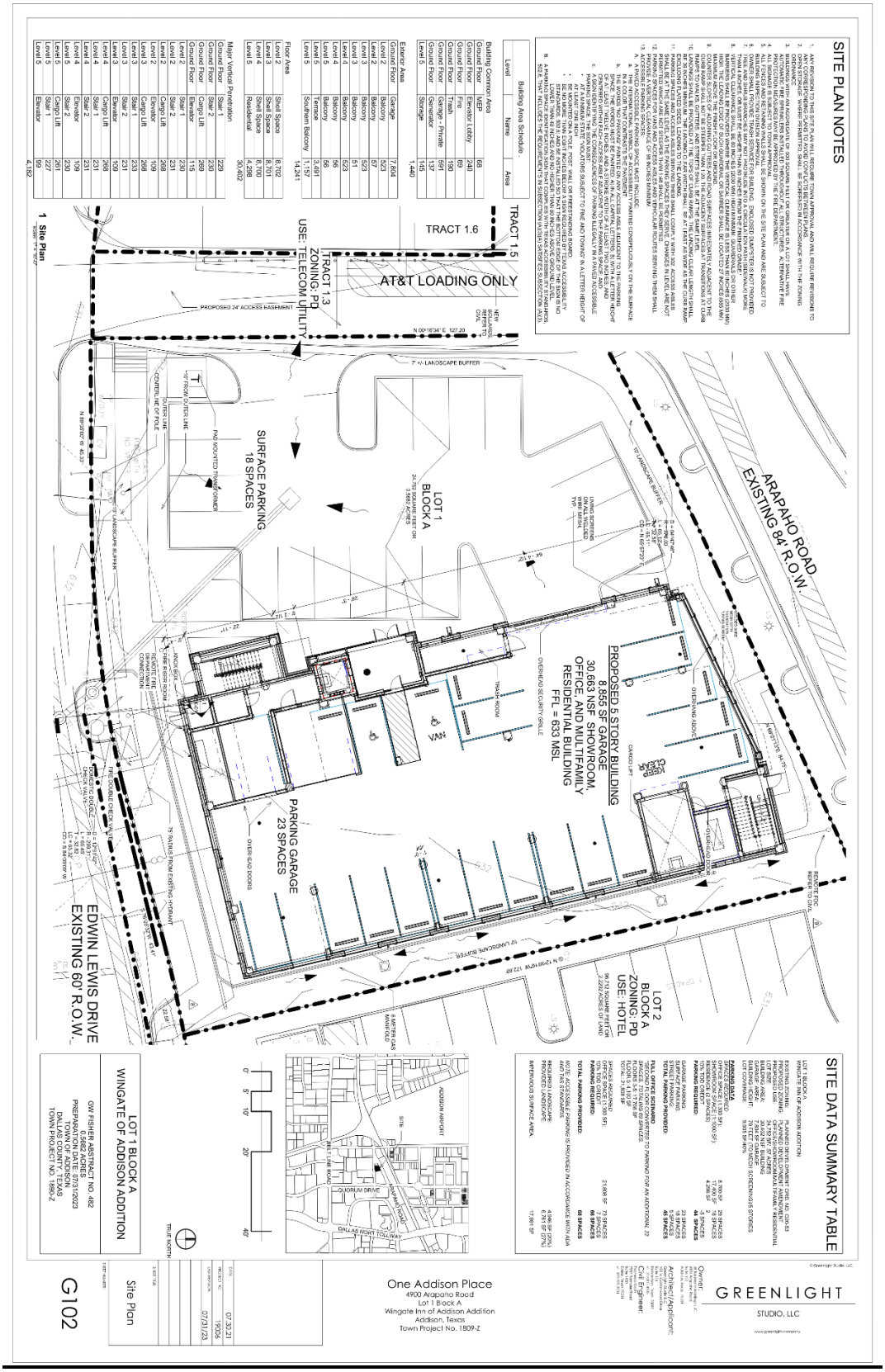

SITE PLAN NOTES
SITE DATA SUMMARY TABLE
ARAPAHO ROAD
EXISTING 84' R.O.W.
EDWIN LEWIS DRIVE
EXISTING 60' R.O.W.
PROPOSED 5 STORY BUILDING
8,855 SF GARAGE
30,663 NSF SHOWROOM,
OFFICE, AND MULTIFAMILY
RESIDENTIAL
FFL = 633 MSL
SURFACE PARKING
18 SPACES
PARKING GARAGE
23 SPACES
LOT 1
BLOCK A
LOT 2
BLOCK A
ZONING: PD
USE: HOTEL
TRACT 1.5
TRACT 1.6
TRACT 1.3
ZONING: PD
USE: TELECOM UTILITY
AT&T LOADING ONLY
PROPOSED 24' ACCESS EASEMENT
LOT 1 BLOCK A
WINGATE OF ADDISON ADDITION
One Addison Place
4900 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z
GREENLIGHT
STUDIO, LLC
Site Plan
G102

EXHIBIT B

ARAPAHO ROAD
EDWIN LEWIS DRIVE
LOT 1, BLOCK A
WINGATE INN OF ADDISON ADDITION
(VOL. 99074, PG. 10)
LOT 2, BLOCK A
WINGATE INN OF ADDISON ADDITION
(VOL. 99074, PG. 10)
ONE-STORY BRICK BUILDING
127.20'
172.69'
45.33'
43.41'
299.54'
TREE PRESERVATION NOTES
TREE PROTECTIVE FENCING
Owner:
JR Baumann Holdings LLC
4901 Arapaho Road
Suite 100
Addison, Texas 75001
Architect/Applicant:
Green Light Studio LLC
100 N. Cottonwood Drive
Suite 104
Richardson, Texas 75080
214.810.4535
Civil Engineer:
Pacheco Koch
7557 Rambler Road
Suite 1400
Dallas, Texas 75231
972.235.3031
BELLE FIRMA
4245 North Central Expy
Suite 501
Dallas, Texas 75205
214.865.7192 office
Baumann Building
4901 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z
01.24.2020
MAY
KAH
Sheet Title
TREE PRESERVATION PLAN
Sheet Number
L1.01

EXHIBIT B

ARAPAHO ROAD
EDWIN LEWIS DRIVE
LOT 1, BLOCK A
ONE ADDISON PLACE ADDITION
(VOL. 98074, PG. 10)
WINGATE INN
ONE-STORY BRICK BUILDING
299 SF/A
PLANT LIST
LANDSCAPE NOTES
GENERAL LAWN NOTES
SOLID SOD NOTES
MAINTENANCE NOTES
Owner:
JR Baumann Holdings LLC
4801 Arapaho Road
Suite 100
Addison, Texas 75001
Architect/Applicant:
Greenlight Studio LLC
100 N Cottonwood Drive
Suite 104
Richardson, Texas 75080
214.810.4535
Civil Engineer:
Packseo Koch
7557 Rambler Road
Suite 1400
Dallas, Texas 75231
972.235.3291
BELLE FIRMA
4245 North Central Expy
Suite 501
Dallas, Texas 75205
214.855.7192 office
Baumann Building
4801 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z
Sheet Title:
LANDSCAPE PLAN
Sheet Number:
L2.01

EXHIBIT B

EXHIBIT B

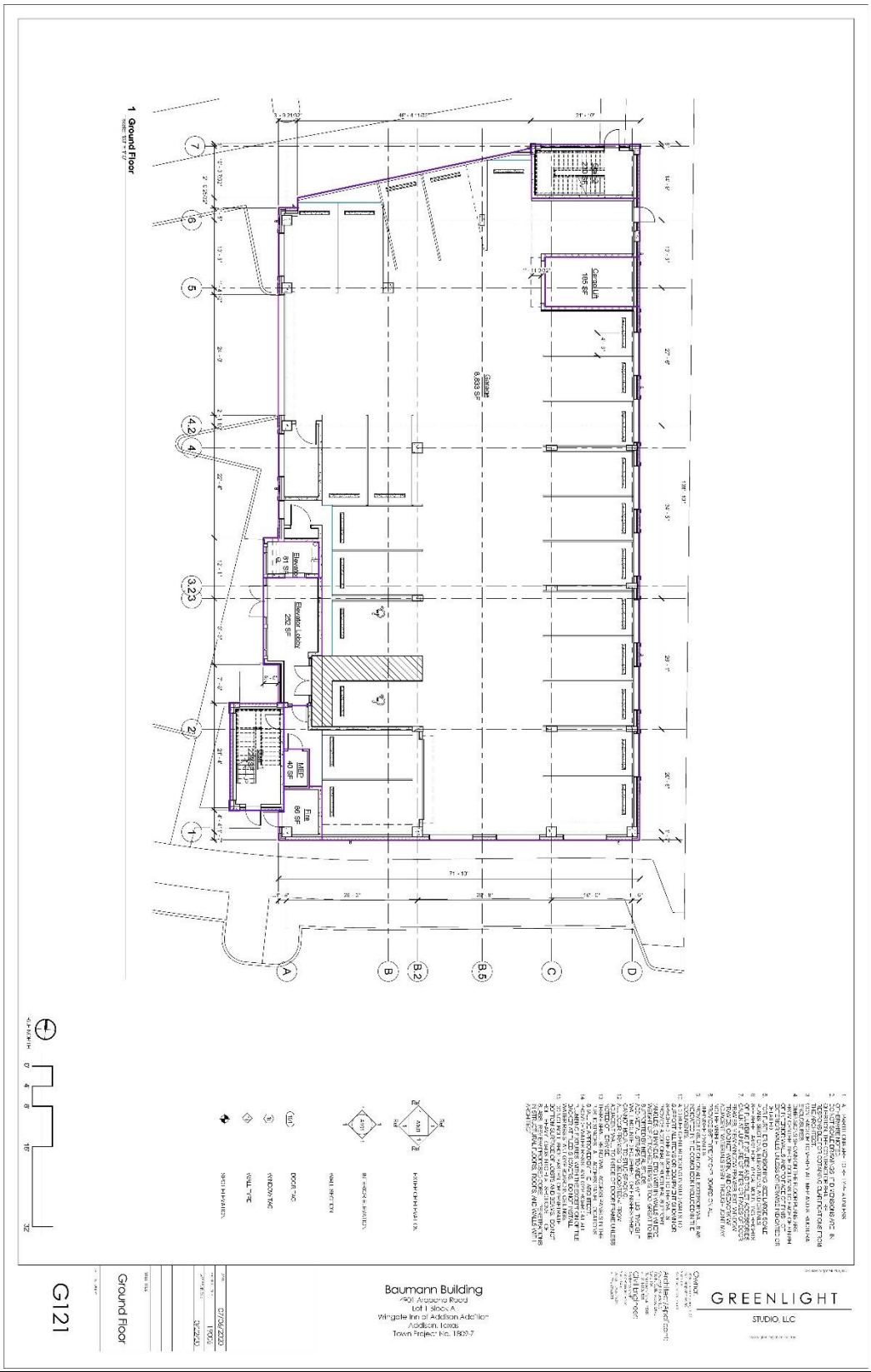

1 Ground Floor
Garage
8,833 SF
Elevator
81 SF
Elevator Lobby
250 SF
MEP
40 SF
Elec
66 SF
Generator
165 SF
Baumann Building
4901 Arapaho Road
Lot 1 block A
Wingate Inn at Addison Addition
Addison, Texas
Town Project No. 19029-7
GREENLIGHT
STUDIO, LLC
Ground Floor
G121

EXHIBIT B

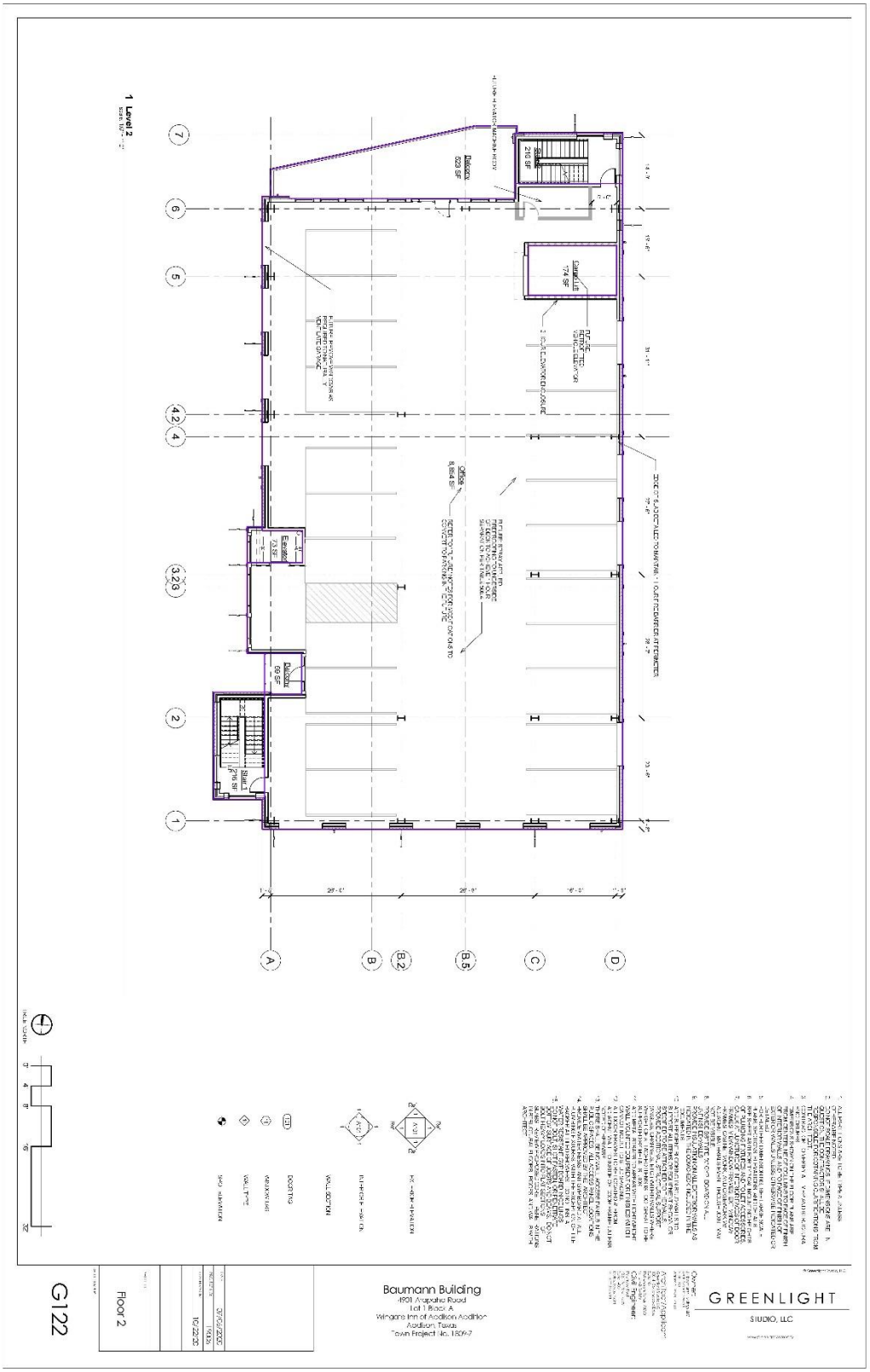

1 Level 2
Balcony
328 SF
216 SF
Open Up
174 SF
Office
Stair 1
Elevator
Elevator
Baumann Building
4901 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-7
GREENLIGHT
STUDIO, LLC
Floor 2
G122

EXHIBIT B

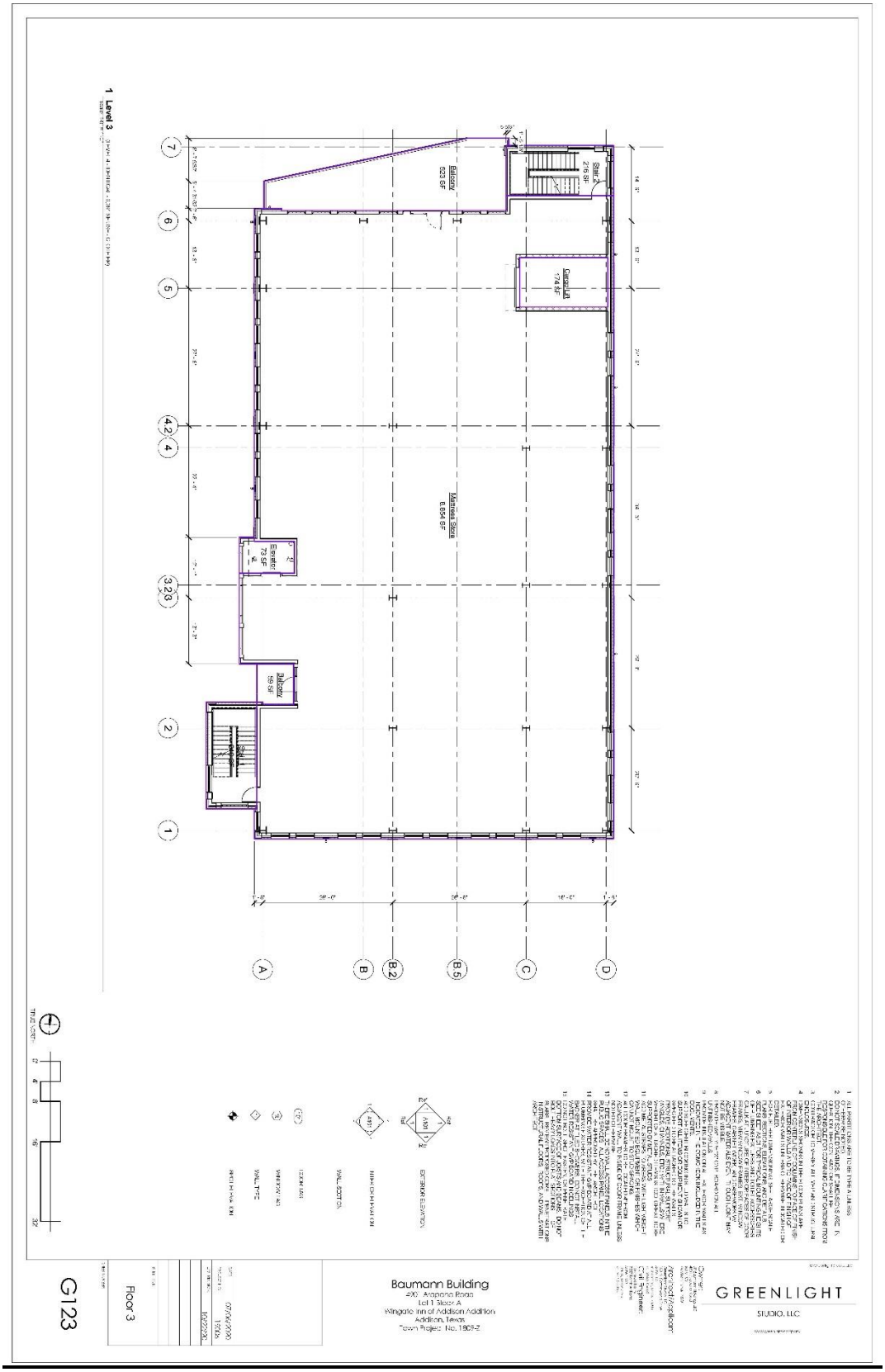

Level 3
Balcony
623 SF
Stair 2
276 SF
Terrace Lift
274 SF
Mechanical Space
6,994 SF
Elevator
73 SF
Balcony
99 SF
Stair 1
G123
Floor 3
Baumann Building
4900 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z
GREENLIGHT
STUDIO, LLC

EXHIBIT B

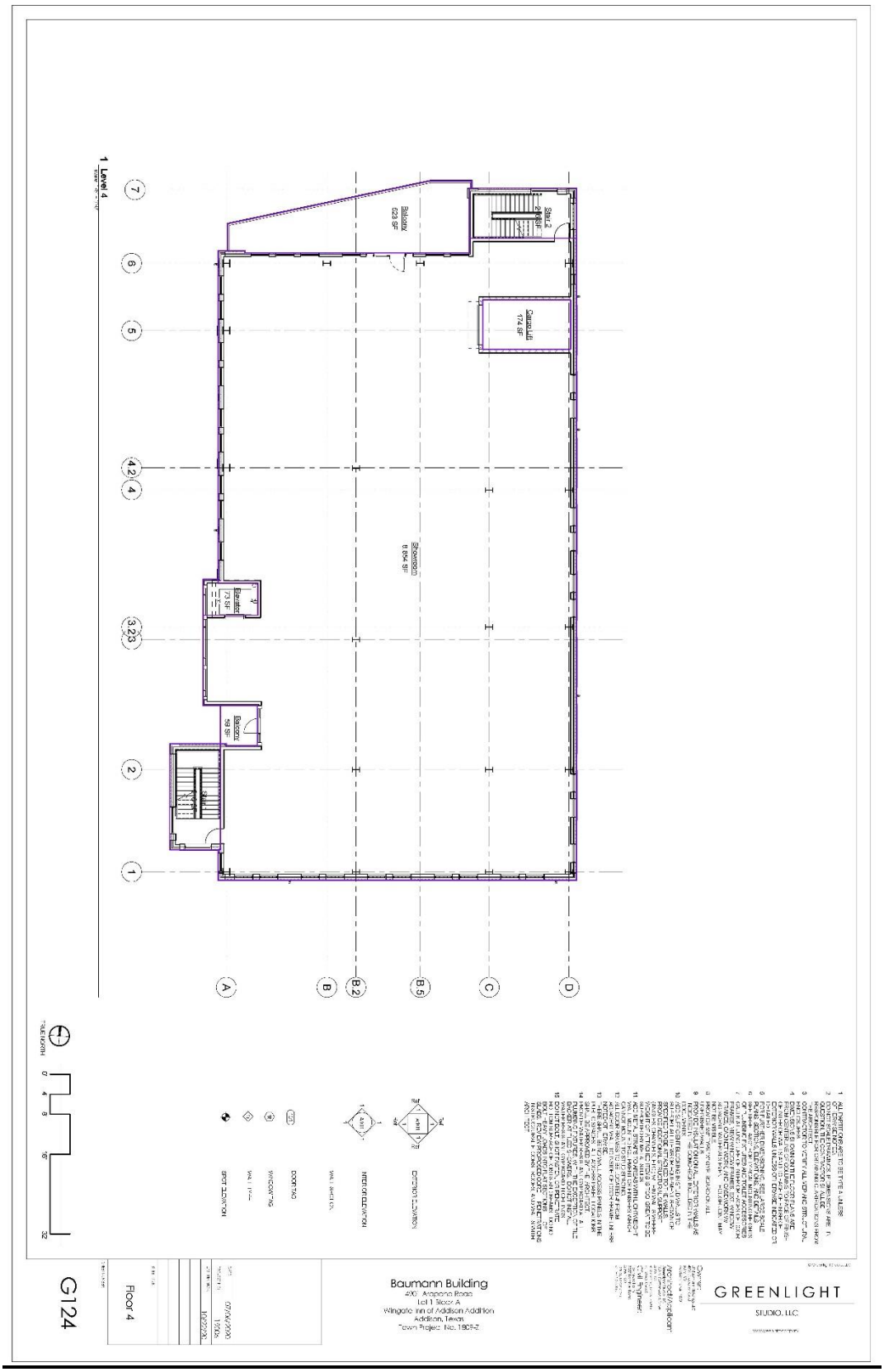
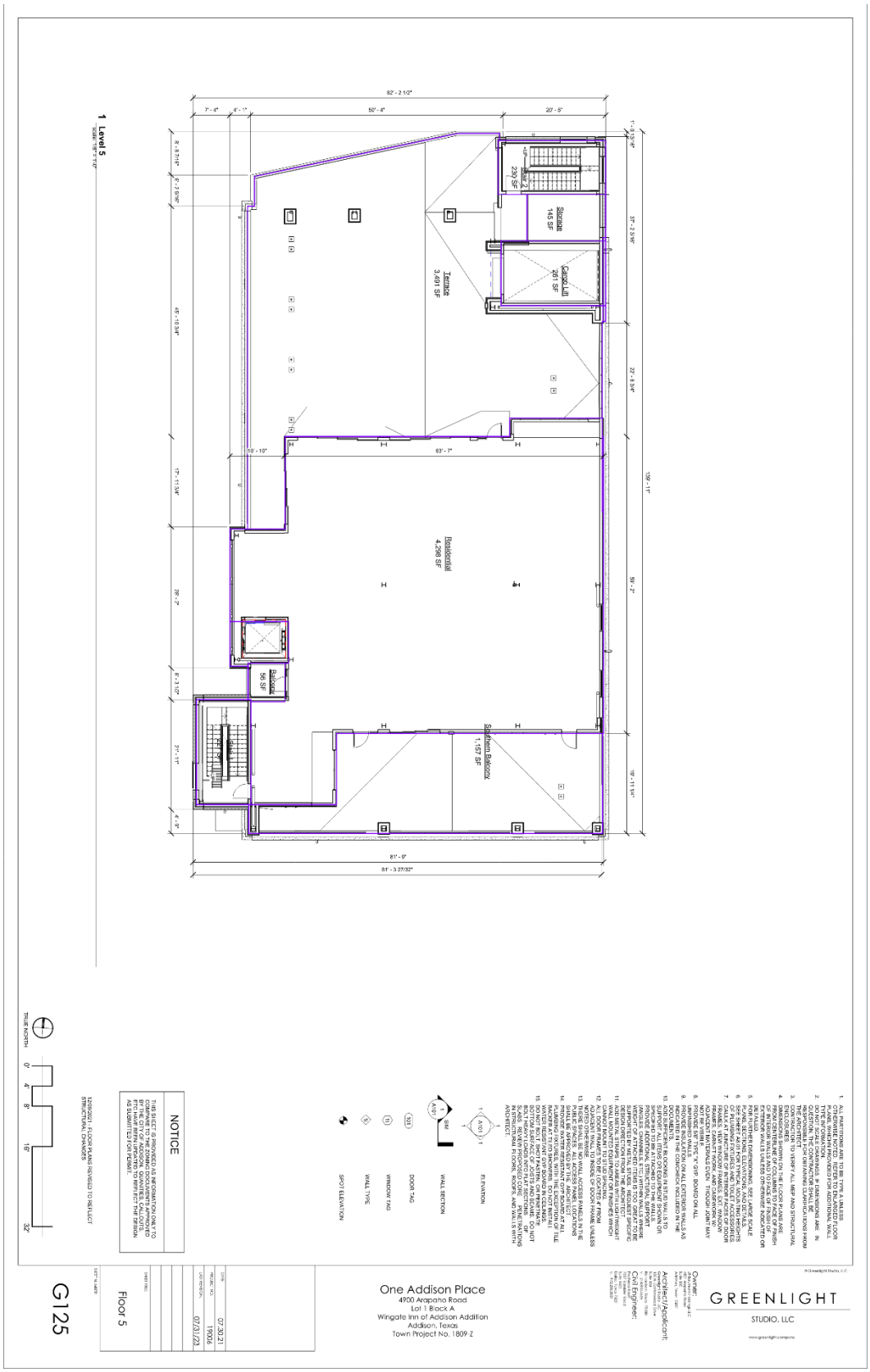

Baumann Building
4900 Arapaho Road
Lot 1 Block A
Wingate Inn at Addison Addition
Addison, Texas
Town Project No. 1805-Z
GREENLIGHT
STUDIO, LLC
Floor 4
G124

EXHIBIT B



Town of Addison, Texas
Ordinance No.
Case No. 1890-Z/4900 Arapaho Road (One Addison Place PD Amendment) Page 14 of 16

EXHIBIT B

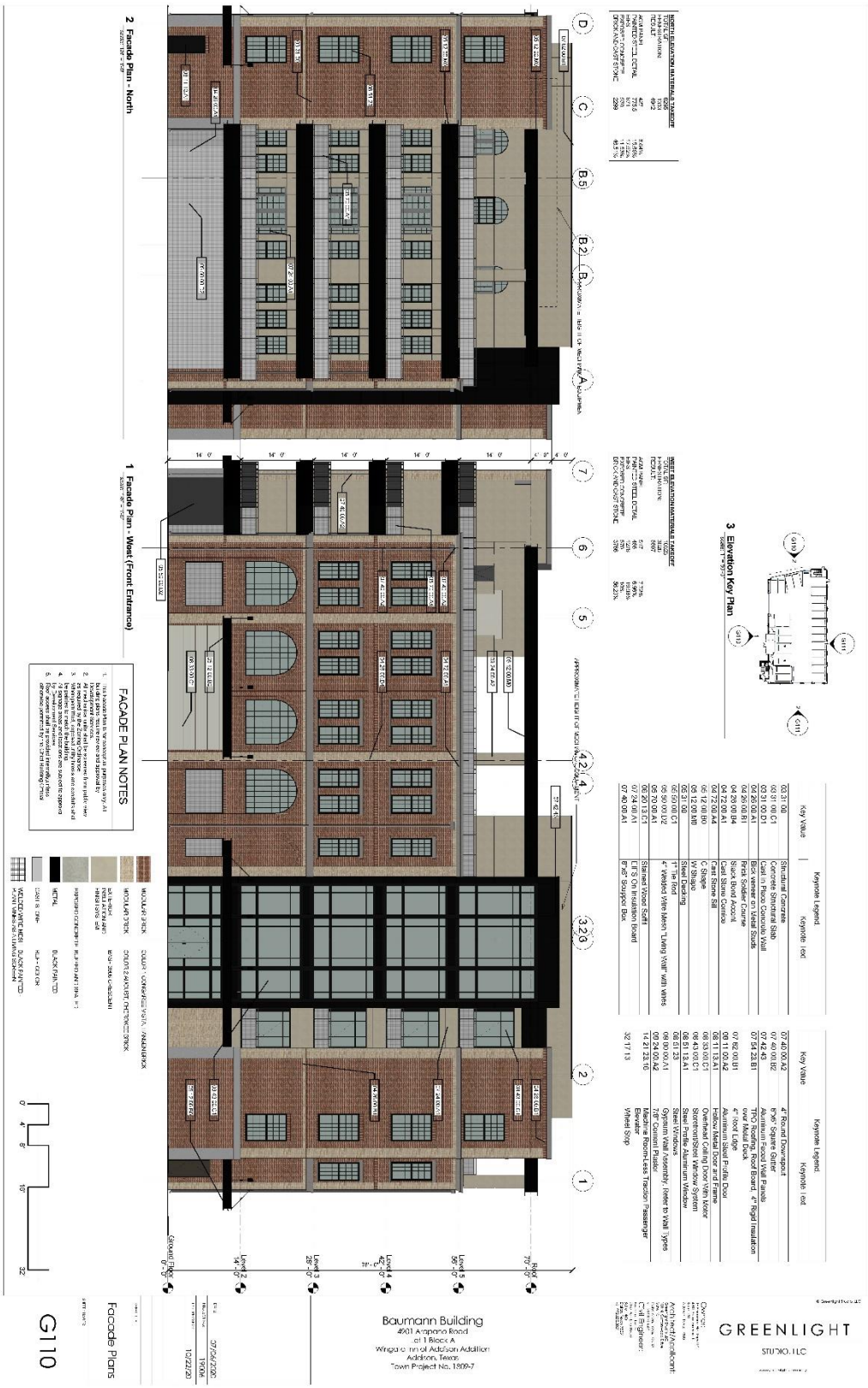
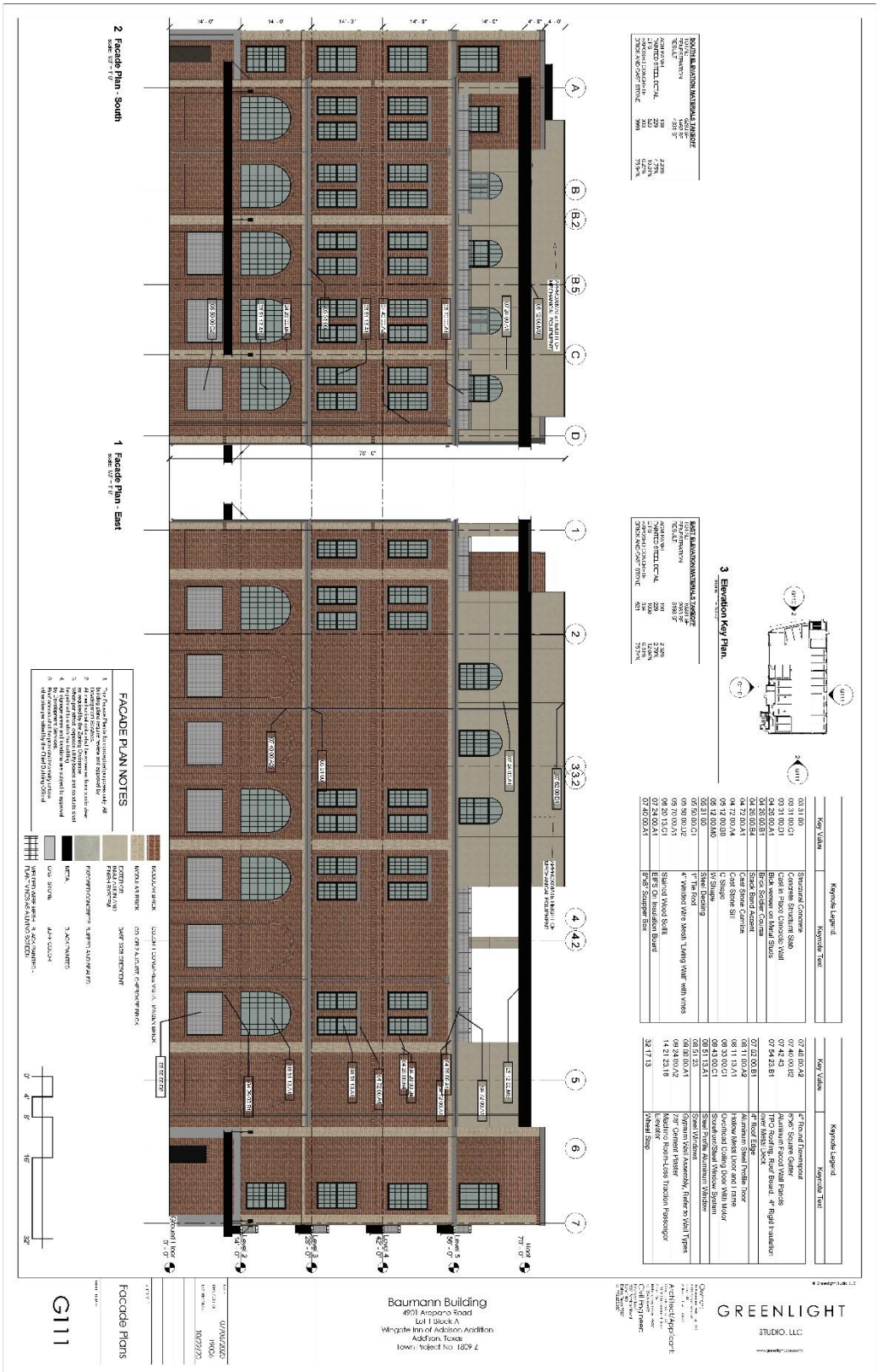

2 Facade Plan - North
1 Facade Plan - West (Front Entrance)
3 Elevation Key Plan
FACADE PLAN NOTES
Baumann Building
4901 Arapaho Road
Addison, Texas
Town Project No. 1809-7
GREENLIGHT
STUDIO, LLC
G110
Facade Plans

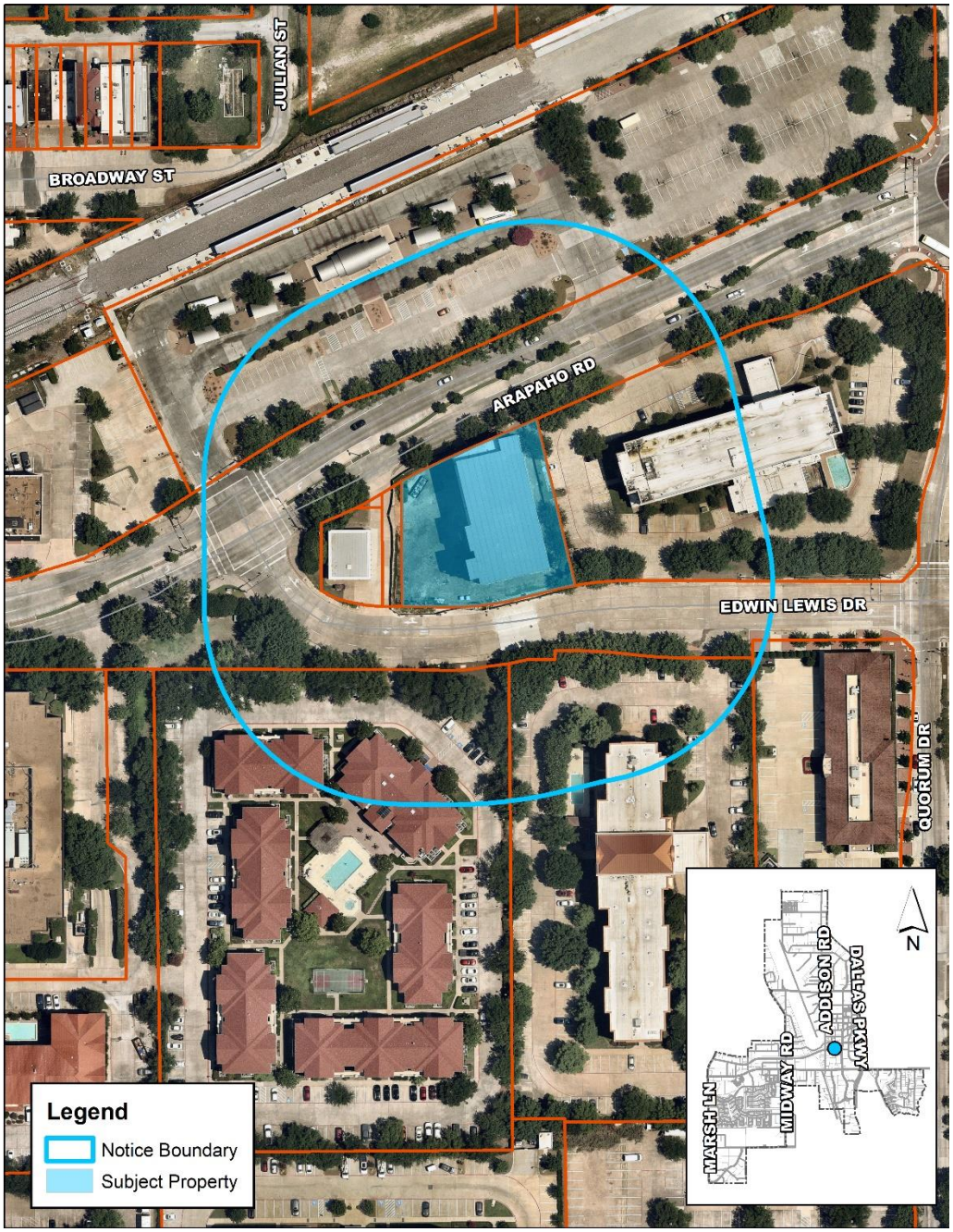
EXHIBIT B


2 Facade Plan - South
1 Facade Plan - East
3 Elevation Key Plan
FACADE PLAN NOTES
Baumann Building
4901 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809.4
GREENLIGHT
STUDIO, LLC
Facade Plans
G111

1890-Z

PUBLIC HEARING Case 1890-Z/4900 Arapaho Road (One Addison Place PD Amendment). Hold a public hearing, present, discuss, and consider action on a request to amend the permitted uses and development plans for Planned Development (PD) Ordinance No. O20-53, for a 0.57± acre property located at 4900 Arapaho Road, to allow multifamily residential use, not to exceed one dwelling unit, within a 5-story commercial building.

LOCATION MAP



August 15, 2023

STAFF REPORT

RE:	1890-Z/4900 Arapaho Road (One Addison Place PD Amendment)
LOCATION:	4900 Arapaho Road
REQUEST:	To amend Planned Development (PD) District, Ordinance No. O20-53. (Application Date: 07/14/2023)
APPLICANT:	Daniel Anderson, Trium Development Partners, LLC, on behalf of JR Baumann Holdings, LLC

DISCUSSION:

Background: This request is specific to the 0.57-acre property located at 4900 Arapaho Road. On November 10, 2020, City Council approved the rezoning of the property to Planned Development (PD) District, through Ordinance O20-53, based on the Urban Center (UC) district. The property is currently under construction to develop a five-story commercial building.

In 2022 the Town engaged an aviation planning consultant to conduct modeling to determine current noise conditions in the vicinity of Addison Airport. This modeling modified the noise contours, moving the subject property outside of the 65 decibels noise contour line, which restricts residential uses. PD, Ordinance No. O20-53 prohibited residential uses because it was within the noise contour. This PD amendment request is to allow multi-family as a permitted use. A maximum of one dwelling unit is proposed on site.

Proposed Plan: With this request, the fifth and top floor of the building will be used as one 4,298 square foot residential unit. It is the intent of the property owner, Bob Baumann, to utilize the top floor as his residence. The property owner does not intend to sell this residential unit as a condo. The first through fourth floors of the building will remain as parking and nonresidential uses. There are no modifications proposed to the site, landscaping, or building facades with this request.

Parking: No modifications are proposed to the parking approved by Ordinance No. O20-53.

Exterior Facades: No modifications are proposed to the exterior facades approved by Ordinance No. O20-53.

Landscaping and Open Space: No modifications are proposed to the landscaping or open space approved by Ordinance No. O20-53.

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

The airport noise contour no longer restricts residential uses on the subject property and will permit the structure to be mixed use, allowing residential, retail, and offices uses, which is consistent with the Urban Center district. This request proposes one residential unit on the subject property, which is unlikely to create more demand on site than the current permitted uses, such as retail or office. Additionally, having person(s) residing on site is likely to increase security of the immediate area.

Staff recommends approval of the request, subject to the following condition:

- A maximum of one residential unit is permitted on site.
- No residential uses are permitted within the 65 LDN contour as defined by the 2023 Addison Airport noise contours.

Case 1890-Z/4900 Arapaho Road (One Addison Place PD Amendment)

August 15, 2023

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of a request to amend the permitted uses and development plans for Planned Development (PD) Ordinance No. O20-53, for a 0.57± acre property located at 4900 Arapaho Road, to allow multifamily residential use within a 5-story commercial building, with the following condition:

- A maximum of one residential unit is permitted on site.

Voting Aye: Branson, Catalani, Chavez, DeFrancisco, Fansler, Faircloth, Meleky
Voting Nay: none
Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none
On: none
Against: none

Trium Development Partners, LLC
4197 Mendenhall Dr.
Dallas, TX 75244
214-675-8411

August 1, 2023

Lesley Nyp
Planning & Development Manager
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

Re: Minor Zoning Amendment – 4900 Arapaho Rd., Addison, TX 75001 (the "Property)

Dear Ms. Nyp:

Please let this correspondence serve as a Letter of Intent to request a minor amendment to the current Planned Development Zoning located at the above-mentioned Property.

The owner of the Property is of the understanding the Town of Addison has conducted a recent noise study related to the Addison Airport and the subject property is no longer in a restricted area regarding residential use. Therefore, the owner would like to request a minor amendment to the current zoning to allow for one (1) residential unit within the building currently under construction on the Property. The owner of the property does not intend to condo or sell an interest in the residential unit. Additionally, no exterior modifications are proposed to the site, landscaping or building elevations related to the Minor Zoning Amendment.

Please let me know if you need anything further regarding this request.

Sincerely,

Daniel B. Anderson - Principal
Trium Development Partners, LLC

CC: Bob Baumann
Ken Schmidt

SITE PLAN NOTES

1. ANY REVISION TO THIS SITE PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.
2. OPEN STORAGE, WHERE PERMITTED, SHALL BE SCREENED IN ACCORDANCE WITH THE ZONING ORDINANCE.
3. BUILDINGS WITH AN AGGREGATE OF 500 SQUARE FEET OR GREATER ON A LOT SHALL HAVE AUTOMATIC FIRE SPRINKLERS INSTALLED THROUGHOUT ALL STRUCTURES. ALTERNATIVE FIRE PROTECTION MEASURES MAY BE APPROVED BY THE FIRE DEPARTMENT.
4. ALL SIGNAGE IS SUBJECT TO TOWN APPROVAL.
5. ALL FENCES AND RETAINING WALLS SHALL BE SHOWN ON THE SITE PLAN AND ARE SUBJECT TO BUILDING INSPECTION DIVISION APPROVAL.
6. OWNER SHALL PROVIDE TRASH SERVICE FOR BUILDING. ENCLOSED DUMPSTER IS NOT PROVIDED.
7. TREE AND SHRUB BRANCHES MAY NOT PROTRUDE INTO A CIRCULATION PATH (SIDEWALK) MORE THAN 4 INCHES, OR MUST BE HIGHER THAN 80 INCHES FROM THE FINISHED GRADE.'
8. VERTICAL CLEARANCE SHALL BE 80 INCHES (2030 MM) HIGH MINIMUM. GUARDRAILS OR OTHER BARRIERS SHALL BE PROVIDED WHERE THE VERTICAL CLEARANCE IS LESS THAN 80 INCHES (2030 MM) HIGH. THE LEADING EDGE OF SUCH GUARDRAIL OR BARRIER SHALL BE LOCATED 27 INCHES (685 MM) MAXIMUM ABOVE THE FINISH FLOOR OR GROUND.
9. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT BE STEEPER THAN 1:20. THE ADJACENT SURFACES AT TRANSITIONS AT CURB RAMPS TO WALKS, GUTTERS, AND STREETS SHALL BE AT THE SAME LEVEL.
10. LANDINGS SHALL BE PROVIDED AT THE TOPS OF CURB RAMPS. THE LANDING CLEAR LENGTH SHALL BE 36 INCHES MINIMUM. THE LANDING CLEAR WIDTH SHALL BE AT LEAST AS WIDE AS THE CURB RAMP, EXCLUDING FLARED SIDES, LEADING TO THE LANDING.
11. PARKING SPACES AND ACCESS AISLES SERVING THEM SHALL COMPLY WITH 302. ACCESS AISLES SHALL BE AT THE SAME LEVEL AS THE PARKING SPACES THEY SERVE. CHANGES IN LEVEL ARE NOT PERMITTED WHICH ARE NOT STEEPER THAN 1:48 SHALL BE PERMITTED.
12. PARKING SPACES FOR VANS AND ACCESS AISLES AND VEHICULAR ROUTES SERVING THEM SHALL PROVIDE A VERTICAL CLEARANCE OF 98 INCHES MINIMUM.
13. ACCESSIBLE PARKING SPACES:
    A. A PAVED ACCESSIBLE PARKING SPACE MUST INCLUDE:
        a. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY PAINTED CONSPICUOUSLY ON THE SURFACE IN A COLOR THAT CONTRASTS THE PAVEMENT;
        b. THE WORDS "NO PARKING" PAINTED ON ANY ACCESS AISLE ADJACENT TO THE PARKING SPACE. THE WORDS MUST BE PAINTED: A) IN ALL CAPITAL LETTERS; B) WITH A LETTER HEIGHT OF AT LEAST TWELVE INCHES, AND A STROKE WIDTH OF AT LEAST TWO INCHES; AND CENTERED WITHIN EACH ACCESS AISLE ADJACENT TO THE PARKING SPACE; AND
        c. A SIGN IDENTIFYING THE CONSEQUENCES OF PARKING ILLEGALLY IN A PAVED ACCESSIBLE PARKING SPACE. THE SIGN MUST:
        - AT A MINIMUM STATE "VIOLATORS SUBJECT TO FINE AND TOWING" IN A LETTER HEIGHT OF AT LEAST ONE INCH
        - BE MOUNTED ON A POLE, POST, WALL OR FREESTANDING BOARD;
        - BE NO MORE THAN EIGHT INCHES BELOW A SIGN REQUIRED BY TEXAS ACCESSIBILITY STANDARDS, 502.6; AND BE INSTALLED SO THAT THE BOTTOM EDGE OF THE SIGN IS NO LOWER THAN 48 INCHES AND NO HIGHER THAN 80 INCHES ABOVE GROUND LEVEL.
    B. A PARKING SPACE IDENTIFICATION SIGN THAT COMPLIES WITH TEXAS ACCESSIBILITY STANDARDS, 502.6, THAT INCLUDES THE REQUIREMENTS IN SUBSECTION (A)(3)(A) SATISFIES SUBSECTION (A)(3).

Building Area Schedule .

Level	Name	Area

Building Common Area

Ground Floor	MEP	68
Ground Floor	Elevator Lobby	240
Ground Floor	Fire	69
Ground Floor	Trash	190
Ground Floor	Garage - Private	591
Ground Floor	Generator	137
Level 5	Storage	145
		1,440

Exterior Area

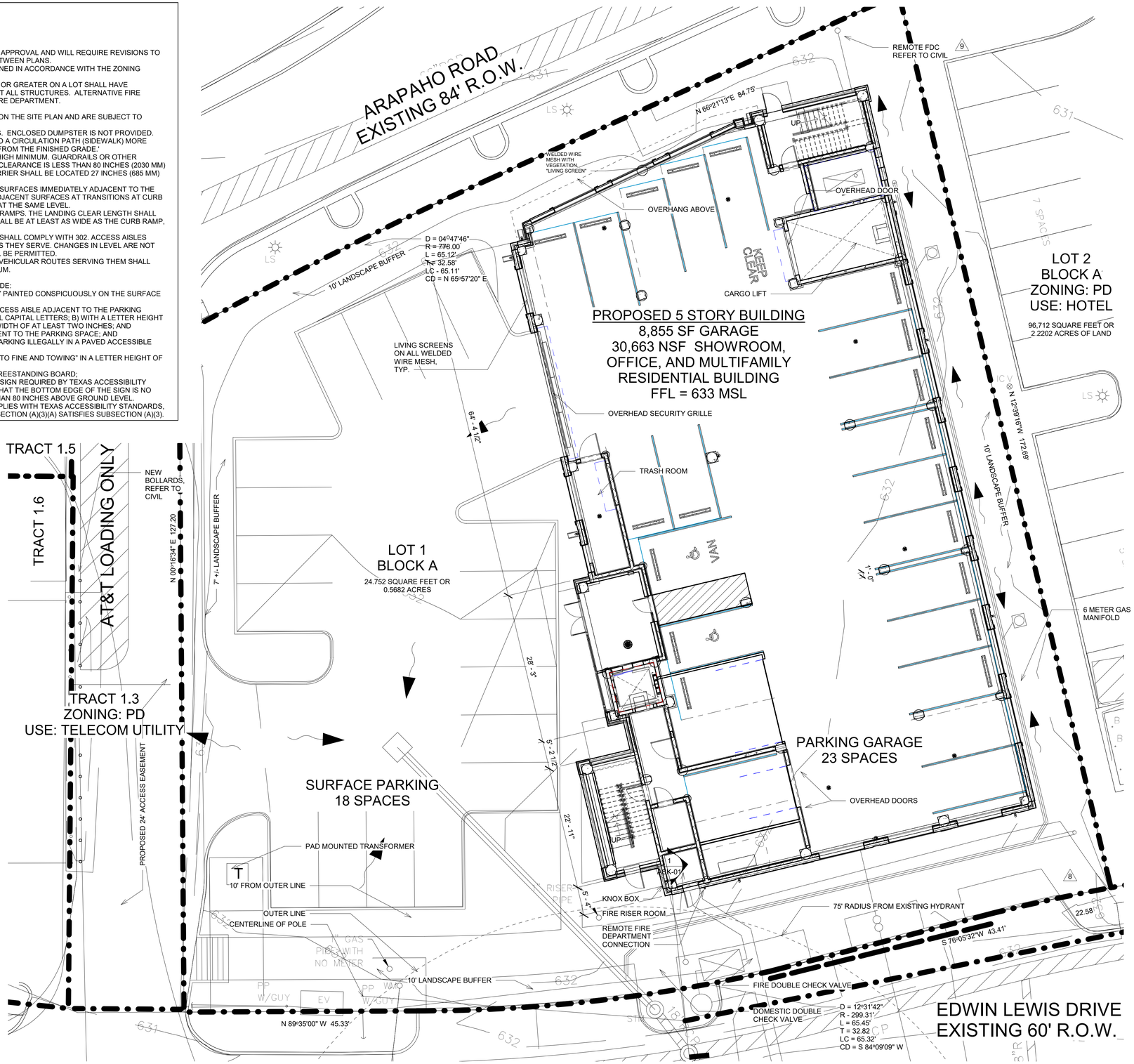
Ground Floor	Garage	7,804
Level 2	Balcony	523
Level 2	Balcony	57
Level 3	Balcony	523
Level 3	Balcony	51
Level 4	Balcony	523
Level 4	Balcony	56
Level 5	Balcony	56
Level 5	Terrace	3,491
Level 5	Southern Balcony	1,157
		14,241

Floor Area

Level 2	Shell Space	8,702
Level 3	Shell Space	8,701
Level 4	Shell Space	8,700
Level 5	Residential	4,298
		30,402

Major Vertical Penetration

Ground Floor	Stair 1	229
Ground Floor	Stair 2	230
Ground Floor	Cargo Lift	269
Ground Floor	Elevator	115
Level 2	Stair 1	230
Level 2	Stair 2	231
Level 2	Cargo Lift	268
Level 2	Elevator	109
Level 3	Cargo Lift	268
Level 3	Stair 1	233
Level 3	Stair 2	231
Level 3	Elevator	109
Level 4	Cargo Lift	268
Level 4	Stair 1	231
Level 4	Stair 2	231
Level 4	Elevator	109
Level 5	Stair 2	230
Level 5	Cargo Lift	261
Level 5	Stair 1	227
Level 5	Elevator	99
		4,182



1 **Site Plan**
scale: 1" = 10'-0"

SITE DATA SUMMARY TABLE

LOT 1 BLOCK A
WINGATE INN OF ADDISON ADDITION

EXISTING ZONING:	PLANNED DEVELOPMENT ORD. NO. O20-53
PROPOSED ZONING:	PLANNED DEVELOPMENT AMENDMENT
PROPOSED USE:	OFFICE/SHOWROOM/MULTIFAMILY RESIDENTIAL
LOT SIZE:	24,752 SF/ .57 ACRES
BUILDING AREA:	30,402 NSF BUILDING
GARAGE: AREA:	7,804 SF GARAGE
BUILDING HEIGHT:	78 FEET (TO MECH SCREENING)/5 STORIES
LOT COVERAGE:	9,935 SF/40%

PARKING DATA

SPACES REQUIRED

OFFICE SPACE (1:300 SF):	8,700 SF	29 SPACES
SHOWROOM SPACE (1:1000 SF):	17,400 SF	18 SPACES
RESIDENCE (2 SPACES)	4,298 SF	2
10% TOD CREDIT		-5 SPACES
PARKING REQUIRED:		**44 SPACES**
GARAGE PARKING:		23 SPACES
SURFACE PARKING:		18 SPACES
STREET PARKING:		5 SPACES
TOTAL PARKING PROVIDED:		**45 SPACES**

FULL OFFICE SCENARIO

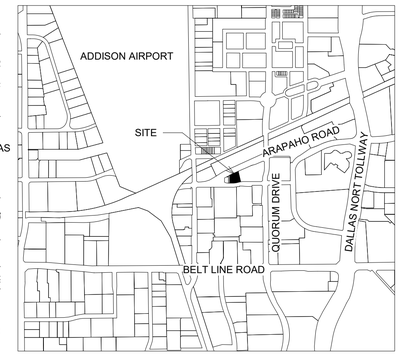
**SECOND FLOOR CONVERTED TO PARKING FOR AN ADDITIONAL 22 SPACES, TOTALING 69 SPACES.*
FLOORS 3-5: 17,708 SF
FLOOR 5: 4,100 SF
TOTAL: 21,808 SF

SPACES REQUIRED

OFFICE SPACE (1:300 SF):	21,808 SF	73 SPACES
10% TOD CREDIT		-7 SPACES
PARKING REQUIRED:		**66 SPACES**
TOTAL PARKING PROVIDED:		**68 SPACES**

NOTE: ACCESSIBLE PARKING IS PROVIDED IN ACCORDANCE WITH ADA AND TAS STANDARDS.

REQUIRED LANDSCAPE:	4,946 SF (20%)
PROVIDED LANDSCAPE:	6,761 SF (27%)
IMPERVIOUS SURFACE AREA:	17,991 SF



0' 5' 10' 20' 40'

TRUE NORTH

LOT 1 BLOCK A
WINGATE OF ADDISON ADDITION

GW FISHER ABSTRACT NO. 482
0.5682 ACRES
PREPARATION DATE: 07/31/2023
TOWN OF ADDISON
DALLAS COUNTY, TEXAS
TOWN PROJECT NO. 1890-Z

© Greenlight Studio, LLC

GREENLIGHT STUDIO, LLC
www.greenlight.company

Owner:
JR Baumann Holdings LLC
4801 Arapaho Road
Suite 100
Addison, Texas 75001

Architect/Applicant:
Greenlight Studio LLC
100 N. Cottonwood Drive
Suite 104
Richardson, Texas 75080
v: 214.810.4535

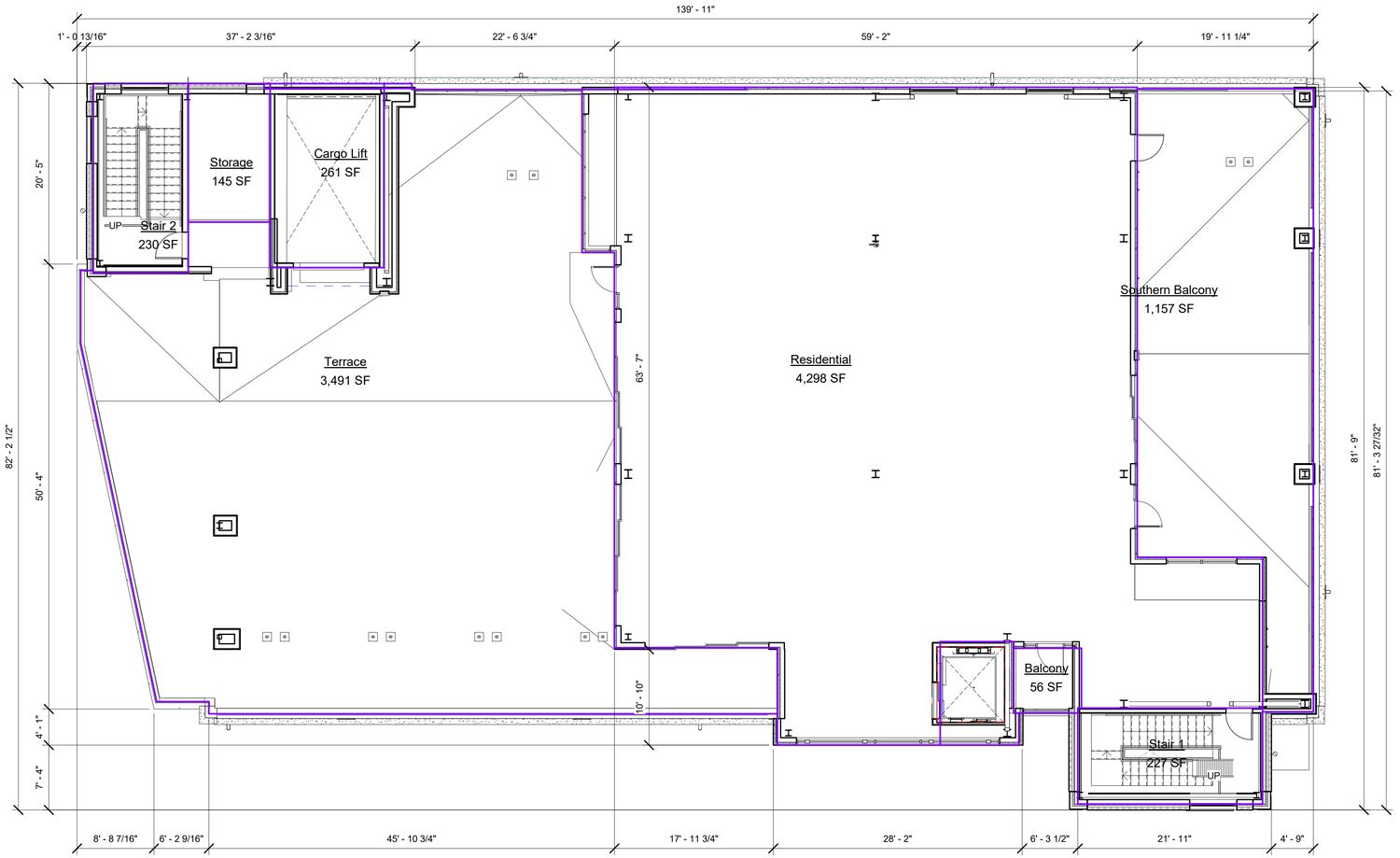
Civil Engineer:
Pacheco Koch
7557 Rambler Road
Suite 1400
Dallas, Texas 75231
v: 972.235.3031

One Addison Place
4900 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z

DATE: 07.30.21
PROJECT NO: 19006
LAST REVISION: 07/31/23

SHEET TITLE: Site Plan

SHEET NUMBER: G102



1 Level 5
scale: 1/8" = 1'-0"

1. ALL PARTITIONS ARE TO BE TYPE A UNLESS OTHERWISE NOTED. REFER TO ENLARGED FLOOR PLANS, WHICHN PROVIDED FOR ADDITIONAL WALL TYPE INFORMATION.
2. DO NOT SCALE DRAWINGS. IF DIMENSIONS ARE IN QUESTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CLARIFICATIONS FROM THE ARCHITECT.
3. CONTRACTOR TO VERIFY ALL MEP AND STRUCTURAL ENCLOSURES.
4. DIMENSIONS SHOWN ON THE FLOOR PLANS ARE FROM CENTERLINE OF COLUMNS TO FACE OF FINISH OF INTERIOR WALLS AND TO FACE OF FINISH OF EXTERIOR WALLS UNLESS OTHERWISE INDICATED OR DETAILED.
5. FOR FURTHER DIMENSIONING, SEE LARGE SCALE PLANS, SECTIONS, ELEVATIONS, AND DETAILS.
6. SEE SHEET A8.01 FOR TYPICAL MOUNTING HEIGHTS OF PLUMBING FIXTURES AND TOILET ACCESSORIES.
7. CAULK AT JUNCTURE OF INTERIOR FACES OF DOOR FRAMES, VIEW WINDOW FRAMES, EXT. WINDOW FRAMES, CABINET WORK, AND CASEWORK W/ ADJACENT MATERIALS EVEN THOUGH JOINT MAY NOT BE VISIBLE.
8. PROVIDE 5/8" TYPE "X" GYP. BOARD ON ALL UNFINISHED WALLS.
9. PROVIDE INSULATION ON ALL EXTERIOR WALLS AS INDICATED IN THE COMCHECK INCLUDED IN THE DOCUMENTS.
10. ADD SUFFICIENT BLOCKING IN STUD WALLS TO SUPPORT ALL ITEMS OR EQUIPMENT SHOWN OR SPECIFIED TO BE ATTACHED TO THE WALLS. PROVIDE ADDITIONAL STRUCTURAL SUPPORT (ANGLES, CHANNELS, ETC.) WITHIN WALLS WHERE WEIGHT OF ATTACHED ITEMS IS TOO GREAT TO BE SUPPORTED BY METAL STUDS. REQUEST SPECIFIC DESIGN DIRECTION FROM THE ARCHITECT.
11. ADD METAL STRAPS TO AREAS WITH LIGHTWEIGHT WALL MOUNTED EQUIPMENT OR FINISHES WHICH CANNOT MOUNT TO STUD SPACING.
12. ALL DOOR FRAMES TO BE LOCATED 4" FROM ADJACENT WALL TO INSIDE OF DOOR FRAME UNLESS NOTED OTHERWISE.
13. THERE SHALL BE NO WALL ACCESS PANELS IN THE PUBLIC SPACES. ALL ACCESS PANEL LOCATIONS SHALL BE APPROVED BY THE ARCHITECT.
14. PROVIDE WATER RESISTANT GYP BOARD AT ALL PLUMBING FIXTURES, WITH THE EXCEPTION OF TILE BACKER AT TILED SHOWERS. DO NOT INSTALL WATER RESISTANT GYP BOARD IN CEILINGS.
15. DO NOT BOLT, SHOT FASTEN, OR PENETRATE BOTTOM SURFACE OF JOISTS AND BEAMS. DO NOT BOLT HEAVY LOADS INTO FLAT SECTIONS OF SLABS. REVIEW PROPOSED CORE PENETRATIONS IN STRUCTURAL FLOORS, ROOFS, AND WALLS WITH ARCHITECT.

1 / A101 / 1 — ELEVATION

1 / A101 — SIM — WALL SECTION

101 — DOOR TAG

1t — WINDOW TAG

1t — WALL TYPE

SPOT ELEVATION

NOTICE

THIS SHEET IS PROVIDED AS INFORMATION ONLY TO COMPARE TO THE ZONING DOCUMENTS APPROVED BY THE CITY OF ADDISON. QUANITIES, CALLOUTS, ETC HAVE BEEN UPDATED TO REFLECT THE DESIGN AS SUBMITTED FOR PERMIT.

12/09/2021 - FLOOR PLANS REVISED TO REFLECT STRUCTURAL CHANGES

TRUE NORTH

0' 4' 8' 16' 32'

© Greenlight Studio, LLC

GREENLIGHT
STUDIO, LLC
www.greenlight.company

Owner:
JR Baumann Holdings LLC
4801 Arapaho Road
Suite 100
Addison, Texas 75001

Architect/Applicant:
Greenlight Studio LLC
100 N. Cottonwood Drive
Suite 104
Richardson, Texas 75080
v: 214.810.4535

Civil Engineer:
Pacheco Koch
7557 Rambler Road
Suite 1400
Dallas, Texas 75231
v: 972.235.3031

One Addison Place
4900 Arapaho Road
Lot 1 Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z

DATE: 07.30.21
PROJECT NO: 19006
LAST REVISION: 07/31/23

SHEET TITLE: Floor 5

SHEET NUMBER: G125

ORDINANCE NO. O20-53

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE TO REZONE 0.57 ACRES OF PROPERTY LOCATED AT 4901 ARAPAHO ROAD FROM PLANNED DEVELOPMENT DISTRICT O04-048, TO A NEW PLANNED DEVELOPMENT DISTRICT O20-53 BASED ON URBAN CENTER (UC) DISTRICT REGULATIONS WITH MODIFIED DEVELOPMENT STANDARDS FOR A 5-STORY COMMERCIAL BUILDING; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY OF A FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS ($2,000) FOR EACH OFFENSE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Addison, Texas (the "City") is a home rule municipality having full power of local self-government pursuant to Article 11, Section 5 of the Texas Constitution, and its Home Rule Charter; and

WHEREAS, at its regular meeting held on October 20, 2020 the Planning & Zoning Commission considered and made recommendations on a request for a Planned Development District (Case No.1809-Z); and

WHEREAS, this change of zoning is in accordance with the adopted Comprehensive Plan of the Town of Addison, as amended; and

WHEREAS, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at the public hearing, and other relevant information and materials, the City Council of the Town of Addison, Texas finds that this ordinance promotes the general welfare and safety of this community.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS THAT:

SECTION 1. The recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

SECTION 2. Planned Development District O20-53 is hereby established for the .57 acres of land located at 4901 Arapaho Road, and more specifically described in **Exhibit A** attached hereto and incorporated herein (the "Property"), in accordance with all Urban Center (UC) zoning district development regulations contained in the Town of Addison, Code of Ordinances, as amended, with the following modifications:

A. Residential uses, including multi-family, are prohibited.

B. Building setbacks shall comply with the Urban Center (UC) standards except for along Edwin Lewis Drive, where the building shall be setback a minimum of three feet from the edge of the sidewalk.

C. Minimum parking requirements shall be reduced by ten (10) percent due to the site's adjacency to the Addison Transit Center.

D. Minimum parking requirements shall be calculated based on net useable square footage rather than gross square footage.

SECTION 3. The property shall be improved in accordance with the site plan, floor plans, landscape plans, and building elevations set forth in **Exhibit B**, with the following special condition:

A. The second floor shall be constructed in such manner that will allow accommodation of future conversion to a parking garage and the parking lift to access the second-floor parking garage shall meet the requirements contained in the Fire Code adopted by the Town, as amended.

SECTION 4. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set-in accordance with Chapter 1, General Provisions, Section 1.10, General penalty for violations of Code; continuing violations, of the Code of Ordinances for the Town of Addison.

SECTION 5. The provisions of this Ordinance are severable, and should any section, subsection, paragraph, sentence, phrase or word of this Ordinance, or application thereof to any person, firm, corporation or other business entity or any circumstance, be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of the remaining or other parts or portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining parts or portions of this Ordinance despite such unconstitutionality, illegality, or invalidity, which remaining portions shall remain in full force and effect.

SECTION 6. All ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 7. This Ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter or ordinance.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, on this the ***10th*** day of ***NOVEMBER*** **2020**.

TOWN OF ADDISON, TEXAS

Joe Chow, Mayor

ATTEST:

Irma G. Parker, City Secretary

Reviewed/Prepared/Approved by law offices of **Messer, Fort & McDonald**

Published in the Dallas Morning News: December 18, 2020.

EXHIBIT A

BEGINNING at a "+" cut found at the Southwest corner of Lot 1, Block A of the Wingate Inn of Addison Addition, recorded in volume 99074, Page 10 in the GW Fisher Survey, Abstract 482, Located in the Town of Addison, Dallas, County, Texas;

THENCE N, 0 deg 25 min. 13 sec W, parallel with tract 1.5 of A tract land described by instrument to Southwestern Bell Telephone Company as recorded in Volume 86207, page 3192 of the Deed of Records, Dallas County Texas for a length of 127.2 feet to a "+" cut found at the South Right of Way of Arapaho Road;

THENCE, continuing with said Right of Way line and with said curve to the right, the chord of which is N 63 deg. 15 min. 32 sec. E with a distance of 65.11 ft, the radius is 778 ft., a distance of 65.13 ft. to a "+" cut found at the P. T. of said curve to the left;

THENCE, continuing with said Right of Way line N 65 deg. 39 min. 26 sec. E, continuing for a length of 84.74 feet;

THENCE, leaving said Right of Way S 13 deg. 21 min. 3 sec. W, continuing for a length of 172.69 feet to the North Right of Way line of Edwin Lewis Drive;

THENCE, continuing with said Right of Way line and with said curve to the left, the chord of which is S 77 deg. 44 min. 55 sec. W with a distance of 22.58 ft, the radius is 359.31 ft., a distance of 22.58 ft. to a 5/8" Iron Rod Found;

THENCE, continuing with said Right of Way line S 75 deg. 23 min. 45 sec. W, a distance of 43.41 ft. to a 1/2" Iron Rod Found;

THENCE, continuing with said Right of Way line and with said curve to the right, the chord of which is S 83 deg. 27 min. 22 sec. W with a distance of 65.32 ft, the radius is 299.31 ft., a distance of 65.45 ft.;

THENCE N continuing with said Right of Way line S 89 deg. 43 min. 31 sec. W, continuing for a length of 45.33 feet to the Point of Beginning, containing 34,752 square feet or .57 Acres of Land.

EXHIBIT B

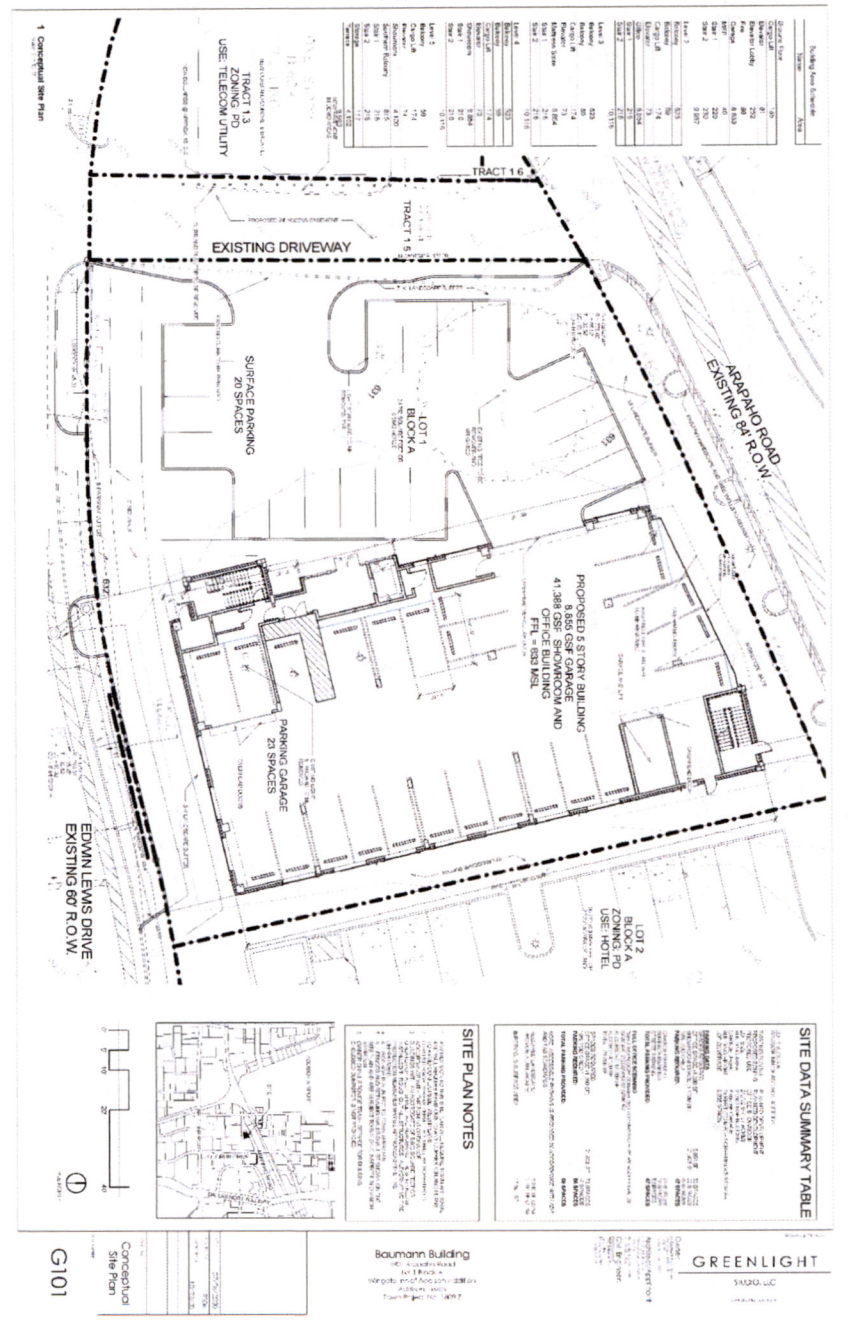

1 Conceptual Site Plan
TRACT 1.3
ZONING: PD
USE: TELECOM UTILITY
TRACT 1.6
TRACT 1.5
EXISTING DRIVEWAY
SURFACE PARKING
20 SPACES
LOT 1
BLOCK A
ARAPAHO ROAD
EXISTING 84' R.O.W.
PROPOSED 5 STORY BUILDING
8,855 GSF GARAGE
41,388 GSF SHOWROOM AND
OFFICE BUILDING
PARKING GARAGE
20 SPACES
EDWIN LEWIS DRIVE
EXISTING 60' R.O.W.
LOT 2
BLOCK A
ZONING: PD
USE: HOTEL
SITE DATA SUMMARY TABLE
SITE PLAN NOTES
Baumann Building
GREENLIGHT
G101
Conceptual Site Plan

EXHIBIT B

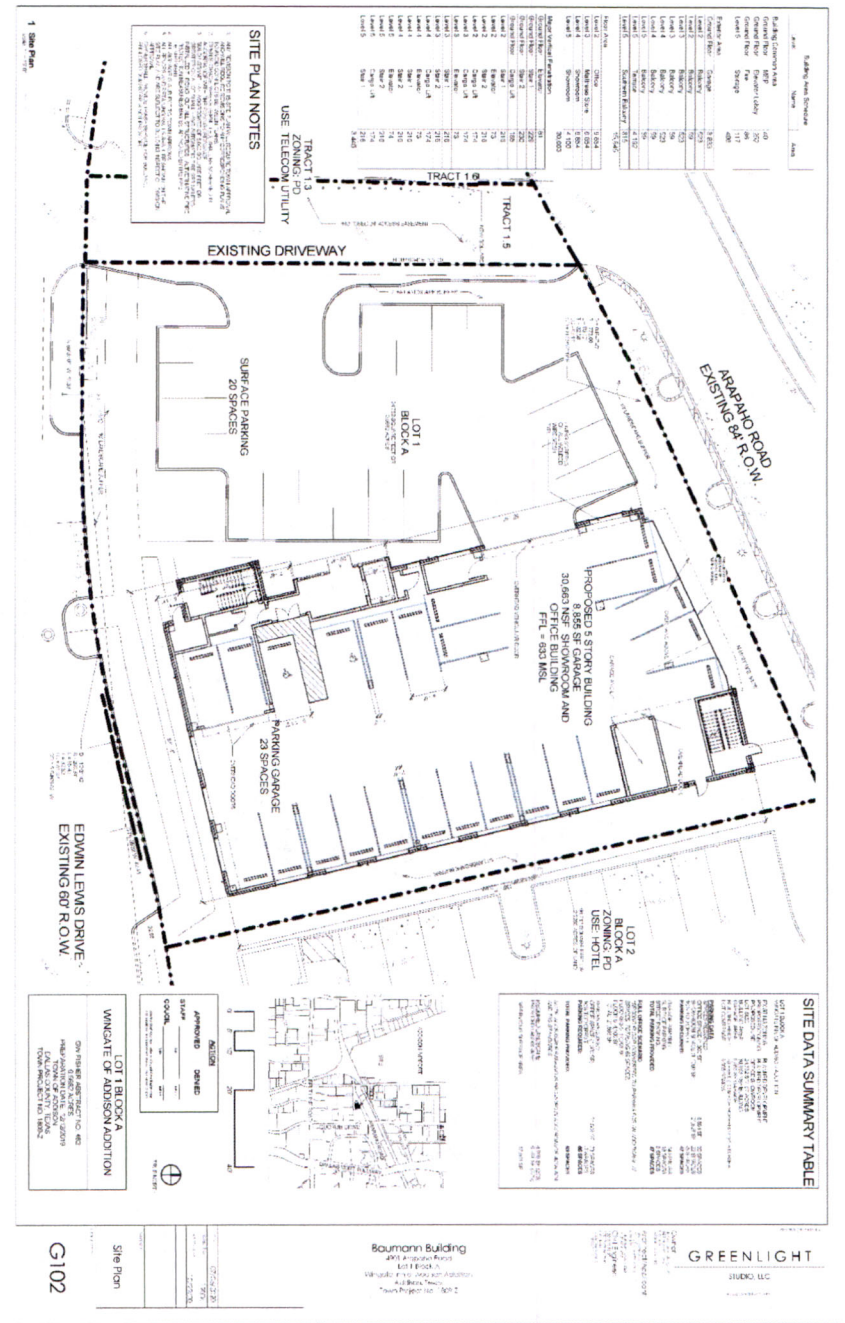

SITE PLAN NOTES
TRACT 1.3
ZONING: PD
USE: TELECOM UTILITY
TRACT 1.6
TRACT 1.5
EXISTING DRIVEWAY
SURFACE PARKING
20 SPACES
LOT 1
BLOCK A
ARAPAHO ROAD
EXISTING 84' R.O.W.
PROPOSED 5 STORY BUILDING
8,855 SF GARAGE
30,683 NSF SHOWROOM AND
OFFICE BUILDING
FFL = 650 MSL
PARKING GARAGE
29 SPACES
EDWIN LEWIS DRIVE
EXISTING 60' R.O.W.
LOT 2
BLOCK A
ZONING: PD
USE: HOTEL
SITE DATA SUMMARY TABLE
LOT 1 BLOCK A
WINGATE OF ADDISON ADDITION
APPROVED
DENIED
Baumann Building
GREENLIGHT
STUDIO, LLC
Site Plan
G102

EXHIBIT B

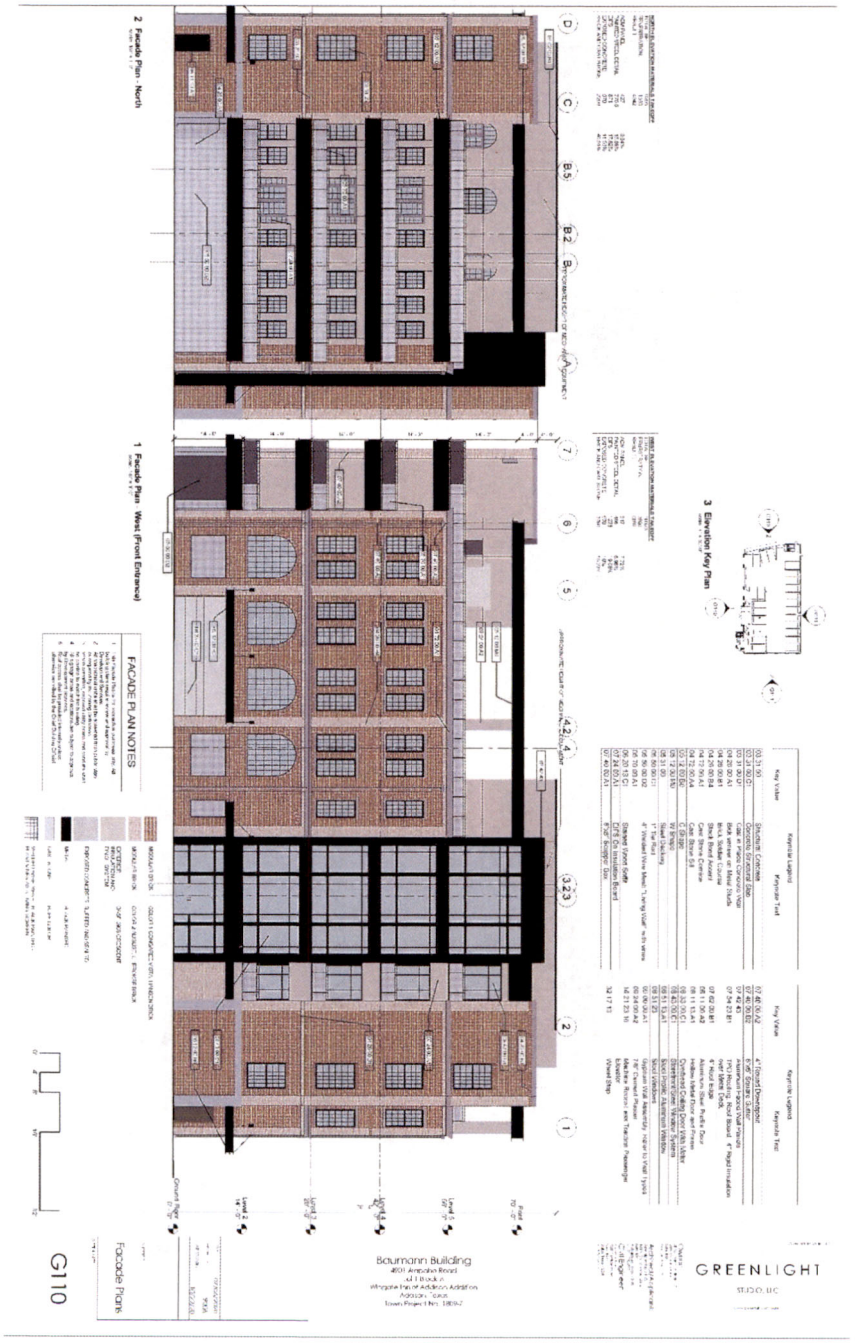

2 Facade Plan - North
1 Facade Plan - West (Front Entrance)
3 Elevation Key Plan
FACADE PLAN NOTES
Baumann Building
4501 Arapaho Road
Addison, Texas
Town Project No. 1809-Z
GREENLIGHT
STUDIO, LLC
G110
Facade Plans

EXHIBIT B

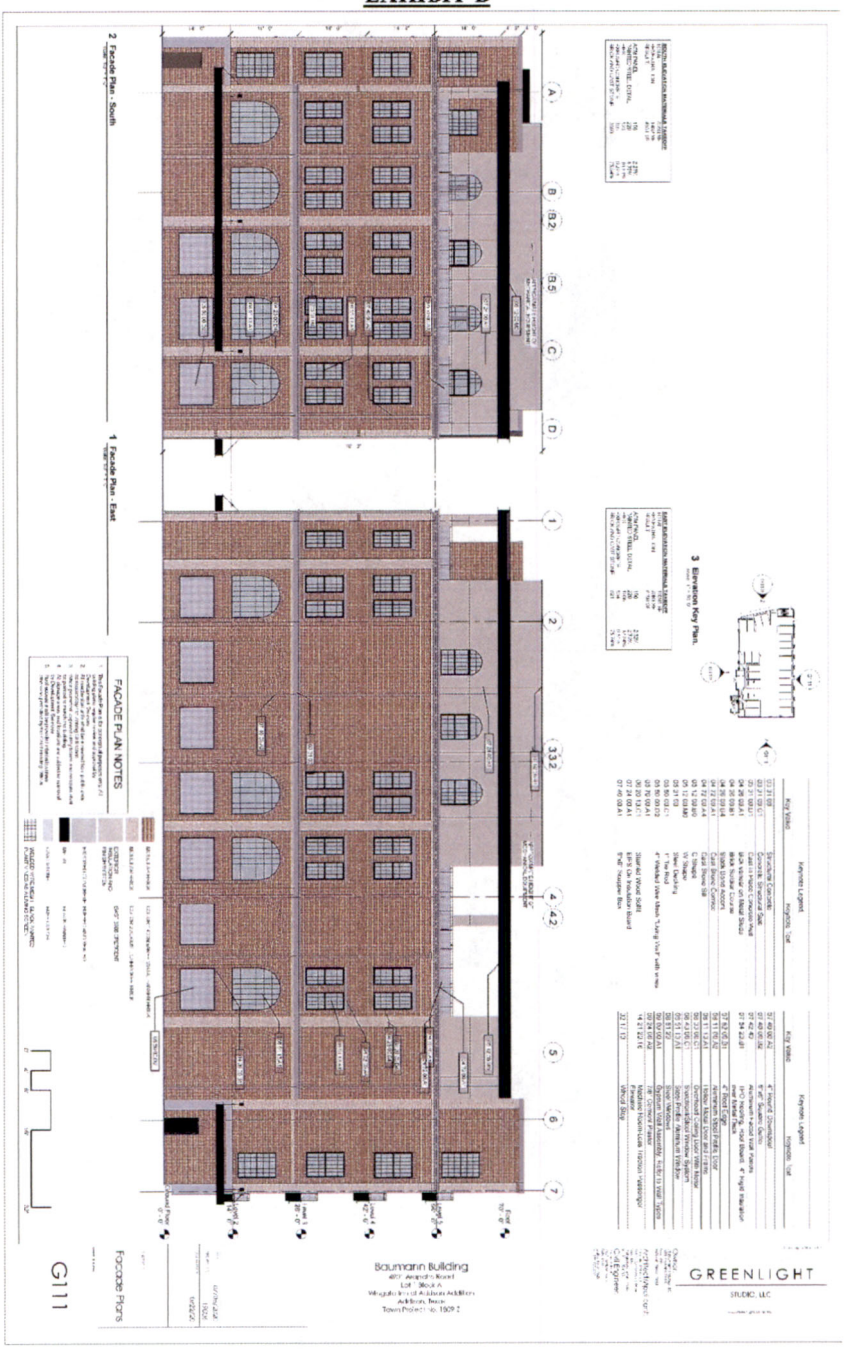

2 Façade Plan - South
1 Façade Plan - East
3 Elevation Key Plan
FAÇADE PLAN NOTES
Baumann Building
GREENLIGHT
STUDIO, LLC
G111
Façade Plans

EXHIBIT B

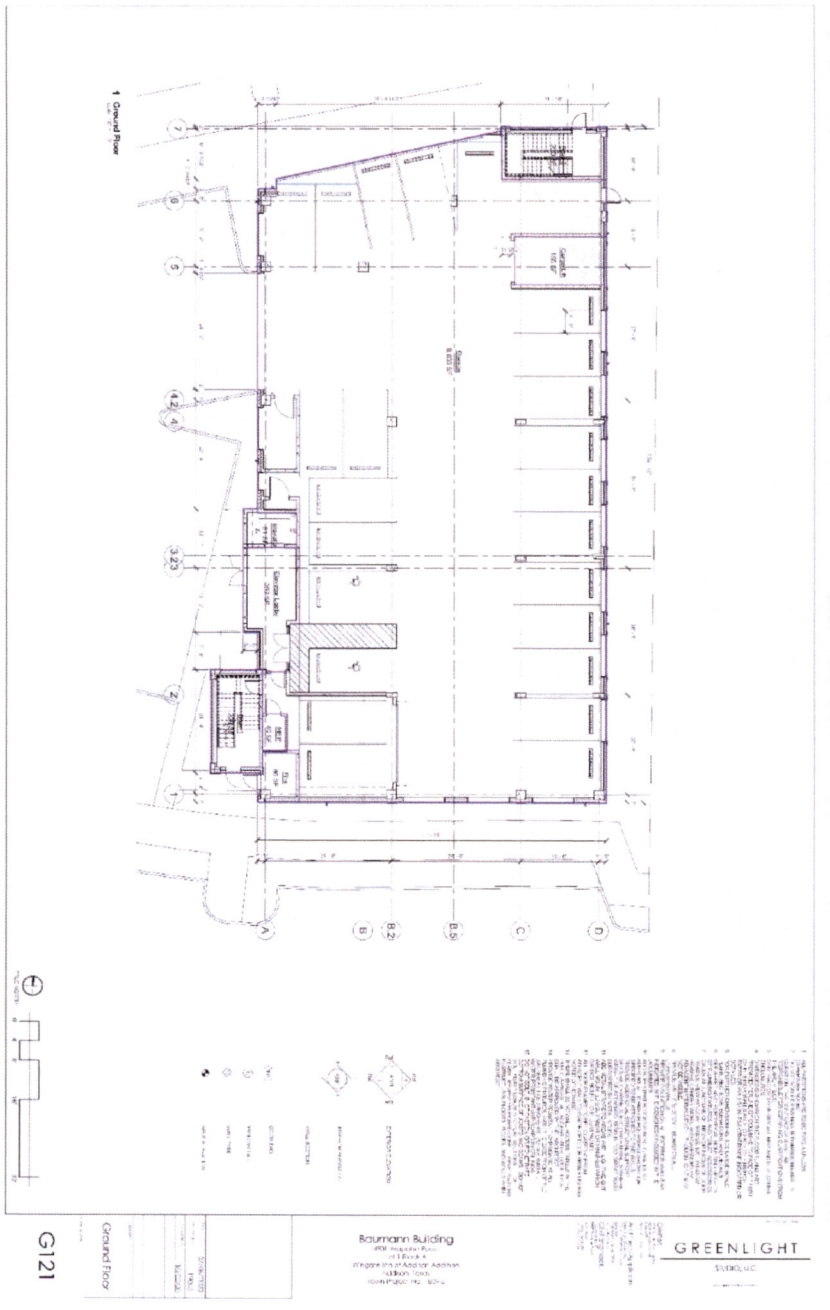

1 Ground Floor
Baumann Building
GREENLIGHT
G121
Ground Floor

EXHIBIT B

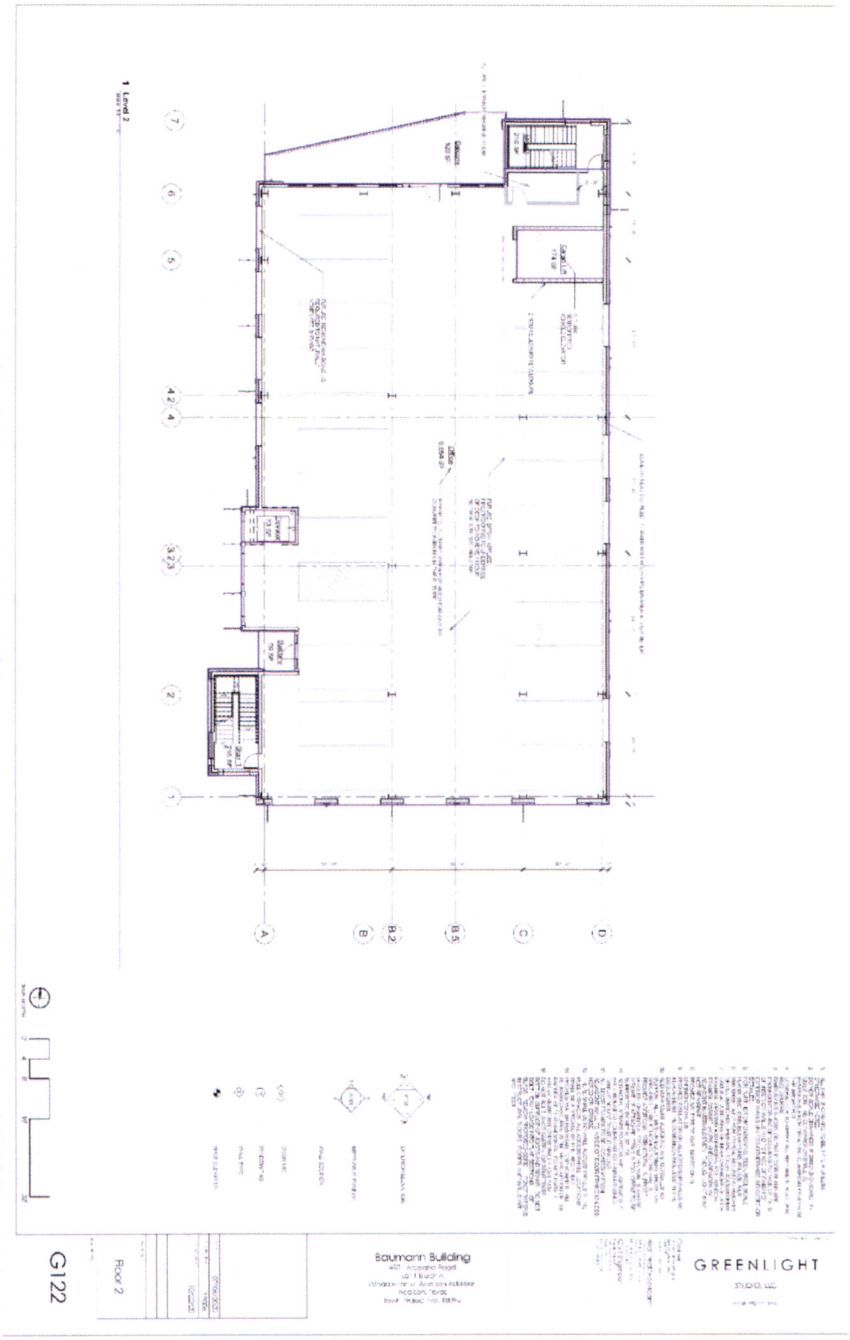


EXHIBIT B

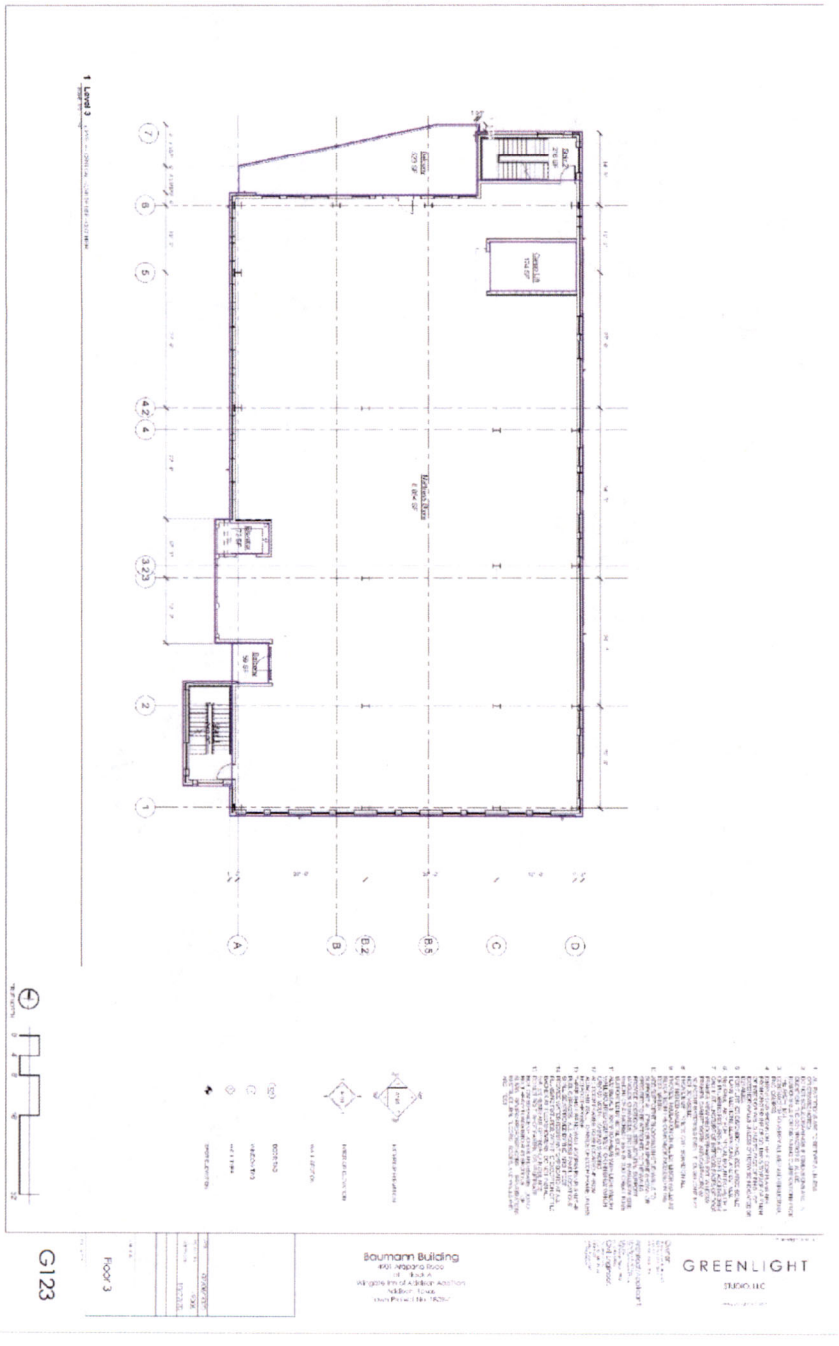


EXHIBIT B

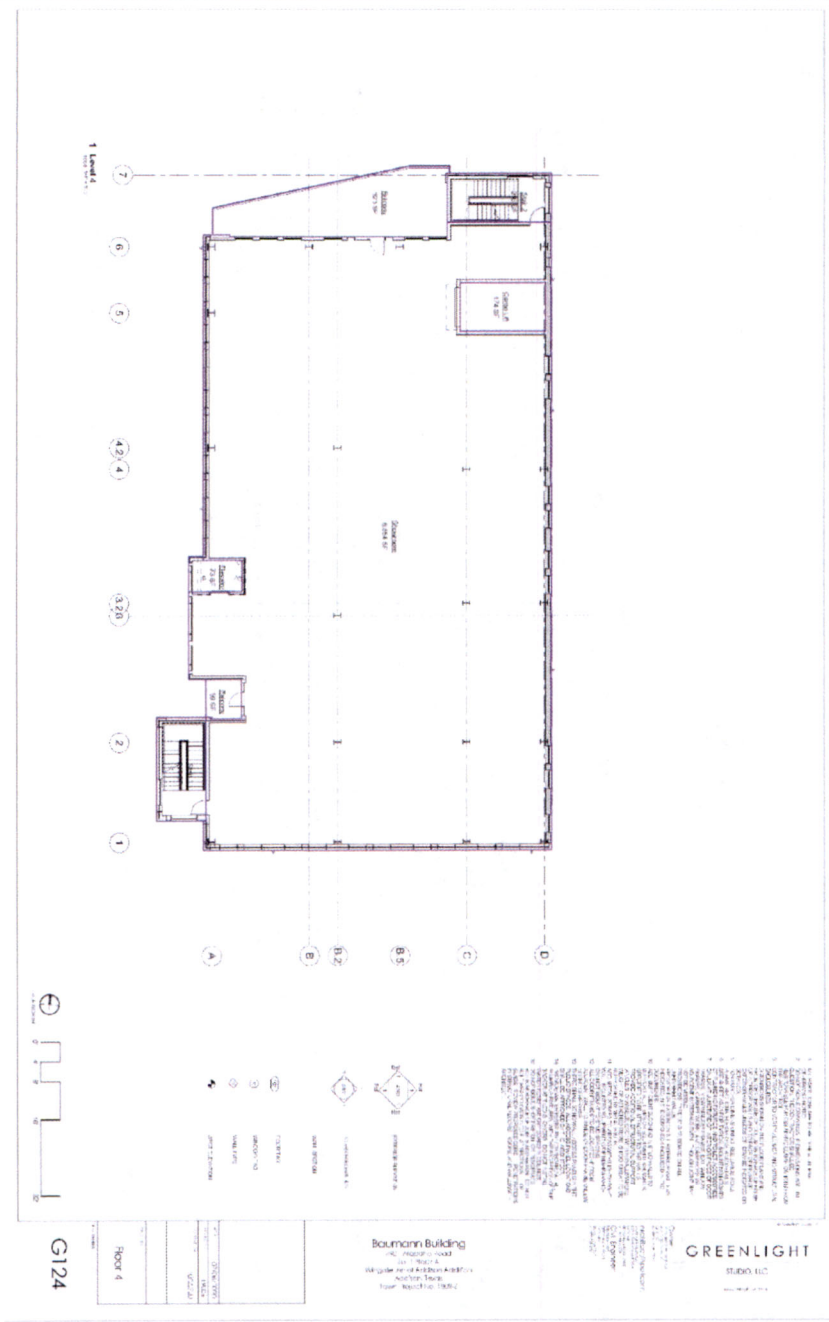


EXHIBIT B

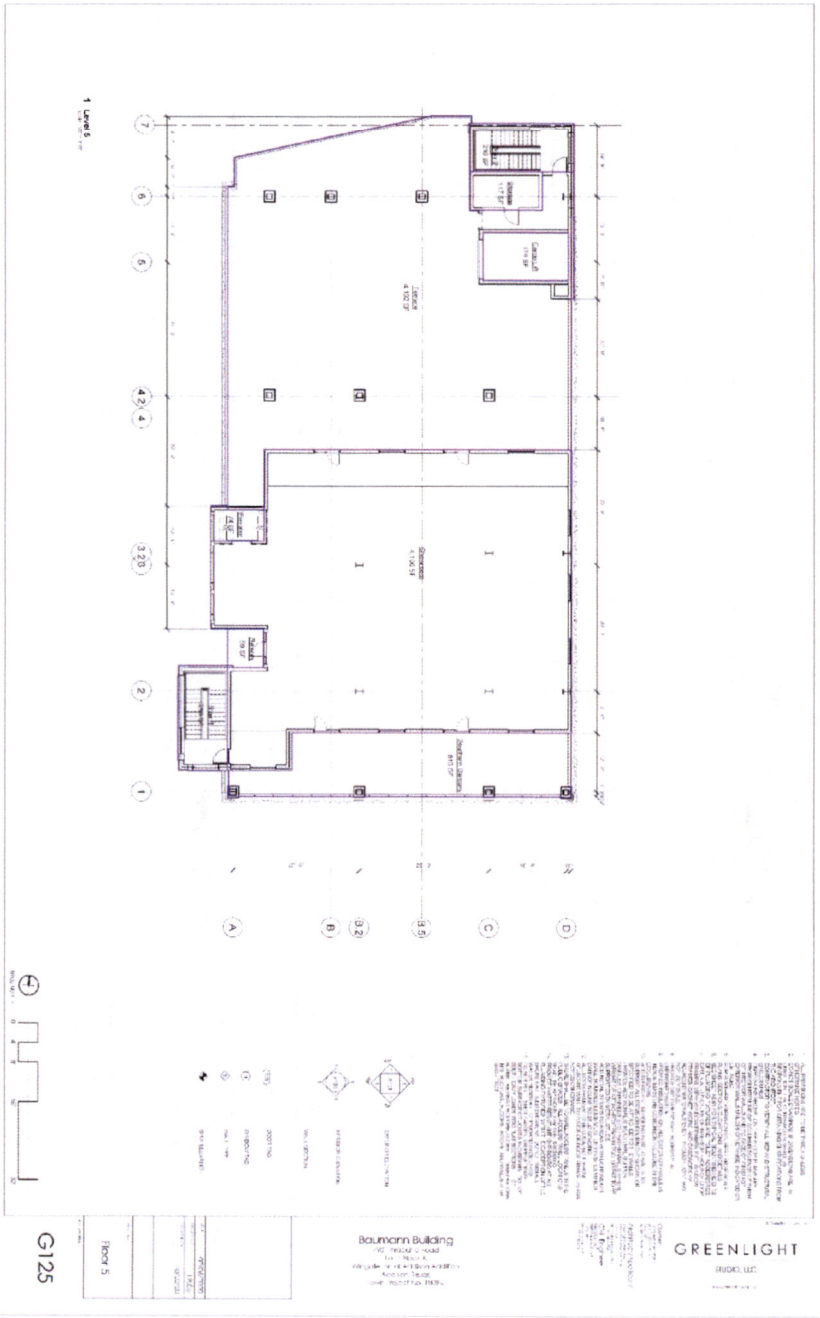


EXHIBIT B

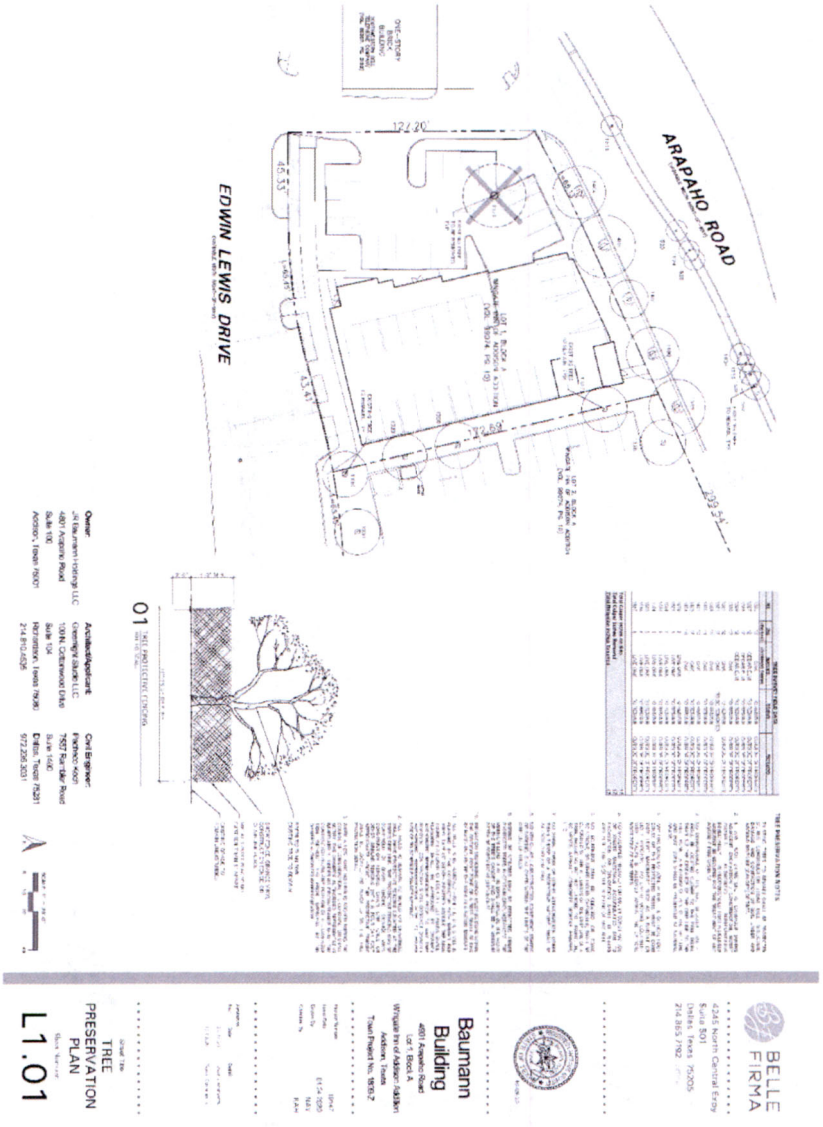

ARAPAHO ROAD
EDWIN LEWIS DRIVE
Baumann Building
TREE PRESERVATION PLAN
L1.01
BELLE FIRMA

EXHIBIT B

ARAPAHO ROAD
EDWIN LEWIS DRIVE
LOT 1, BLOCK A
WINGATE INN OF ADDISON ADDITION
(VOL. 99074, PG. 10)
LOT 2, BLOCK A
WINGATE INN OF ADDISON ADDITION
(VOL. 99074, PG. 10)
ONE-STORY
BRICK
BUILDING
399.54'
46.33'
46.51'
LANDSCAPE NOTES
GENERAL LAWN NOTES
SOLID SOD NOTES
MAINTENANCE NOTES
LANDSCAPE TABULATIONS
PLANT LIST
Owner:
JR Baumann Holdings LLC
4801 Arapaho Road
Suite 100
Addison, Texas 75001
Architect/Applicant:
Greenlight Studio LLC
100 N. Cottonwood Drive
Suite 104
Richardson, Texas 75080
214.810.4535
Civil Engineer:
Pacheco Koch
7557 Rambler Road
Suite 1400
Dallas, Texas 75231
972.235.3031
SCALE: 1" = 20'-0"
BELLE FIRMA
4245 North Central Expy
Suite 501
Dallas, Texas 75205
214.865.7192
Baumann Building
4801 Arapaho Road
Lot 1, Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z
Project Number 19147
Issued Date 01.14.2020
Drawn By NAY
Checked By KAH
Sheet Title
LANDSCAPE PLAN
Sheet Number
L2.01

EXHIBIT B

01 TREE PLANTING DETAIL

02 SHRUB / GROUNDCOVER DETAIL

Owner:
JR Baumann Holdings LLC
4801 Arapaho Road
Suite 100
Addison, Texas 75001

Architect/Applicant:
Greenlight Studio LLC
100 N. Cottonwood Drive
Suite 104
Richardson, Texas 75080
214.810.4535

Civil Engineer:
Pacheco Koch
7557 Rambler Road
Suite 1400
Dallas, Texas 75231
972.235.3031

BELLE FIRMA

4245 North Central Expy
Suite 501
Dallas, Texas 75205
214.865.7192

Baumann Building

4801 Arapaho Road
Lot 1, Block A
Wingate Inn of Addison Addition
Addison, Texas
Town Project No. 1809-Z

Sheet Title:
LANDSCAPE SPECIFICATIONS AND DETAILS

Sheet Number:
L2.02

City Council **4. c.**

Meeting Date: 09/12/2023

Department: Development Services

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on a request for a Special Use Permit (SUP) for property located at 4021 Belt Line Road, Suite 107, that is currently zoned Planned Development (PD), through Ordinance No. O17-07, to allow a restaurant with the sale of alcoholic beverages for on-premises consumption. Case 1884-SUP/4021 Belt Line Road, Suite 107 (Luxe).

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of the request for a Special Use Permit (SUP) to allow a restaurant with the sale of alcoholic beverages for on-premises consumption on property located at 4021 Belt Line Road, Suite 107, that is currently zoned Planned Development, though Ordinance No. O17-07, with the following conditions:

- Operating hours shall result in venue closure no later than 12:00 AM, Sunday through Wednesday, and 2:00 AM, Thursday through Saturday.
- The use of speakers, sound system, or other amplified sound and/or live music shall not be audible from the property line.
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Voting Aye: Branson, Catalani, Chavez, DeFrancisco, Fansler, Faircloth, Meleky
Voting Nay: none
Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: Cory McCord, Director of Leasing for Retail Plazas Inc, 2929 Carlisle Street, Suite 170, Dallas, Texas 75204
On: none
Against: none

POSITION OF THOSE PRESENT BUT NOT SPEAKING AT THE PUBLIC HEARING:

For: none
On: none
Against: Charles Hunter, 3940 Asbury Lane

RECOMMENDATION:

Administration recommends approval, with the following conditions:

- Operating hours shall result in venue closure no later than 12:00 AM, Sunday through Wednesday, and 2:00 AM, Thursday through Saturday.
- The use of speakers, sound system, or other amplified sound and/or live music shall not be audible from the property line.
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Attachments

1884-SUP Presentation
1884-SUP Ordinance
1884-SUP Staff Report
1884-SUP Letter of Intent
1884-SUP Plans
Ordinance No. O17-07

Luxe Special Use Permit (1884-SUP)

Case 1884-SUP Luxe

LOCATION:

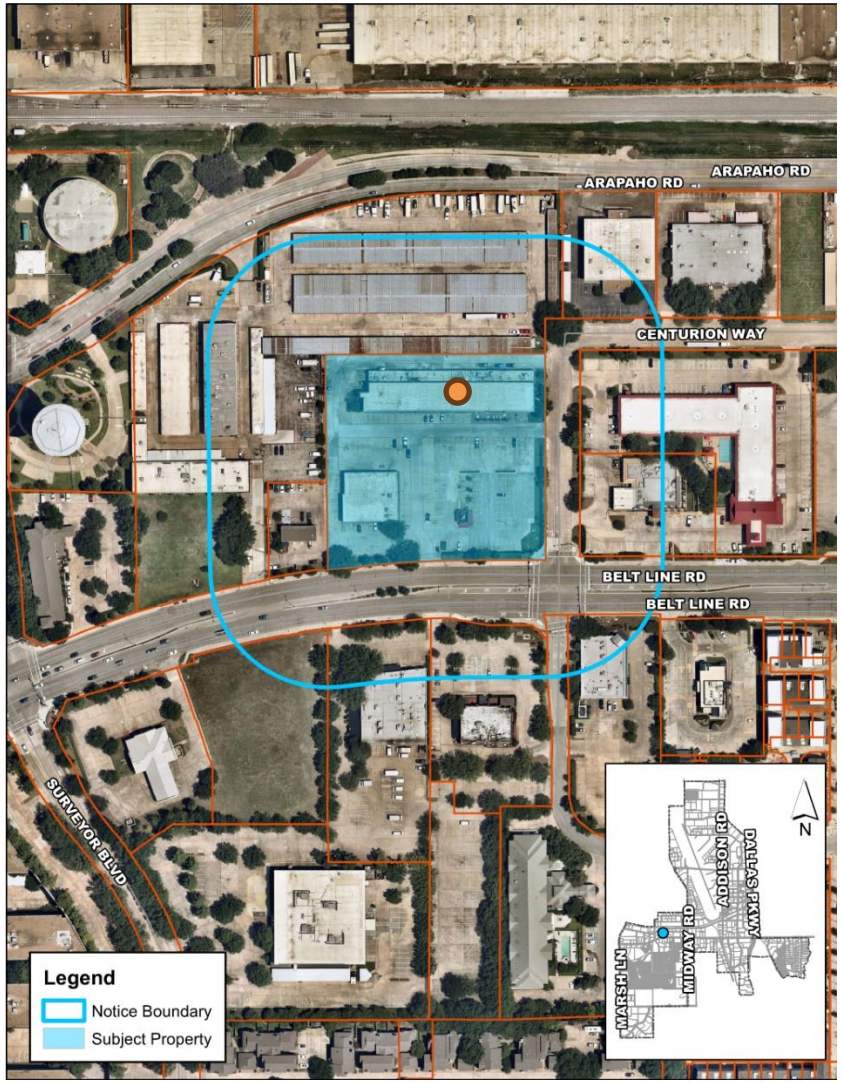
4021 Belt Line Road, Suite 107

REQUEST:

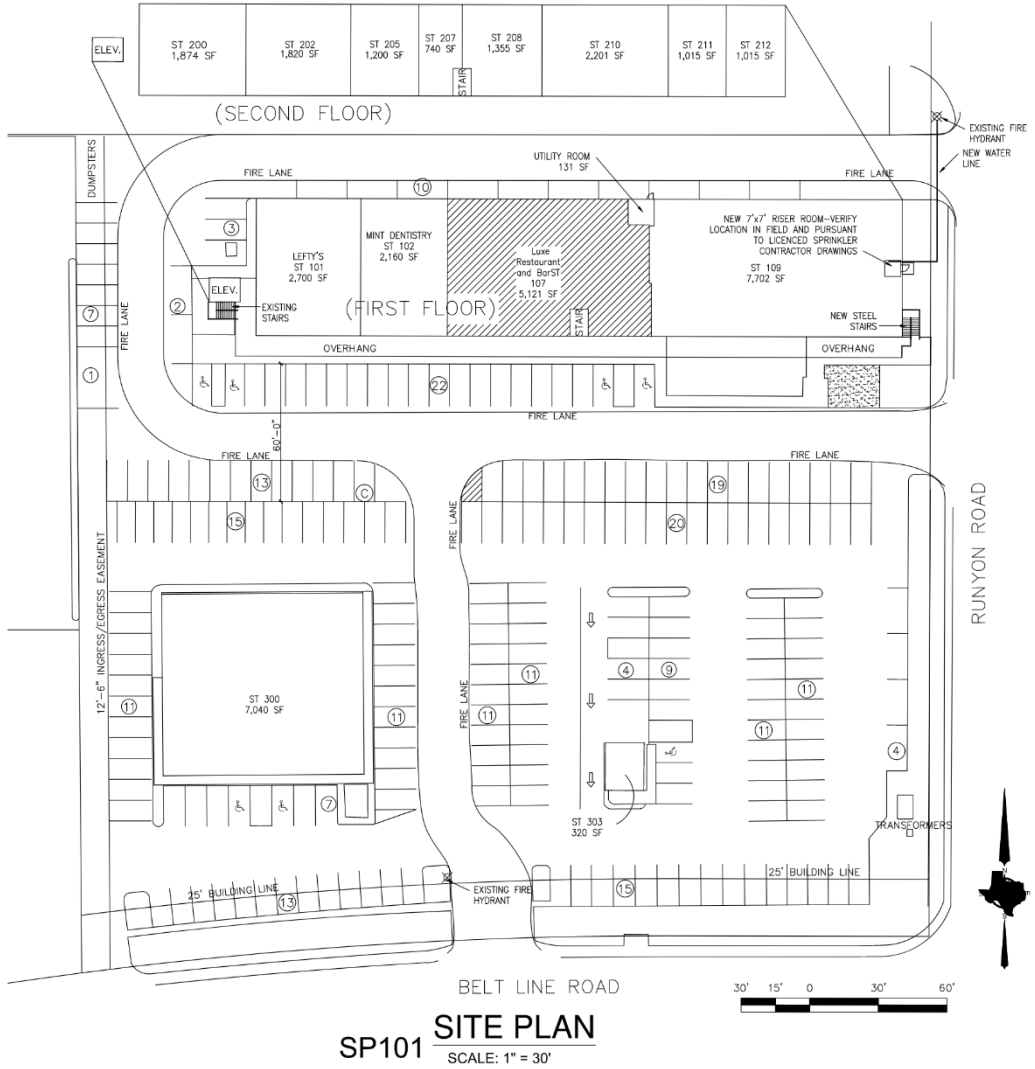
Approval of a Special Use Permit for a restaurant with the sale of alcohol for on-premises consumption.

ACTION REQUIRED:

Discuss, consider, and take action on the appropriateness of the proposed restaurant use and the sale of alcohol for on-premises consumption, and associated site conditions at the subject property.



Case 1884-SUP Luxe



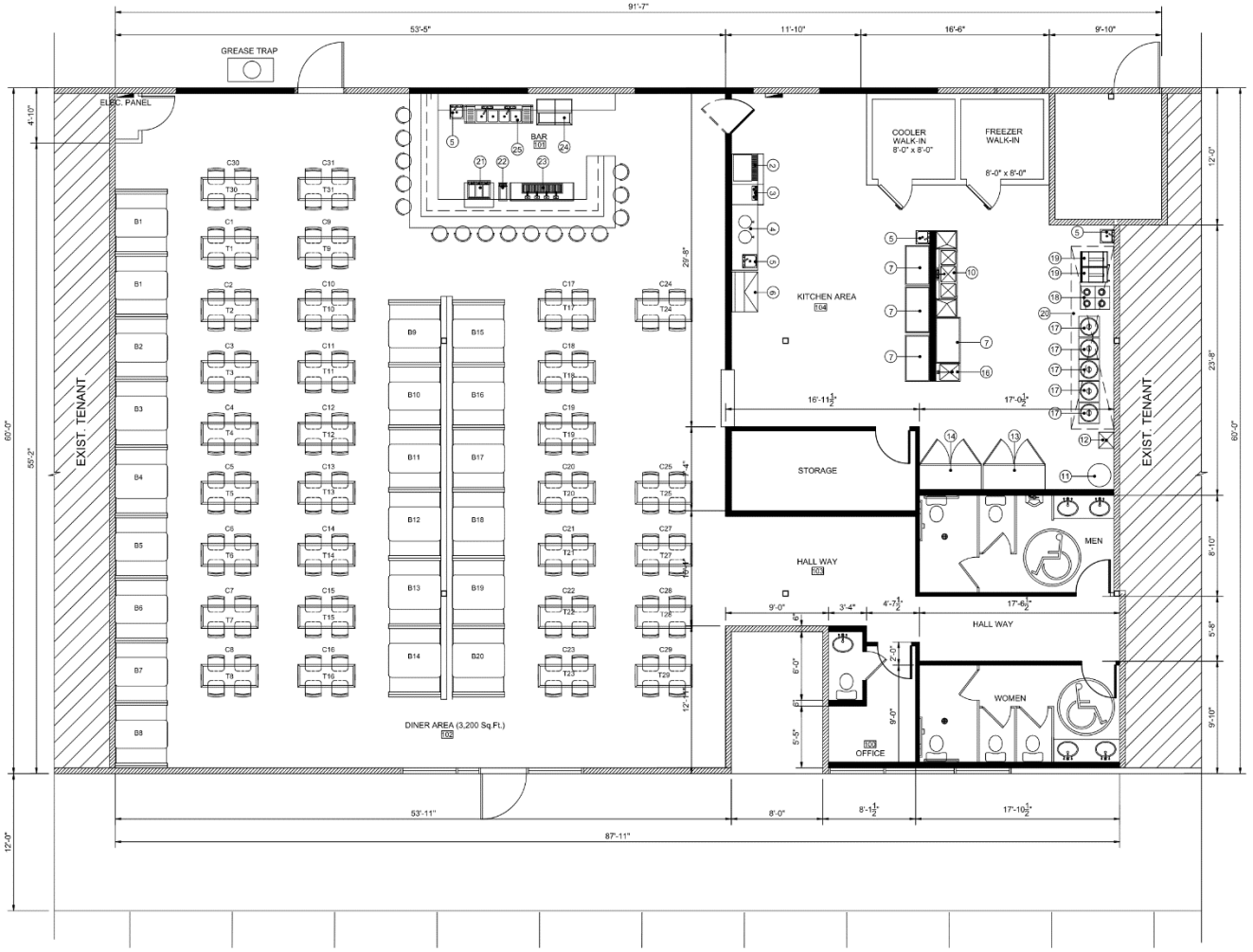
SITE HISTORY:

- 1980 – Rezoning from Industrial-1 to Local Retail.
- 1981 – Site developed with existing structures.
- 2017 – Rezoned to PD, O17-07, to establish permitted uses, development standards, and development plans.
- Present – Proposed SUP to allow a restaurant with the sale of alcohol.

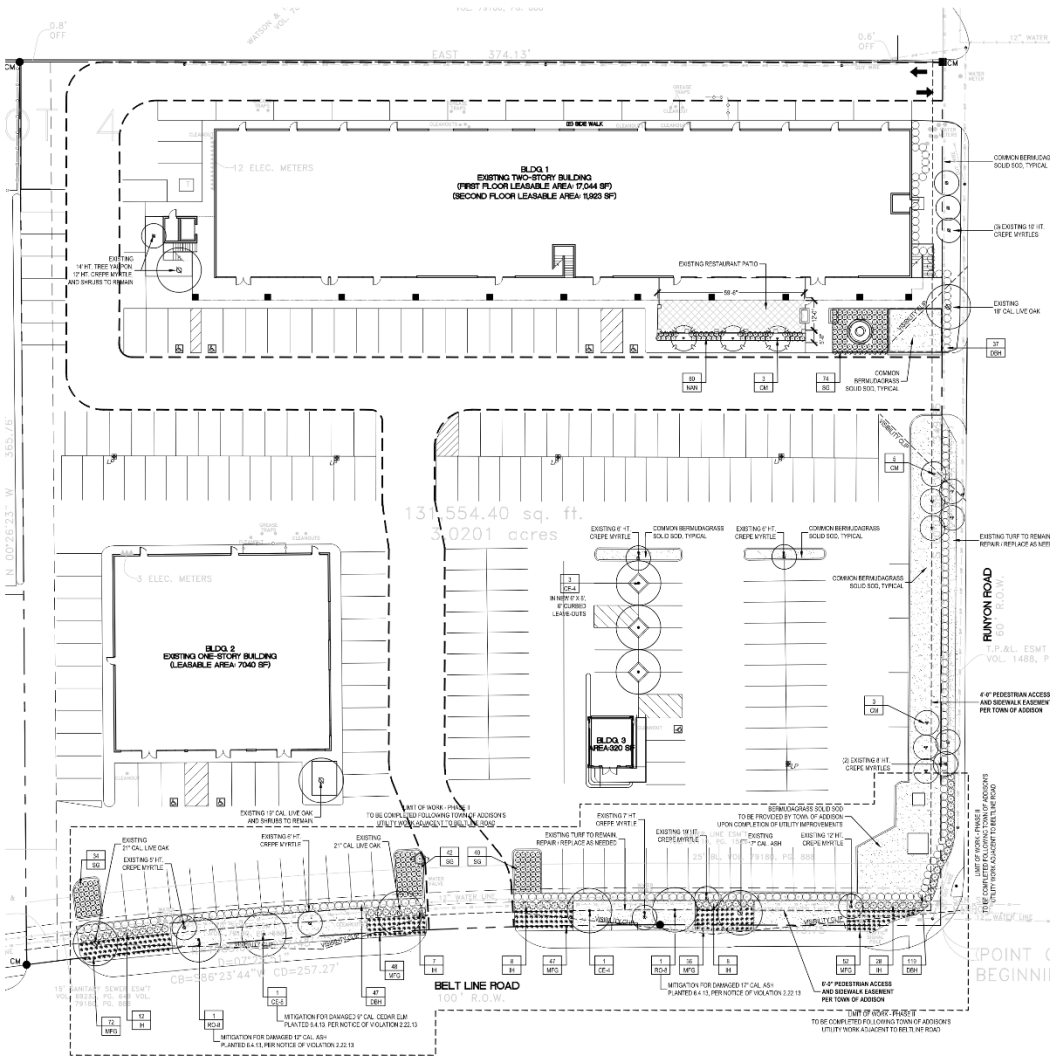
Case 1884-SUP Luxe

FLOOR PLAN:

- 5,121 SF of interior floor area for dine in restaurant
- Seating for 220 individuals
- Live Music
- Sale of alcoholic beverages for on-premises consumption
- Proposed Hours of operation:
  - 12:00 pm – 10:00 pm, Monday through Wednesday
  - 12:00 pm – 2:00 am, Thursday through Sunday



Case 1884-SUP Luxe



PARKING:

- There are no parking modifications proposed with this request. The site exceeds the parking required within PD, Ord. No. O17-07.
  - Required: 227 spaces
  - Provided: 235 spaces

OPEN SPACE AND LANDSCAPE:

- No modifications are proposed to the open space or landscaping. The site complies with the landscape plan approved via PD, Ord. No. O17-07.

EXTERIOR APPEARANCE:

- There are no modifications proposed to the exterior of the structure.

Case 1884-SUP Luxe

PUBLIC NOTICE:

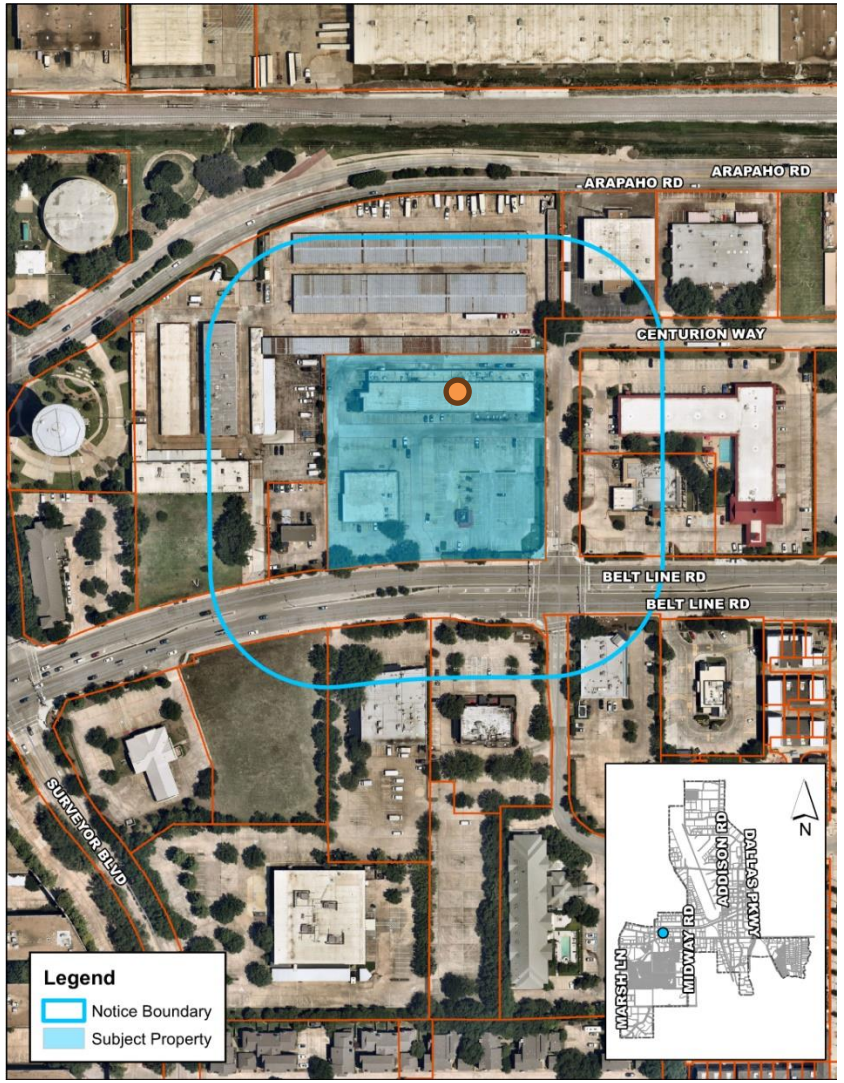
Notice of public hearing was provided to property owners within 200 feet of the subject property in accordance with Town and State law.

NOTICE RECIPIENTS: 12

FOR: None.
AGAINST: None.
NEUTRAL: None.

PLANNING & ZONING COMMISSION ACTION:

Approval: 7-0



Case 1884-SUP Luxe

RECOMMENDATION:

Staff recommends **approval** of the request, with the following condition:

- Operating hours shall result in venue closure no later than 12:00 AM, Sunday through Wednesday, and 2:00 AM, Thursday through Saturday.
- The use of speakers, sound system, or other amplified sound and/or live music shall not be audible from the property line.
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE BY GRANTING A SPECIAL USE PERMIT (SUP) FOR A RESTAURANT AND FOR THE SALE OF ALCOHOLIC BEVERAGES FOR ON-PREMISES CONSUMPTION FOR THE PROPERTY LOCATED AT 4021 BELT LINE ROAD, SUITE 107; PROVIDING A PENALTY NOT TO EXCEED TWO THOUSAND DOLLARS ($2,000.00) FOR EACH OFFENSE; PROVIDING A SAVINGS CLAUSE, SEVERABILITY CLAUSE, AND AN EFFECTIVE DATE.

WHEREAS, at its regular meeting held on August 15, 2023, the Planning & Zoning Commission considered and made recommendations on a request for a Special Use Permit (Case No.1884-SUP) for a restaurant and for the sale of alcoholic beverages for on-premises consumption at the property located at 4021 Belt Line Road, Suite 107 (the "Subject Property"); and

WHEREAS, the Subject Property is presently zoned Planned Development (PD), Ordinance No. O17-07; and

WHEREAS, this change of zoning is in conformance with the adopted Comprehensive Plan of the Town of Addison, as amended; and

WHEREAS, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at a public hearing, and other relevant information and materials, the City Council of the Town of Addison, Texas finds that this amendment promotes the general welfare and safety of this community.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

SECTION 2. A Special Use Permit authorizing a restaurant and authorizing the sale of alcoholic beverages for on-premises consumption for the Subject Property, is hereby granted subject to the following conditions:

(a) Prior to issuance of a Certificate of Occupancy, the Subject Property shall be improved in accordance with the site plan and floor plan which are attached hereto as **Exhibit A** and made a part hereof for all purposes.

(b) The SUP granted herein for a restaurant and for the sale of alcoholic beverages for on-premises consumption, shall be limited to that particular area encompassing a total area not to exceed 5,121 square feet as designated on the final site plan and floor plan attached hereto as **Exhibit A**.

(c) Prior to the issuance of a Certificate of Occupancy, the existing fire lane on the Subject Property shall be brought into compliance by establishing the appropriate turning radii for a fire apparatus.

(d) Operating hours shall result in venue closure no later than 12:00 AM, Sunday through Wednesday, and 2:00 AM, Thursday through Saturday.

(e) The use of speakers, sound system, or other amplified sound and/or live music shall not be audible from the property line of the site which the restaurant is located.

(f) No signs advertising sale of alcoholic beverages shall be permitted other than those authorized under the Liquor Control Act of the State of Texas, and any sign ordinance of the Town of Addison, Texas (hereinafter "City").

(g) The sale of alcoholic beverages under this SUP shall be permitted in restaurants. For the purposes of this ordinance, the term "restaurant" means an establishment which receives at least sixty percent (60%) of its gross revenues from the sale of food.

(h) Said establishment shall, upon request by the City, make available to the City or its agents, during reasonable hours its bookkeeping records for inspection to ensure that the conditions of subparagraph (f) above are being met.

(i) Any nonconforming use of the Subject Property that is not considered a legal nonconforming use under the City's Comprehensive Zoning Ordinance shall not be permitted to receive a license or permit for the sale of alcoholic beverages.

(j) If the Subject Property is not used for the purposes for which said permit was granted within one (1) year after the adoption of this ordinance, the City Council may authorize hearings to be held for the purpose of considering a change of zoning and repeal of the Special Use Permit granted herein.

(k) If a license or permit to sell alcoholic beverages on the Subject Property is revoked, terminated, or cancelled by any authority with jurisdiction over the same, the City Council may authorize hearings to be held for the purpose of considering a change of zoning and repeal of the Special Use Permit granted herein.

(l) The establishment shall not use the term "bar", "tavern", or any other terms or graphic depictions that relate to the sale of alcoholic beverages on any signs visible from the exterior of the premises.

SECTION 3. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, Section 1-7 of the Code of Ordinances for the Town of Addison.

SECTION 4. Should any word, sentence, paragraph, subdivision, clause, phrase, or section of this ordinance or of the Zoning Ordinance for the Town of Addison, as amended hereby,

be adjudged or held, in whole or in part, to be invalid, voided or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinances, as amended hereby, which shall remain in full force and effect.

SECTION 5. All ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 6. This ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas, on this the ***12TH*** day of ***SEPTEMBER 2023.***

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma Parker, City Secretary

APPROVED AS TO FORM:

_____
Whitt Wyatt, City Attorney

EXHIBIT A

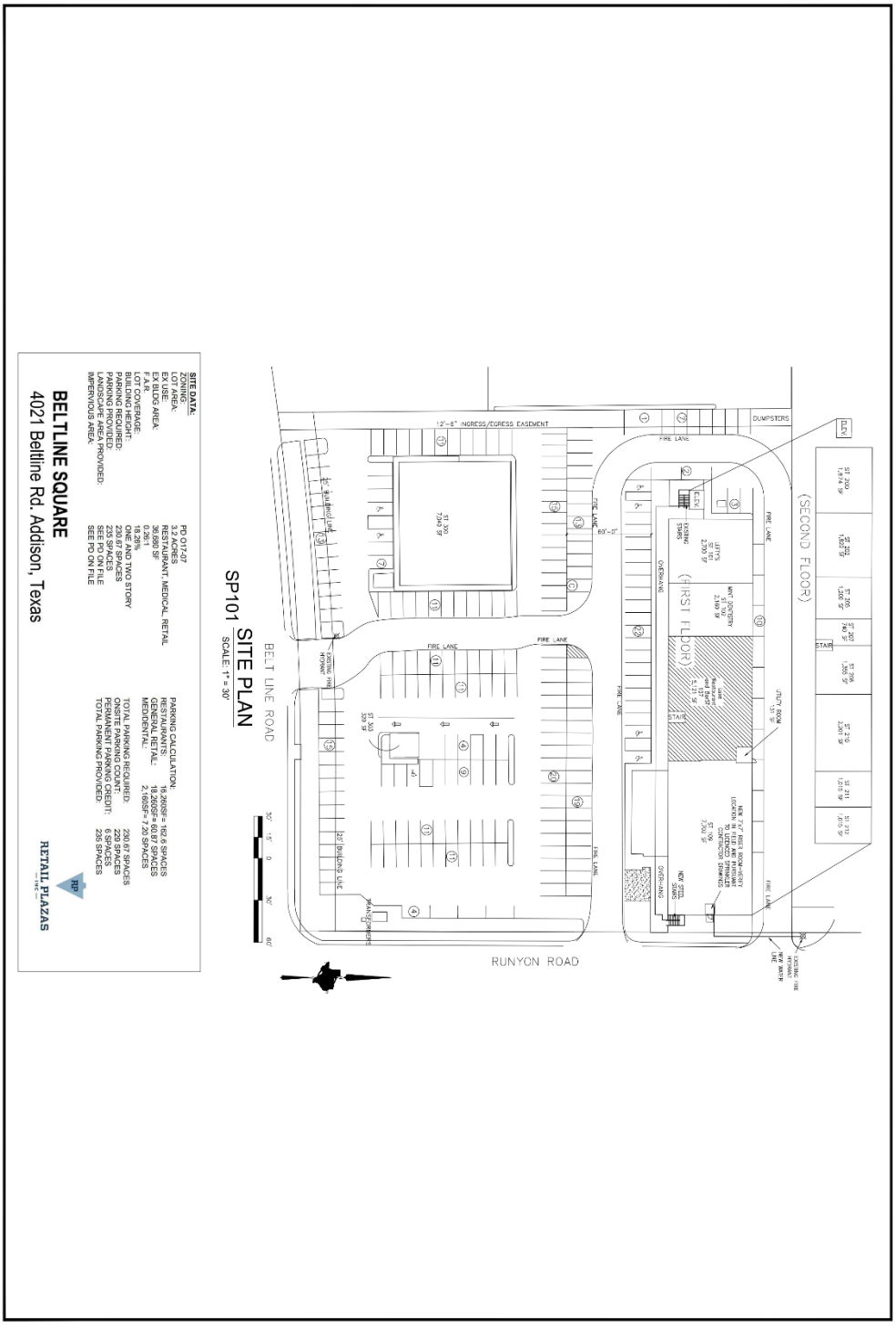
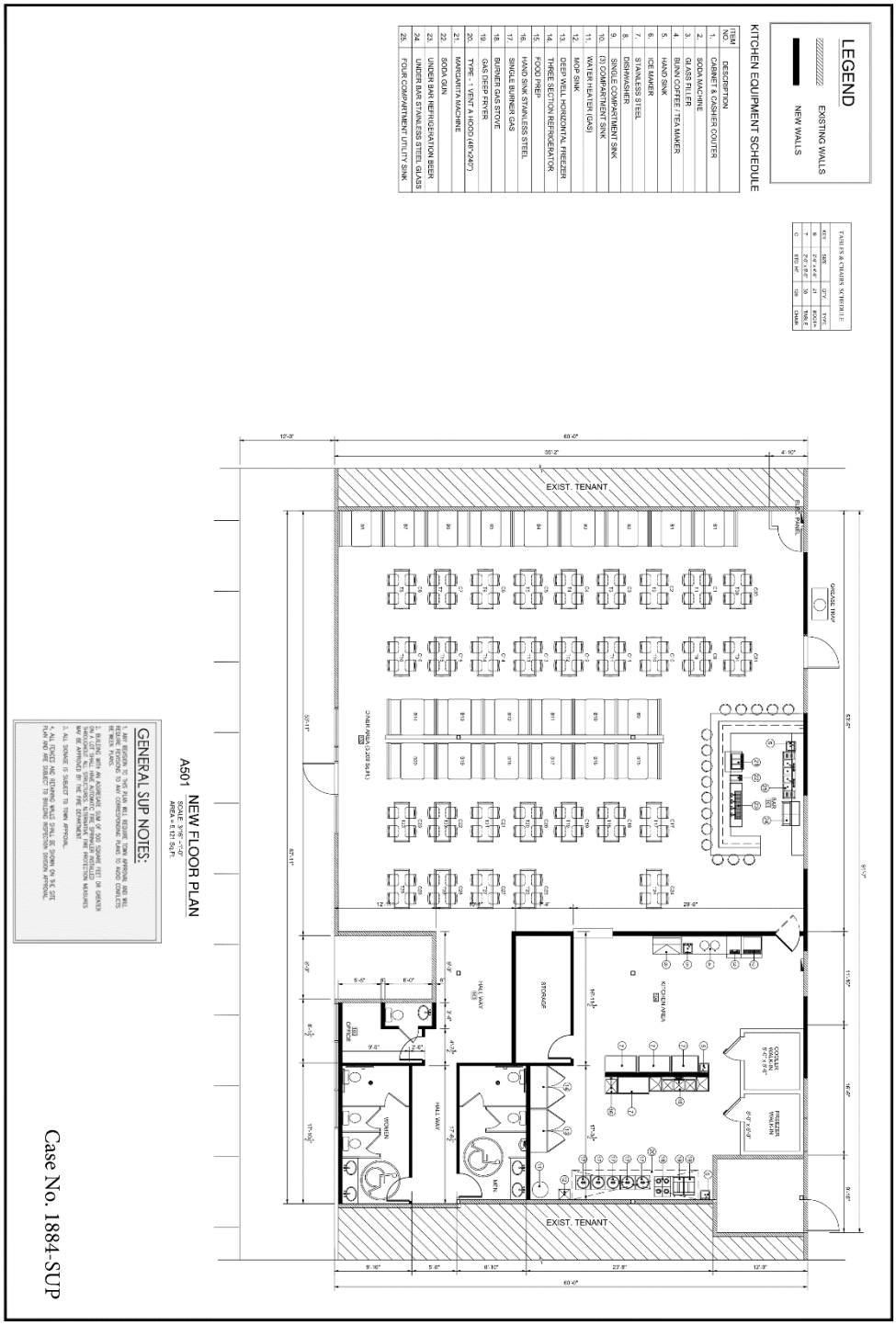

SITE DATA:
ZONING:
LOT AREA:
EX USE:
EX BLDG AREA:
FAR:
LOT COVERAGE:
BUILDING HEIGHT:
PARKING REQUIRED:
PARKING PROVIDED:
LANDSCAPE AREA PROVIDED:
IMPERVIOUS AREA:
PD 017.07
3.2 ACRES
RESTAURANT, MEDICAL, RETAIL
36,680 SF
0.26:1
18.28%
ONE AND TWO STORY
230 SPACES
228 SPACES
SEE PD ON FILE
SEE PD ON FILE
BELTLINE SQUARE
4021 Beltline Rd. Addison, Texas
RETAIL PLAZAS
SP101 SITE PLAN
SCALE: 1" = 30'
BELT LINE ROAD
RUNYON ROAD
12'-6" INGRESS/EGRESS EASEMENT
DUMPSTERS
FIRE LANE
(SECOND FLOOR)
(FIRST FLOOR)
STAIR
OVERHANG
EXISTING STAIRS
EXISTING FIRE HYDRANT
12' BUILDING LINE
PARKING CALCULATION:
RESTAURANTS: 18,260SF= 182.6 SPACES
GENERAL RETAIL: 18,260SF= 60.87 SPACES
MEDICENTAL: 2,165SF= 7.20 SPACES
TOTAL PARKING REQUIRED: 230.67 SPACES
ONSITE PARKING COUNT: 228 SPACES
PARKING REDUCTION CREDIT: 8 SPACES
TOTAL PARKING PROVIDED: 236 SPACES
NGUYEN CHAU DESIGNER & CONSULTING
THU BUI
1207 Fox Chase Drive
Mansfield, Texas 76063
(682) 583-0921
junior76014@yahoo.com
Luxe Mediterranean Restaurant and Bar
Case No. 1884-SUP
4021 Belt Line Rd.
Suite 107
Addison, TX 75001
SHEET
SP1
DATE: 9/29/2023
REVISIONS
BY

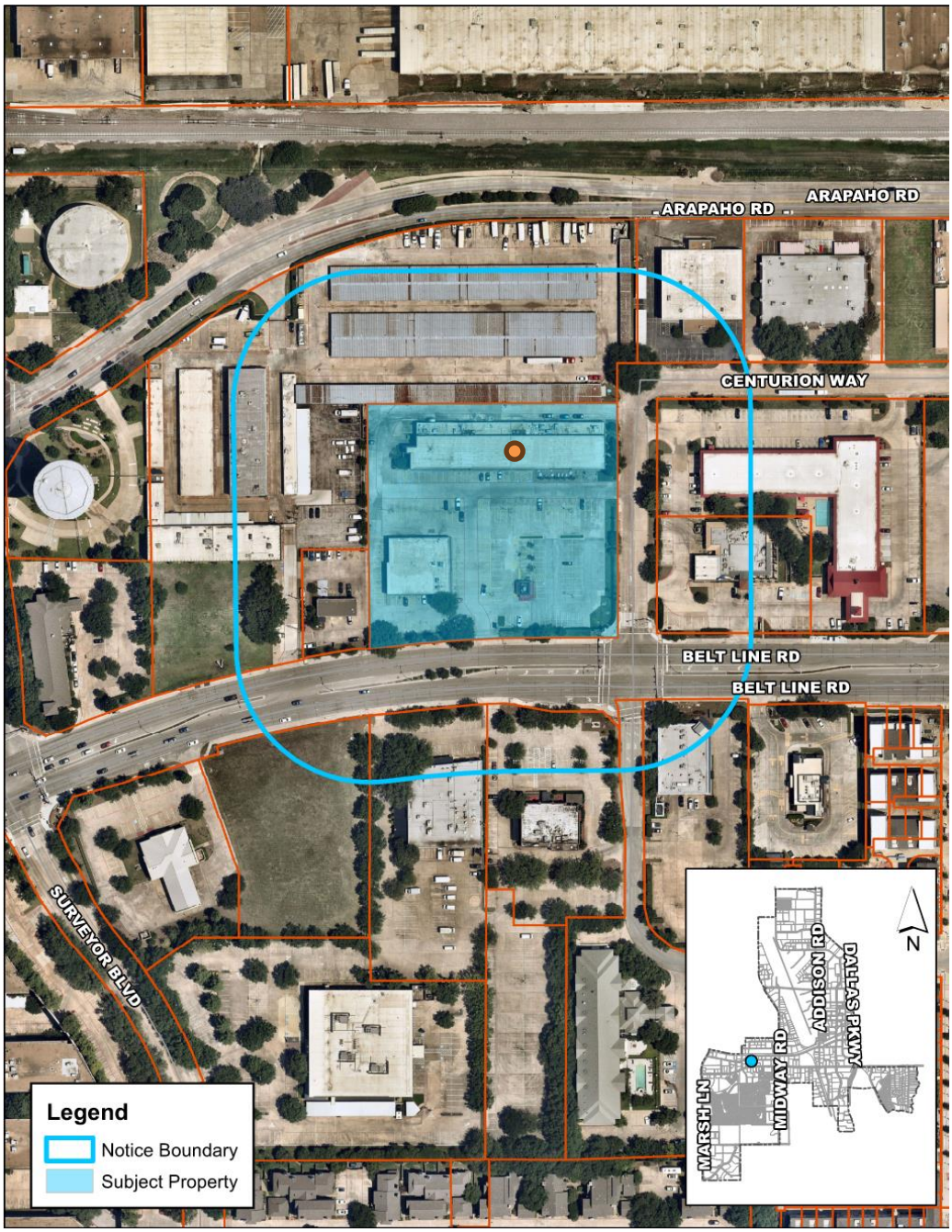
EXHIBIT A


LEGEND
EXISTING WALLS
NEW WALLS
KITCHEN EQUIPMENT SCHEDULE
ITEM NO.
DESCRIPTION
1. CABINET & CASHIER COUTER
2. SODA MACHINE
3. GLASS FILLER
4. BUNN COFFEE / TEA MAKER
5. HAND SINK
6. ICE MAKER
7. STAINLESS STEEL
8. DISHWASHER
9. SINGLE COMPARTMENT SINK
10. (3) COMPARTMENT SINK
11. WATER HEATER (GAS)
12. MOP SINK
13. DEEP WELL HORIZONTAL FREEZER
14. THREE SECTION REFRIGERATOR
15. FOOD PREP
16. HAND SINK STAINLESS STEEL
17. SINGLE BURNER GAS
18. BURNER GAS STOVE
19. GAS DEEP FRYER
20. TYPE - 1 VENT A HOOD (48"X240")
21. MARGARITA MACHINE
22. SODA GUN
23. UNDER BAR REFRIGERATION BEER
24. UNDER BAR STAINLESS STEEL GLASS
25. FOUR COMPARTMENT UTILITY SINK
TABLES & CHAIRS SCHEDULE
EXIST. TENANT
FIRE PANEL
GREASE TRAP
DINNER AREA (+/-220 SQ.FT.)
HALL WAY
STORAGE
KITCHEN AREA
OFFICE
WOMEN
MEN
COOLER WALK-IN
FREEZER WALK-IN
EXIT. TENANT
A501 NEW FLOOR PLAN
SCALE: 3/16" = 1'-0"
AREA = 5,131 SQ.FT.
GENERAL SUP NOTES:
1. ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS IS ADDITIONAL PLANS.
2. BUILDING WITH AN AGGREGATE FLOW OF 500 GALLONS PER DAY OR GREATER SHALL HAVE A GREASE INTERCEPTOR INSTALLED IN THE SANITARY SEWER LINE THROUGHOUT ALL STRUCTURES. ALTERNATIVE PRE-TREATMENT MEASURES MAY BE APPROVED BY THE PRE-TREATMENT.
3. ALL SIGNAGE IS SUBJECT TO TOWN APPROVAL.
4. ALL SIGNAGE REQUIRES A SEPARATE SIGN PERMIT.
PLAN AND ARE SUBJECT TO BUILDING INSPECTION DIVISION APPROVAL
Case No. 1884-SUP
SHEET
A5
DATE: 02/22/2023
NGUYEN CHAU DESIGNER & CONSULTING
THU BUI
1207 Fox Chase Drive
Mansfield, Texas 76063
(682) 583-0921
junior76014@yahoo.com
Luxe Mediterranean Restaurant and Bar
4021 Belt Line Rd.
Suite 107
Addison, TX 75001
REVISIONS
BY

1884-SUP

PUBLIC HEARING Case 1884-SUP/4021 Belt Line Road, Suite 107 (Luxe). Hold a public hearing, present, discuss, and consider action on a request for a Special Use Permit (SUP) for property located at 4021 Belt Line Road, Suite 107, that is currently zoned Planned Development (PD), through Ordinance No. O17-07, to allow a restaurant with the sale of alcoholic beverages for on-premises consumption.

LOCATION MAP



August 15, 2023

STAFF REPORT

RE:	1884-SUP/4021 Belt Line Road, Suite 107 (Luxe)
LOCATION:	4021 Belt Line Road, Suite 107
REQUEST:	Approval of a Special Use Permit for a restaurant and the sale of alcoholic beverages for on-premises consumption. (Application Date: 03/23/2023)
APPLICANT:	Wilson Nguyen, VNZ Construction, on behalf of Kay Mead, RPI Beltline Square, LTD

DISCUSSION:

Background: The subject property is located at 4021 Belt Line Road, Suite 107. The proposed restaurant, Luxe, would occupy a first-floor suite within the existing building. The site is zoned Planned Development (PD), Ordinance No. O17-07. This site also has several Special Use Permits (SUP) to allow the existing restaurants.

Luxe is a full-service restaurant specializing in Mediterranean cuisine. Addison will be the first location for this concept; however, the restaurant operator has experience with other restaurant concepts within the D-FW Metroplex. The applicant proposed operating hours of 12:00 PM – 10:00 PM, Monday through Wednesday, and 12:00 PM to 2:00 AM Thursday through Sunday. The restaurant proposes to include interior seating and will periodically feature live music Thursday through Sunday. Luxe would also offer alcohol sales for on-premises consumption. It is unknown if BYOB will be allowed by the restaurant.

The PD Ordinance allows restaurants and the sale of alcoholic beverages for on-premises consumption through the approval of an SUP. The proposed use complies with the ordinance.

Proposed Plan: With this request, Luxe proposes to utilize a 5,121 square foot suite for a new restaurant. The proposed restaurant will provide seating for 220 individuals. The interior floor plan is comprised of kitchen and service areas, a bar, and table, booth, and bar seating in the dining area. It is staff's understanding that this suite has not previously been used for a restaurant and an interior renovation will be necessary to add kitchen, dining, and restroom facilities.

Parking: With this request, there are no modifications proposed to the parking approved via PD, Ordinance No. O17-07. The PD adopted modified parking standards as follows:

Use	Parking Ratio
Restaurant	1 space per 100 SF (up to a max. of 17,442 SF)
General Retail	1 space per 300 SF
Medical/Dental Office	1 space per 300 SF

The current site occupancy includes two restaurants, Lefty's and Herrera's. The existing and proposed restaurants would occupy a total of 15,523 square feet on site. The remaining existing uses include retail and a dental office. The site is in compliance with the parking standards outlined within the PD.

Exterior Facades: With this request, there are no modifications proposed to the exterior facades approved via Ordinance No. O17-07.

Landscaping and Open Space: With this request, there are no modifications proposed to the landscaping and open space approved via Ordinance No. O17-07.

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

Luxe will occupy a currently vacant suite, offer a diversity of uses within the shopping center, and deliver new food offerings for the Town. The new business will provide reinvestment to the aging center, while maintaining compliance with the PD standards.

Staff recommends approval of these requests, subject to the following conditions:

- Operating hours shall result in venue closure no later than 12:00 AM, Sunday through Wednesday, and 2:00 AM, Thursday through Saturday.
- The use of speakers, sound system, or other amplified sound and/or live music shall not be audible from the property line.
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Case 1884-SUP/4021 Belt Line Road, Suite 107 (Luxe)

August 15, 2023

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of the request for a Special Use Permit (SUP) to allow a restaurant with the sale of alcoholic beverages for on-premises consumption on property located at 4021 Belt Line Road, Suite 107, that is currently zoned Planned Development, though Ordinance No. O17-07, with the following conditions:

- Operating hours shall result in venue closure no later than 12:00 AM, Sunday through Wednesday, and 2:00 AM, Thursday through Saturday.
- The use of speakers, sound system, or other amplified sound and/or live music shall not be audible from the property line.
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Voting Aye: Branson, Catalani, Chavez, DeFrancisco, Fansler, Faircloth, Meleky
Voting Nay: none
Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: Cory McCord, Director of Leasing for Retail Plazas Inc, 2929 Carlisle Street, Suite 170, Dallas, Texas 75204
On: none
Against: none

POSITION OF THOSE PRESENT BUT NOT SPEAKING AT THE PUBLIC HEARING:

For: none
On: none
Against: Charles Hunter, 3940 Asbury Lane

July 11th, 2023

RE: Special Use Permit, Luxe Mediterranean Restaurant & Bar at Beltline Square

Attn: Lesley Nyp, AICP, CNU-A
Planning & Development Manager, Town of Addison

Ms. Nyp,

We are excited and appreciate the consideration of Luxe Mediterranean Restaurant & Bar Special Use permit to join the Town of Addison with its diverse multi-cultural restaurants.

The premises is situated in the Beltline Square Shopping Center located at 4021 Beltline Rd, Suite 107, Addison, TX 75001, immediately adjacent to Herrera's Tex Mex. The premises comprises a total of 5,121 sf. There will be no outdoor seating or patio, there will be no changes to the exterior of the existing building except for the storefront sign which will comply with the shopping center sign criteria and Town requirements.

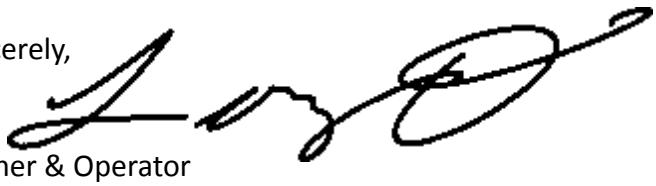
Luxe Mediterranean Restaurant & Bar will be a full-service restaurant & bar. We will be open Monday through Wednesday from 12:00 pm to 10:00 pm and from 12:00 pm to 2:00 am Thursday through Sunday. Our menu and atmosphere is designed to cater to families, businesses, and customer date nights from all around DFW. Coupled with outstanding food, we plan on having special guests perform live music such as a live DJ and live band at different times throughout the week but primarily Thursday through Sunday evenings (no stage required).

Our goal is to have an authentic feel of the Mediterranean culture… warm hospitality and a sophisticated yet cozy ambiance that will cater to a broad range of clientele. Our menu will include one of a kind shareables, upscale entrees, exotic drinks, and festive desserts, all in the Mediterranean style of cuisine. The menu will change seasonally to keep our customers coming back and make sure we are providing the freshest ingredients.

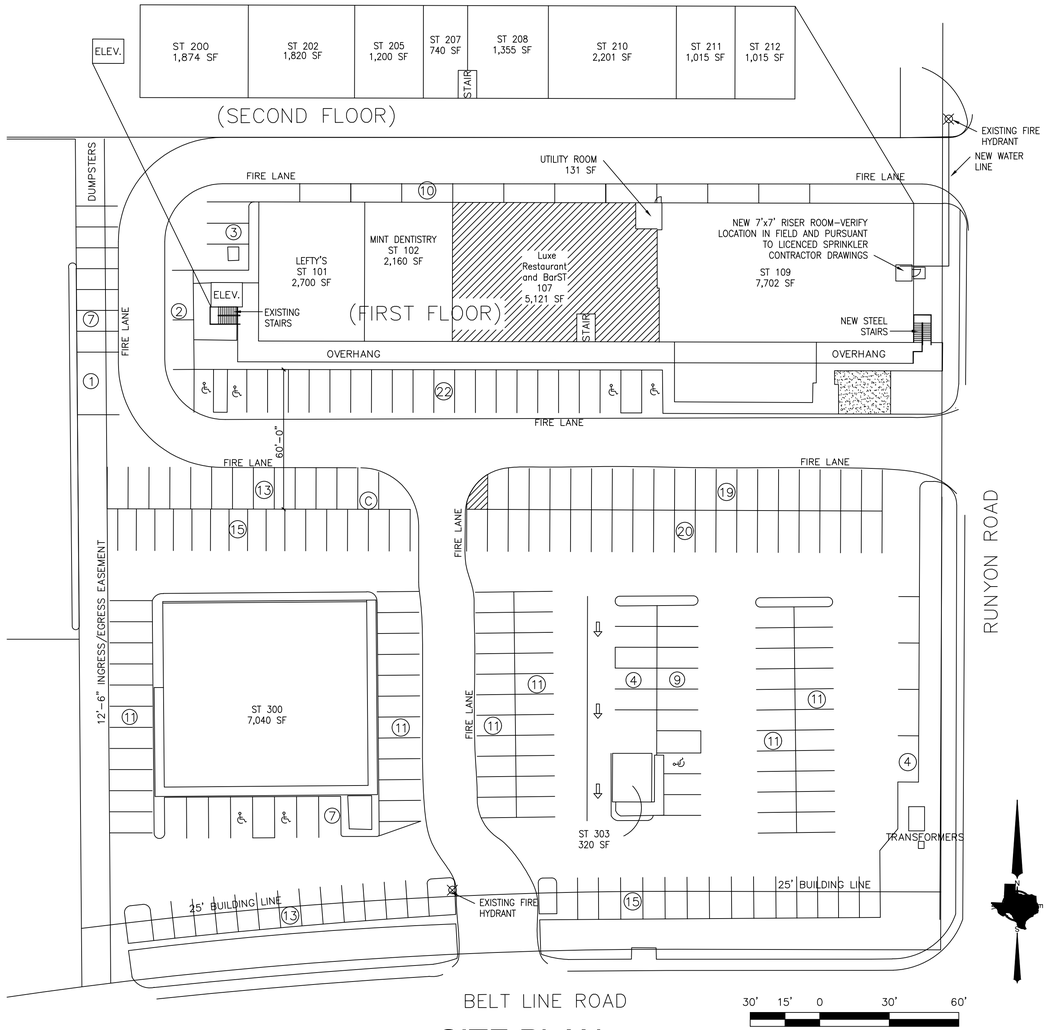
Addison will be the first location for the Luxe concept, but our manager and operator has been involved with concepts such as Snowbird, Sugar Factory and Chelsea's Door in Dallas.

We hope to be a huge part of the Town of Addison community. Don't hesitate to contact me should you have any questions regarding our application.

Sincerely,



Owner & Operator



SP101 SITE PLAN

SCALE: 1" = 30'

SITE DATA:

ZONING:	PD O17-07
LOT AREA:	3.2 ACRES
EX USE:	RESTAURANT, MEDICAL, RETAIL
EX BLDG AREA:	36,680 SF
F.A.R.	0.26:1
LOT COVERAGE:	18.26%
BUILDING HEIGHT:	ONE AND TWO STORY
PARKING REQUIRED:	230.67 SPACES
PARKING PROVIDED:	235 SPACES
LANDSCAPE AREA PROVIDED:	SEE PD ON FILE
IMPERVIOUS AREA:	SEE PD ON FILE

PARKING CALCULATION:

RESTAURANTS:	16,260SF= 162.6 SPACES
GENERAL RETAIL:	18,260SF= 60.87 SPACES
MED/DENTAL:	2,160SF= 7.20 SPACES
TOTAL PARKING REQUIRED:	230.67 SPACES
ONSITE PARKING COUNT:	229 SPACES
PERMANENT PARKING CREDIT:	6 SPACES
TOTAL PARKING PROVIDED:	235 SPACES

BELTLINE SQUARE

4021 Beltline Rd. Addison, Texas

RETAIL PLAZAS — INC —

REVISIONS	BY

Luxe Mediterranean Restaurant and Bar

4021 Belt Line Rd.
Suite 107
Addison, TX 75001

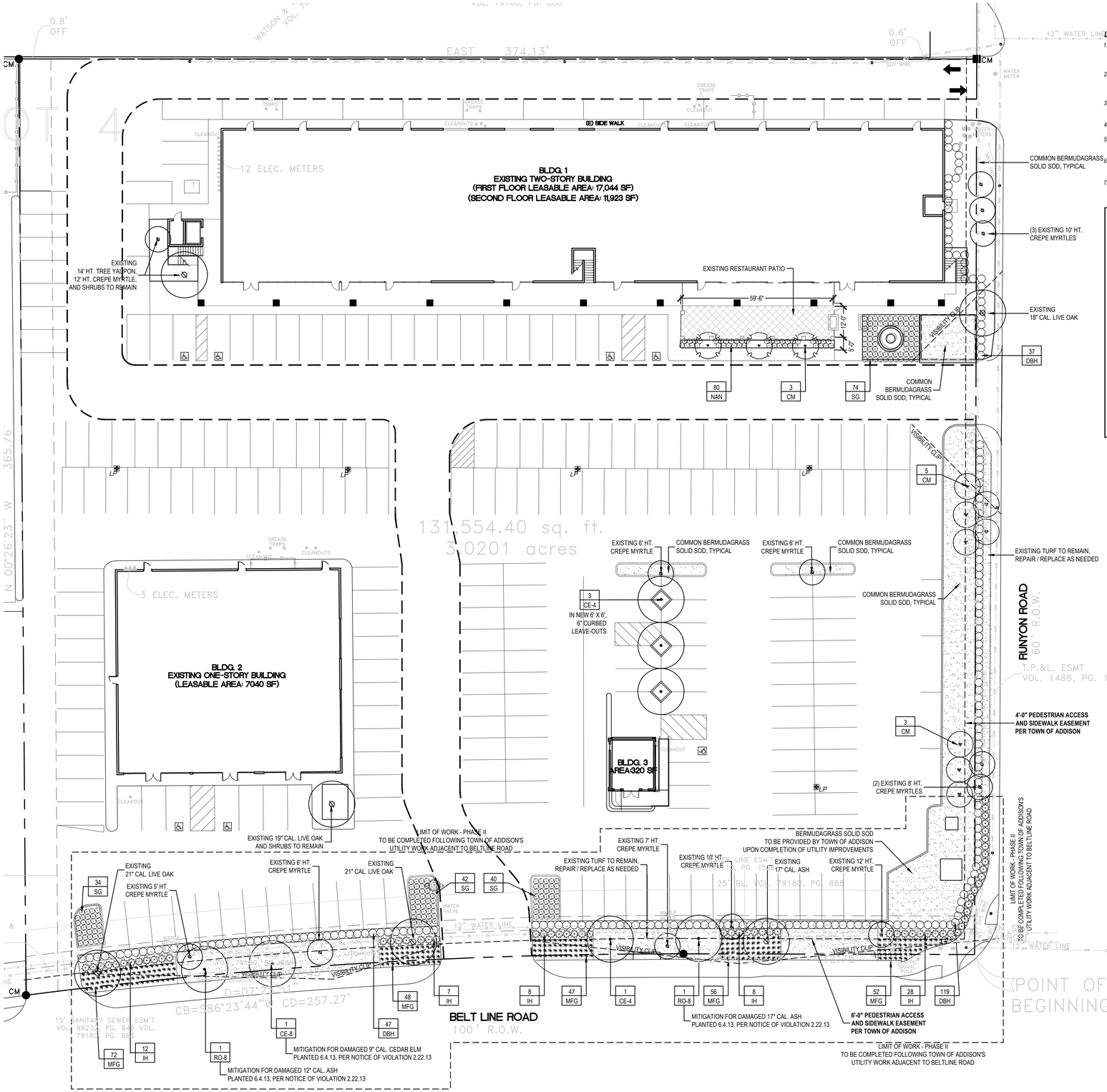
Case No. 1884-SUP

NGUYEN CHAU DESIGNER & CONSULTING
THU BUI
1207 Fox Chase Drive
Mansfield, Texas 76063
(682) 583-0921
junior76014@yahoo.com

DATE: 06/20/2023

SHEET

SP1



LANDSCAPE NOTES

1. *Contractor shall verify all existing and proposed site elements and notify Architect of any discrepancies. Survey data of existing conditions was supplied by others.*
2. *Contractor shall locate all existing underground utilities and notify Architect of any conflicts. Contractor shall exercise caution when working in the vicinity of underground utilities.*
3. *Contractor is responsible for obtaining all required landscape and irrigation permits.*
4. *Contractor to provide a minimum 2% slope away from all structures.*
5. *All planting beds and lawn areas to be separated by steel edging. No steel to be installed adjacent to sidewalks or curbs.*
6. *All landscape areas to be 100% irrigated with an underground automatic irrigation system and shall include rain and freeze sensors.*
7. *All lawn areas to be Solid Sod Bermudagrass, unless otherwise noted on the drawings.*

MAINTENANCE NOTES

1. *The Owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscape.*
2. *All landscape shall be maintained in a neat and orderly manner at all times. This shall include mowing, edging, pruning, fertilizing, watering, weeding and other such activities common to landscape maintenance.*
3. *All landscape areas shall be kept free of trash, litter, weeds and other such material or plants not part of this plan.*
4. *All plant material shall be maintained in a healthy and growing condition as is appropriate for the season of the year.*
5. *All plant material which dies shall be replaced with plant material of equal or better value.*
6. *Contractor shall provide separate bid proposal for one year's maintenance to begin after final acceptance.*

Town of Addison Landscape Ordinance Calculator

Updated 11.18.14.xlsx - Per 4/15/14 ZBA Landscaping Regulations, Section 7 - Landscape Design Standards

**EXCEEDS LANDSCAPE AREA FROM APPROVED PLAN DATED 6/20/13*

General Requirements	
Total Site Sq. Ft.	131,554
Zoning	LR
Required Landscape Areas	26,311
Total Landscape Areas Provided	100,000
Street Landscape Buffer (20' Width Minimum)	
Length of Street Frontage	560
Required Number of Trees (30'-0" O.C.)	19
Required Number of Shrubs (5'-0" O.C.)	187 (229 PROVIDED)
Total Number of Trees Provided	24
Off-Street Loading Spaces (6' High Minimum Screen)	
Length of Property Line Adjacent to Off-Street Loading	0
Landscape Options	N/A
Required Number of Shrubs	0
Number of Shrubs Provided	N/A
Parking Lot Screening (Adjacent to any Public or Private Street)	
Length of Property Line Adjacent to Parking Lot (Excluding driveways and access ways)	520
Landscape Options	Option 1 - Vegetative Screening (3'-0" O.C.)
Required Number of Shrubs	174
Number of Shrubs Provided	210
Parking Lot Landscaping: Perimeter	
Length of Property Line Adjacent to Parking Lot	651
Landscape Options	N/A
Required Number of Shrubs	21
Required Number of Trees	N/A
Number of Shrubs Provided	0
Number of Trees Provided	0
Parking Lot Landscaping: Interior Area	
Interior Planting Area Required	10,524
Interior Planting Areas Provided	10,000

PLANT LIST

SHRUBS

QTY.	TYPE	COMMON NAME	*BOTANICAL NAME*	SIZE	REMARKS
4	CE-4	Cedar Elm	*Ulmus crassifolia*	4" cal.	B&B, 14' ht., 4' spread, 5' branching ht., matching
• 1	CE-8	Cedar Elm	*Ulmus crassifolia*	8" cal.	specimen as approved by Town of Addison
•2	RO-8	Red Oak	*Quercus rubrum*	8" cal.	specimen as approved by Town of Addison
11	CM	Crepe Myrtle	*Lagerstroemia indica*	6' ht.	3-5 trunk, no cross canes, 4' spread, matching

* Provided as mitigation per Notice of Violation 2.22.13

SHRUBS

QTY.	TYPE	COMMON NAME	*BOTANICAL NAME*	SIZE	REMARKS
63	IH	Indian Hawthorne 'Ballerina'	*Rhpheolepsis indica 'Ballerina'*	3 gal.	container full, 36" o.c.
203	DBH	Dwarf Burford Holly	*Ilex cornuta 'Burfordii Nana'*	5 gal.	container full, 24" spread, 36" o.c.
275	MFG	Mexican Feather Grass	*Nassella tenuissima*	1 gal.	container full, 24" o.c.
190	SG	Salvia Greggii	*Salvia Greggii 'Furman's Red'*	3 gal.	container full, 24" o.c.
80	NAN	Firepower Nandina	*Nandina domestica 'Firepower'*	3 gal.	container full, 24" o.c.

NOTE: Plant list is an aid to bidders only. Contractor shall verify all quantities on plan. All heights and spreads are minimums. All plant material shall meet or exceed remarks as indicated. All trees to have straight trunks and be matching within varieties.

01 LANDSCAPE PLAN

SCALE: 1" = 20'-0"

0 10 20 40

OWNER/DEVELOPER

RPI BELTLINE SQUARE, LTD.
CONTACT: JEFFREY OLYAN
(214)673-9372

LANDSCAPE ARCHITECT

SMR LANDSCAPE ARCHITECTS, INC.
CONTACT: MATT TAYLOR
MTAYLOR@SMR-LA.COM
214.871.0083

BEING PART OF LOT4 OF
WATSON & TAYLOR SUBDIVISION NO.2
AND ADDITION TO TOWN OF ADDISON,
DALLAS COUNTY, TEXAS
PREPARED: MARCH 19, 2015

CALL BEFORE YOU DIG 1-800-245-4545 TEXAS ONE CALL SYSTEM

smr
landscape architects, inc.
1708 N. Griffin Street Dallas, Texas 75202
Tel 214.871.0083 Fax 214.871.0545
Email smr@smr-la.com

4021 BELTLINE ROAD
LANDSCAPE RENOVATION
ADDISON, TEXAS

REGISTERED LANDSCAPE ARCHITECT ROBERT M. TAYLOR 2849 STATE OF TEXAS

01.10.2016

Issue For:

- ☐ Design Development
- ☐ Progress
- ☐ Bidding
- ☒ Permit
- ☐ Construction
- ☐

Original Issue Date: 01.04.2017

Sheet Description: LANDSCAPE PLAN

Drawn By: RMT

Checked By: RMT

Current Date: 01.10.2017

Drawing: L1.01

LEGEND

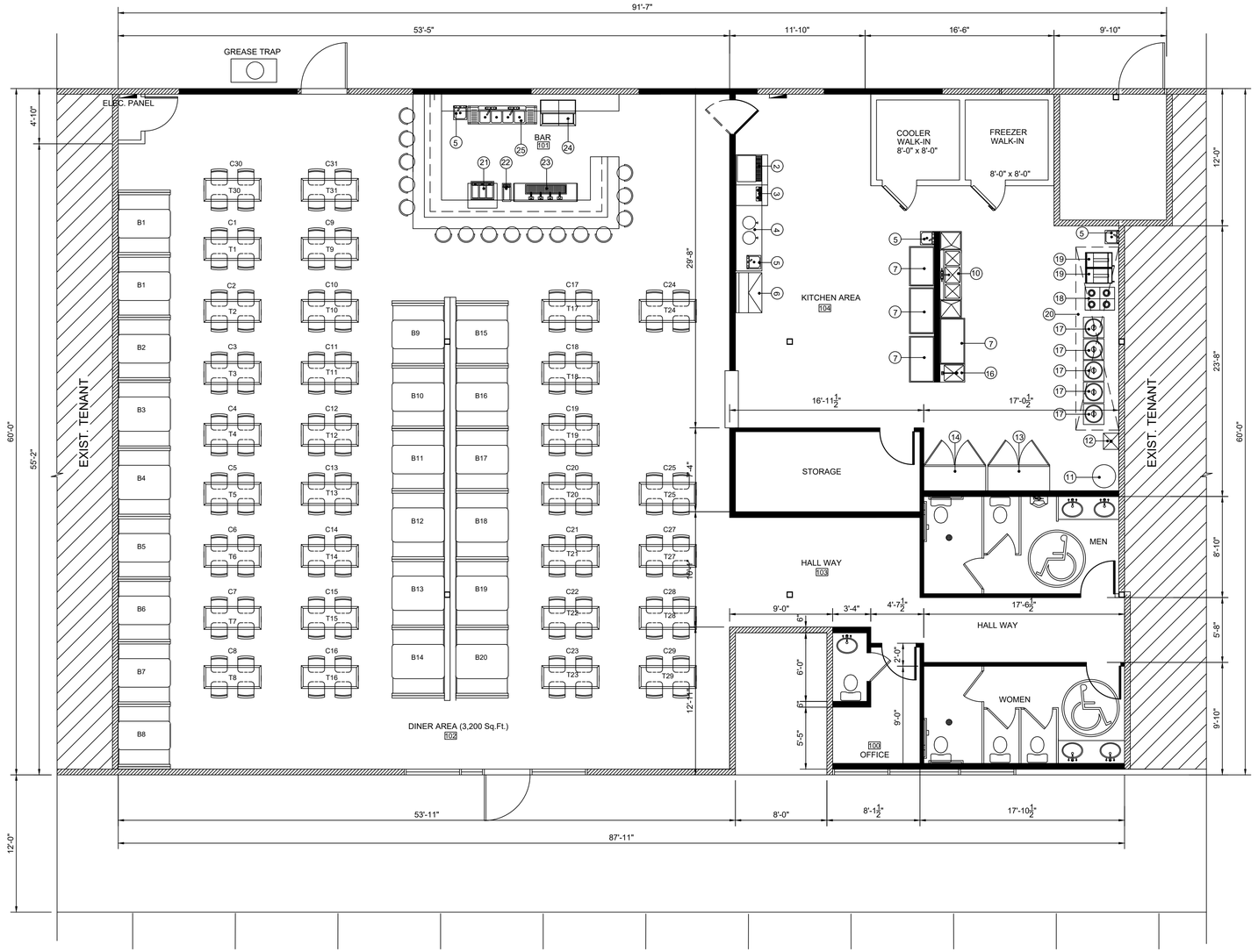
EXISTING WALLS

NEW WALLS

TABLES & CHAIRS SCHEDULE			
KEY	SIZE	QTY.	TYPE
B	2'-6" x 4'-6"	21	BOOTH
T	2'-0" x 5'-0"	30	TABLE
C	STD. HT.	120	CHAIR

KITCHEN EQUIPMENT SCHEDULE

ITEM NO.	DESCRIPTION
1.	CABINET & CASHIER COUTER
2.	SODA MACHINE
3.	GLASS FILLER
4.	BUNN COFFEE / TEA MAKER
5.	HAND SINK
6.	ICE MAKER
7.	STAINLESS STEEL
8.	DISHWASHER
9.	SINGLE COMPARTMENT SINK
10.	(3) COMPARTMENT SINK
11.	WATER HEATER (GAS)
12.	MOP SINK
13.	DEEP WELL HORIZONTAL FREEZER
14.	THREE SECTION REFRIGERATOR
15.	FOOD PREP
16.	HAND SINK STAINLESS STEEL
17.	SINGLE BURNER GAS
18.	BURNER GAS STOVE
19.	GAS DEEP FRYER
20.	TYPE - 1 VENT A HOOD (48"x240")
21.	MARGARITA MACHINE
22.	SODA GUN
23.	UNDER BAR REFRIGERATION BEER
24.	UNDER BAR STAINLESS STEEL GLASS
25.	FOUR COMPARTMENT UTILITY SINK



A501 NEW FLOOR PLAN

SCALE: 3/16" =1'-0"

AREA = 5,121 Sq.Ft.

GENERAL SUP NOTES:

1. ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

2. BUILDING WITH AN AGGREGATE SUM OF 500 SQUARE FEET OR GREATER ON A LOT SHALL HAVE AUTOMATIC FIRE SPRINKLER INSTALLED THROUGHOUT ALL STRUCTURES. ALTERNATIVE FIRE PROTECTION MEASURES MAY BE APPROVED BY THE FIRE DEPARTMENT.

3. ALL SIGNAGE IS SUBJECT TO TOWN APPROVAL.

4. ALL FENCES AND RETAINING WALLS SHALL BE SHOWN ON THE SITE PLAN AND ARE SUBJECT TO BUILDING INSPECTION DIVISION APPROVAL.

Case No. 1884-SUP

REVISIONS	BY

Luxe Mediterranean Restaurant and Bar

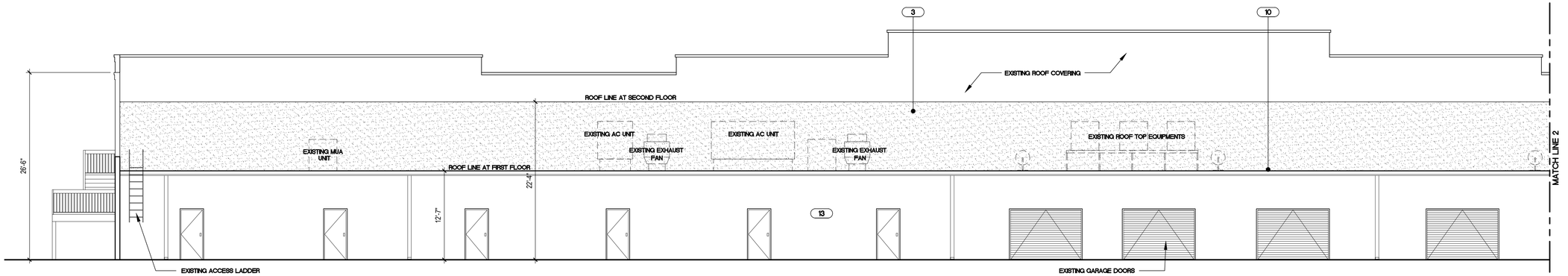
4021 Belt Line Rd.
Suite 107
Addison, TX 75001

NGUYEN CHAU DESIGNER & CONSULTING
THU BUI
1207 Fox Chase Drive
Mansfield, Texas 76063
(682) 583-0921
junio76014@yahoo.com

DATE: 06/20/2023

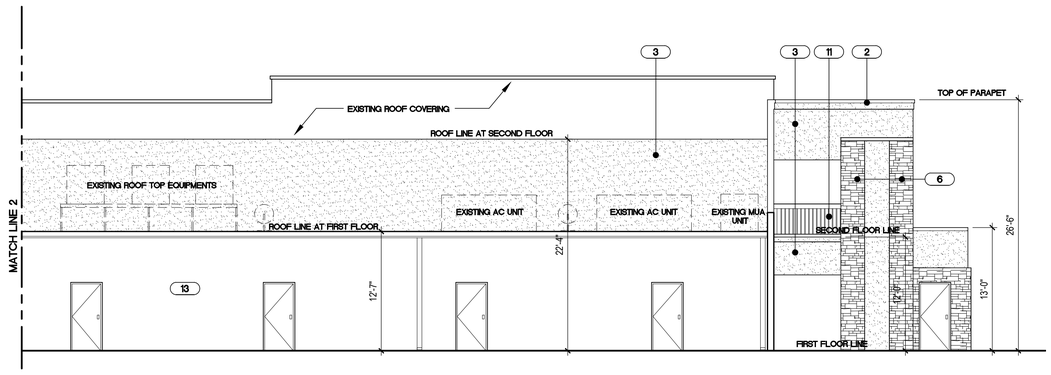
SHEET

A5



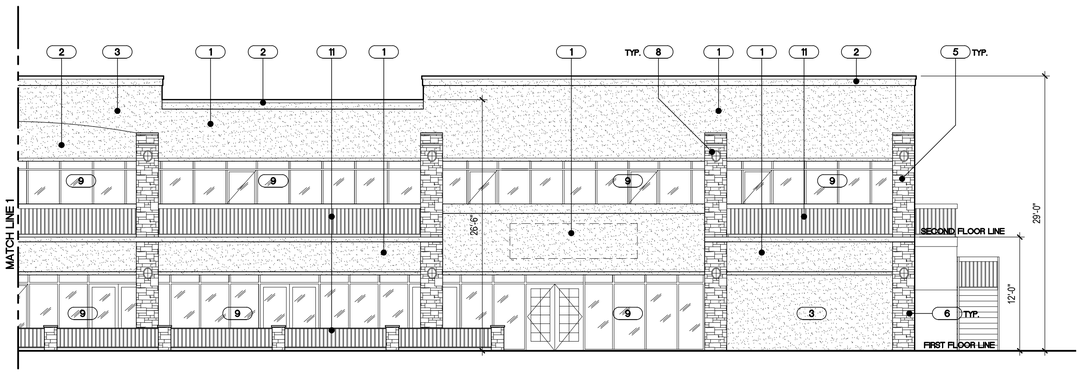
BUILDING 1 - EXISTING NORTH ELEVATION (REAR) 4

SCALE: 1/8" = 1'-0" A-102



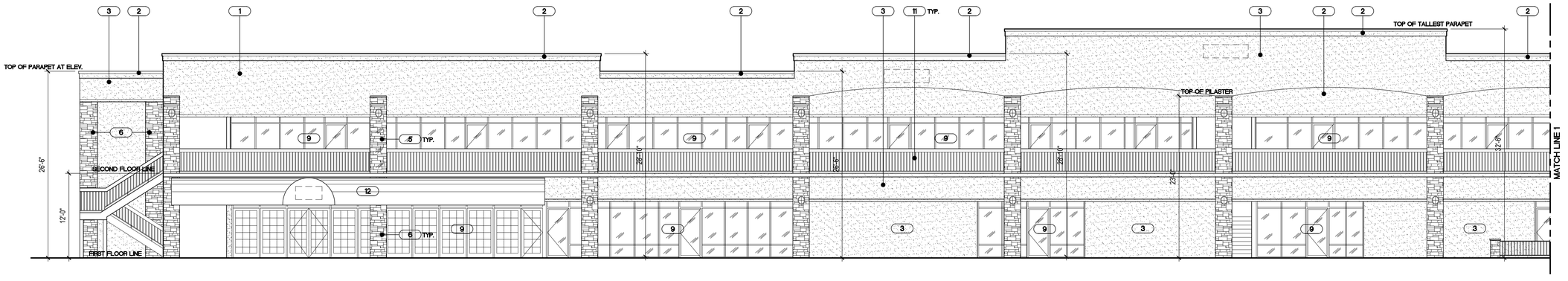
BUILDING 1 - EXISTING NORTH ELEVATION (REAR) 3

SCALE: 1/8" = 1'-0" A-102



BUILDING 1 - EXISTING SOUTH ELEVATION (FRONT) 2

SCALE: 1/8" = 1'-0" A-102



BUILDING 1 - EXISTING SOUTH ELEVATION (FRONT) 1

SCALE: 1/8" = 1'-0" A-102

RPI
BELTLINE
SQUARE, LTD.

ISSUE DATE:		
1ST	INITIAL SUBMITTAL	11/21/2016
2ND	FINAL SUBMITTAL	01/06/2017
3RD	FINAL SUBMITTAL	01/11/2017

REVISIONS:

REZONING APPLICATION

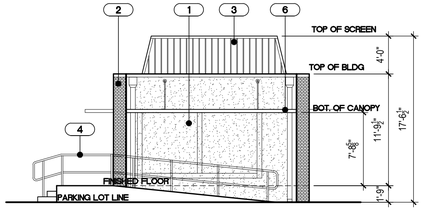
4021 BELT LINE ROAD, ADDISON, TX 75001

JOB NUMBER

DRAWN BY

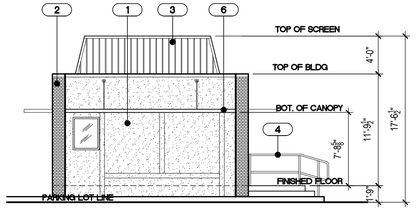
SHEET CONTENT
BUILDING 1
(ELEVATIONS)

SHEET NO
A-102



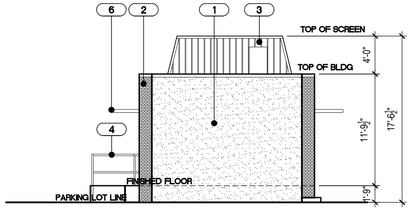
BUILDING 3 - (E) EAST ELEVATION (SIDE) | 10

SCALE: 1/8" = 1'-0" | A-103



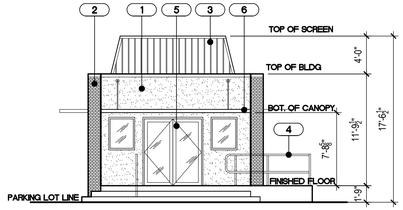
BUILDING 3 - (E) WEST ELEVATION (SIDE) | 9

SCALE: 1/8" = 1'-0" | A-103



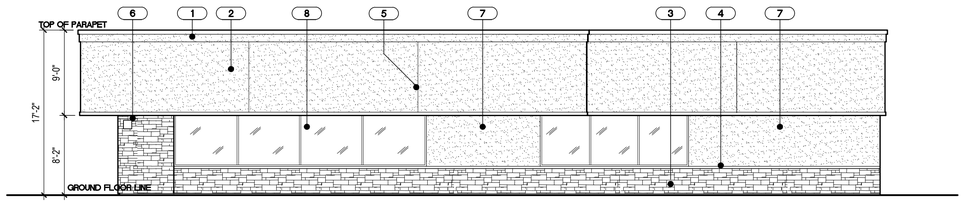
BUILDING 3 - (E) NORTH ELEVATION (REAR) | 8

SCALE: 1/8" = 1'-0" | A-103



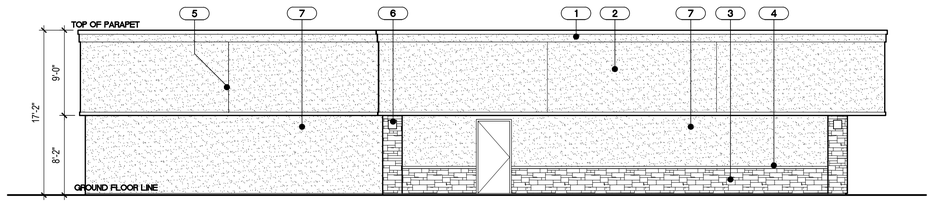
BUILDING 3 - (E) SOUTH ELEVATION (FRONT) | 7

SCALE: 1/8" = 1'-0" | A-103



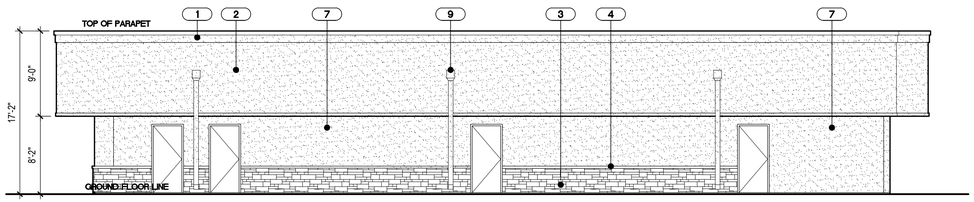
BUILDING 2 - EXISTING EAST ELEVATION (SIDE) | 6

SCALE: 1/8" = 1'-0" | A-103



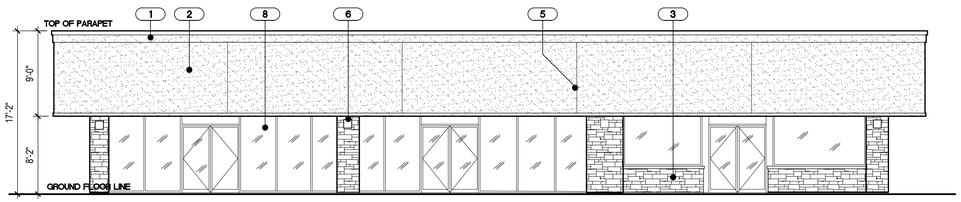
BUILDING 2 - EXISTING WEST ELEVATION (SIDE) | 5

SCALE: 1/8" = 1'-0" | A-103



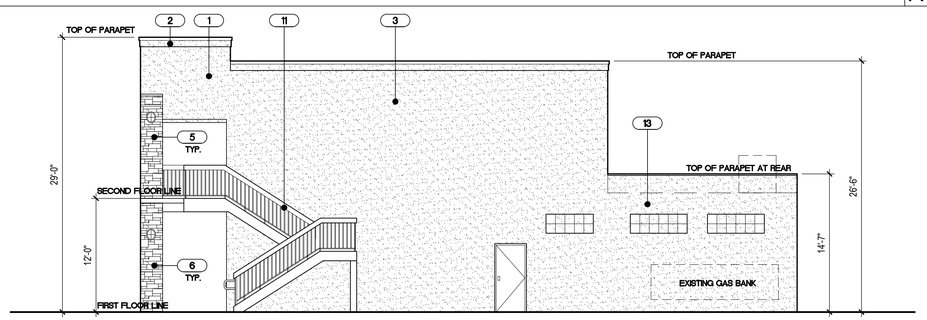
BUILDING 2 - EXISTING NORTH ELEVATION (REAR) | 4

SCALE: 1/8" = 1'-0" | A-103



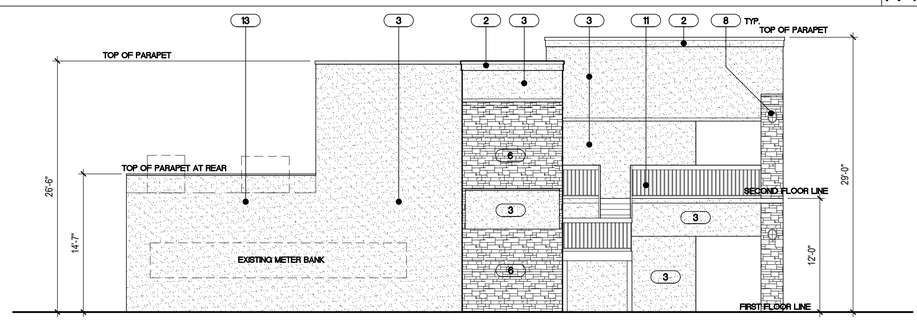
BUILDING 2 - EXISTING SOUTH ELEVATION (FRONT) | 3

SCALE: 1/8" = 1'-0" | A-103



BUILDING 1 - EXISTING EAST ELEVATION (SIDE) | 2

SCALE: 1/8" = 1'-0" | A-103



BUILDING 1 - EXISTING WEST ELEVATION (SIDE) | 1

SCALE: 1/8" = 1'-0" | A-103

RPI
BELTLINE
SQUARE, LTD.

ISSUE DATE:		
1ST	INITIAL SUBMITTAL	11/21/2016
2ND	FINAL SUBMITTAL	01/06/2017
3RD	FINAL SUBMITTAL	01/11/2017

REVISIONS:

REZONING APPLICATION

4021 BELT LINE ROAD, ADDISON, TX 75001

JOB NUMBER

DRAWN BY

SHEET CONTENT

BUILDING 1/ BUILDING 2 (ELEVATIONS)

SHEET NO

A-103

Beltline Occupancy

		Current: Leased	Vacant			PARKING		1 per:	
Lefty's	101	2,700		Restaurant	101	2,700	100	27.00
Mint Dentistry	102	2,160		Med/ Dent	102	2,160	300	7.20
Lux Restaurant	107	5,121		Restaurant	107	5,121	100	51.21
Herrera's	109	7,702		Restaurant	109	7,702	100	77.02
Rex Staffing	200	1,874		GR	200	1,874	300	6.25
Make-up Studio	202	1,820		GR	202	1,820	300	6.07
Legacy Art Tattoo	205	1,200		GR	205	1,200	300	4.00
Fastest Lab	207	740		GR	207	740	300	2.47
June Street Barber	208	1,355		GR	208	1,355	300	4.52
Breathe Beauty	210	2,201		GR	210	2,201	300	7.34
Pynk Vybez	211	1,015		GR	211	1,015	300	3.38
La Vie Est Belle	212	1,015		GR	212	1,015	300	3.38
O'Reilly	300	7,040		GR	300	7,040	300	23.47
Scooter's Coffee	303	320		Restaurant	303	320	100	3.20
		36,263	0	Total Parking Required				226.50
		100.00%	0.00%					
				On-site Parking Count				229.00
TOTAL SF		36,263		Permanent Parking Credit				6.00
				TOTAL PARKING PROVIDED				**235.00**
				Surplus/ Deficit				8.50

TOWN OF ADDISON, TEXAS

ORDINANCE NO. O17-07

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, CREATING PLANNED DEVELOPMENT DISTRICT O17-07 BASED ON LOCAL RETAIL DISTRICT REGULATIONS WITH MODIFIED USES AND DEVELOPMENT STANDARDS LOCATED AT 4021 BELT LINE ROAD; PROVIDING A PENALTY NOT TO EXCEED TWO THOUSAND AND NO/100 DOLLARS ($2,000.00); AND PROVIDING FOR SAVINGS, SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the Town of Addison, Texas (the "City") is a home rule municipality having full power of local self-government pursuant to Article 11, Section 5 of the Texas Constitution and its Home Rule Charter; and

WHEREAS, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at a public hearing, and other relevant information and materials, the City Council of the Town of Addison, Texas finds that this amendment promotes the general welfare and safety of this community.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

Section 1. The recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

Section 2. Planned Development District O17-07 is hereby established for the 3.02 acres of property located at 4021 Belt Line Road (the "Property"), to allow medical and dental offices and all other uses permitted in the Local Retail District (LR) in accordance with all LR district development regulations contained in the Town of Addison, Code of Ordinances, as amended, with the following special conditions:

A. In addition to the uses allowed in the LR district regulations, the Property may be used for dental and non-surgical medical uses.

B. There shall be no drug or alcohol rehabilitation uses.

C. There shall be no 24 hour medical uses.

D. The following special parking standards apply:
   a. *Restaurant*. 1 space per 100 square feet (up to a maximum of 17,442 square feet)
   b. *General Retail*. 1 space per 300 square feet
   c. *Medical and Dental Office*. 1 space per 300 square feet

E. The Property shall be developed in accordance with the site plan, landscape plan, and building elevations shown in **Exhibit A** attached hereto and incorporated herein.

Section 3. The provisions of the Town of Addison Code of Ordinances, as amended, shall remain in full force and effect save and except as amended by this ordinance.

Section 4. That any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, General Provisions, Section 1.10, General penalty for violations of Code; continuing violations, of the Code of Ordinances for the Town of Addison.

Section 5. The provisions of this Ordinance are severable, and should any section, subsection, paragraph, sentence, phrase or word of this Ordinance, or application thereof to any person, firm, corporation or other business entity or any circumstance, be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of the remaining or other parts or portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining parts or portions of this Ordinance despite such unconstitutionality, illegality, or invalidity, which remaining portions shall remain in full force and effect.

Section 6. All ordinances of the City in conflict with the provisions of this Ordinance be, and the same are hereby repealed, and all other ordinances of the City not in conflict with the provisions of this Ordinance shall remain in full force and effect.

Section 7. This Ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter or ordinance.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, on this the 28th day of February, 2017.

Todd Meier, Mayor

ATTEST:

Laura Bell, City Secretary

CASE NO: 1751-Z/Belt Line Square

APPROVED AS TO FORM:

Brenda N. McDonald, City Attorney

PUBLISHED ON: _____

EXHIBIT A

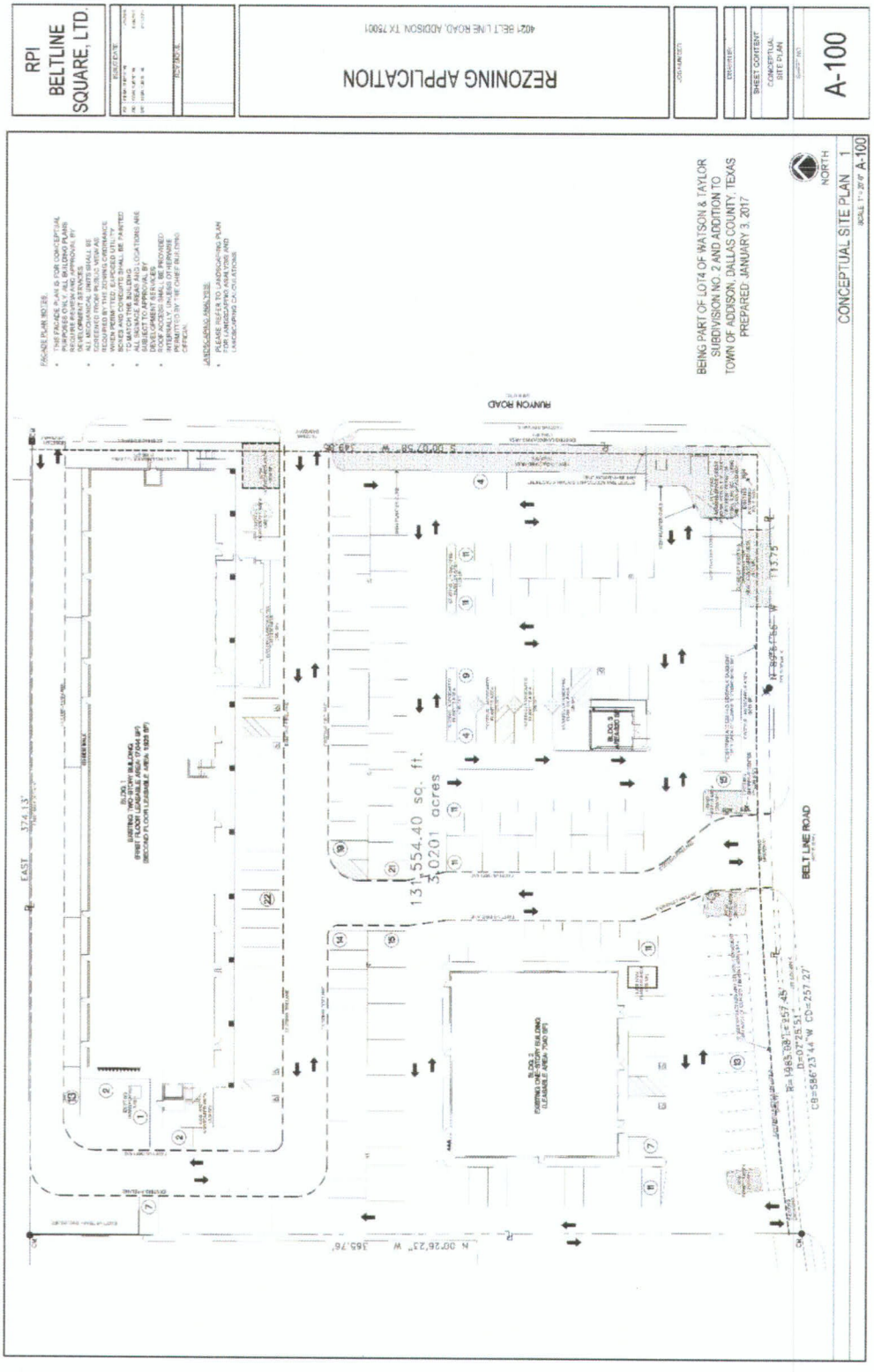

RPI
BELTLINE
SQUARE, LTD.
REZONING APPLICATION
402-I BELT LINE ROAD, ADDISON TX 75001
SHEET CONTENT
CONCEPTUAL
SITE PLAN
A-100
FACADE PLAN NOTES:
LANDSCAPING ANALYSIS:
BEING PART OF LOT 4 OF WATSON & TAYLOR
SUBDIVISION NO. 2 AND ADDITION TO
TOWN OF ADDISON, DALLAS COUNTY, TEXAS
PREPARED: JANUARY 3, 2017
NORTH
CONCEPTUAL SITE PLAN 1
RUNYON ROAD
BELT LINE ROAD
131,554.40 sq. ft.
3.0201 acres
EAST 374.13'
N 00°26'23" W 383.76'
BLDG 1
EXISTING TWO-STORY BUILDING
FIRST FLOOR LEASABLE AREA: 17,044 SF
SECOND FLOOR LEASABLE AREA: 1,500 SF
BLDG 2
EXISTING ONE-STORY BUILDING
LEASABLE AREA: 7,560 SF
BLDG 3
PROPOSED
RESTAURANT
Rs=1063.38'
L=257.45'
D=07°25'51"
CB=S86°23'44"W
CD=257.27'

EXHIBIT A

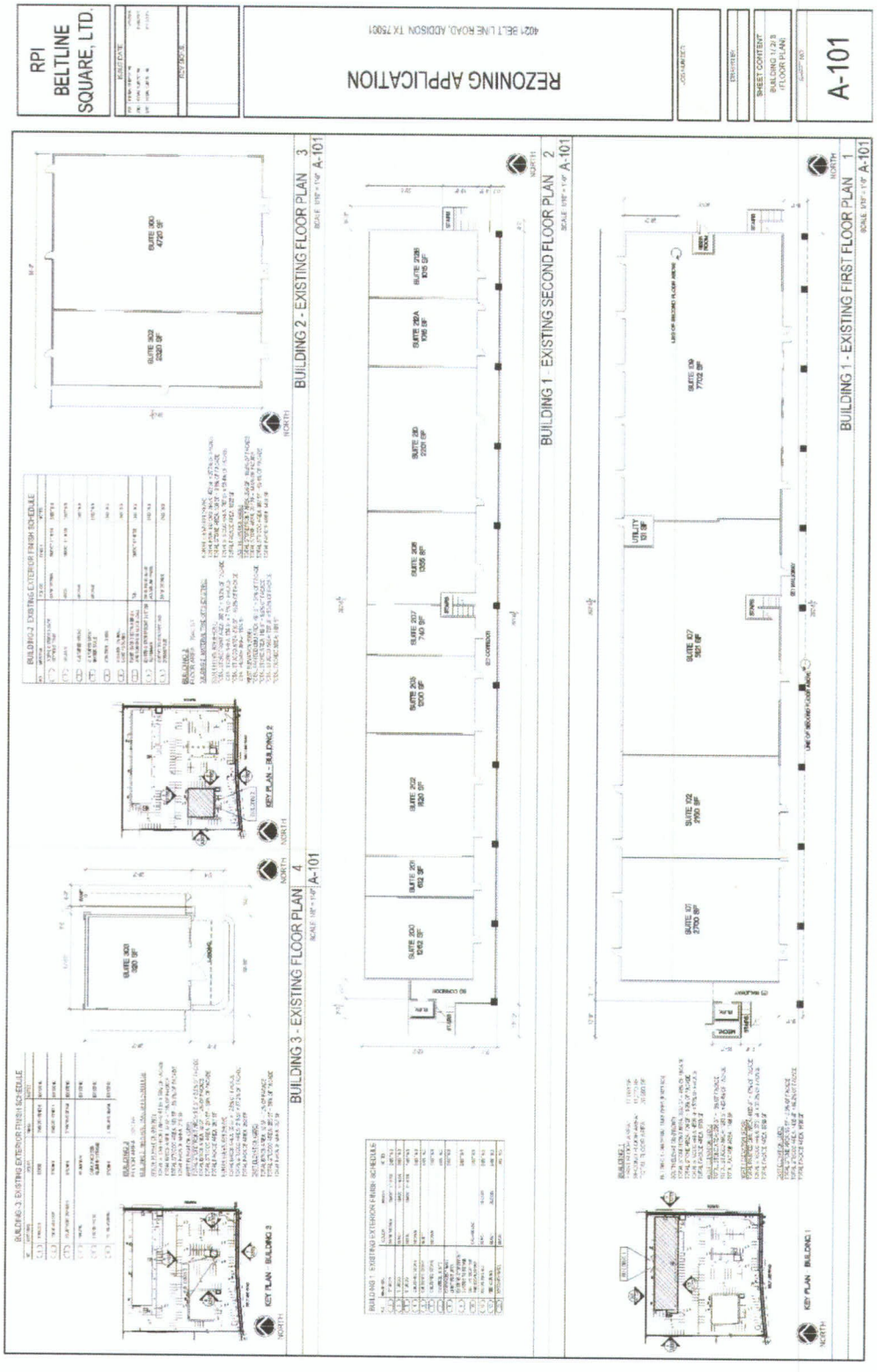
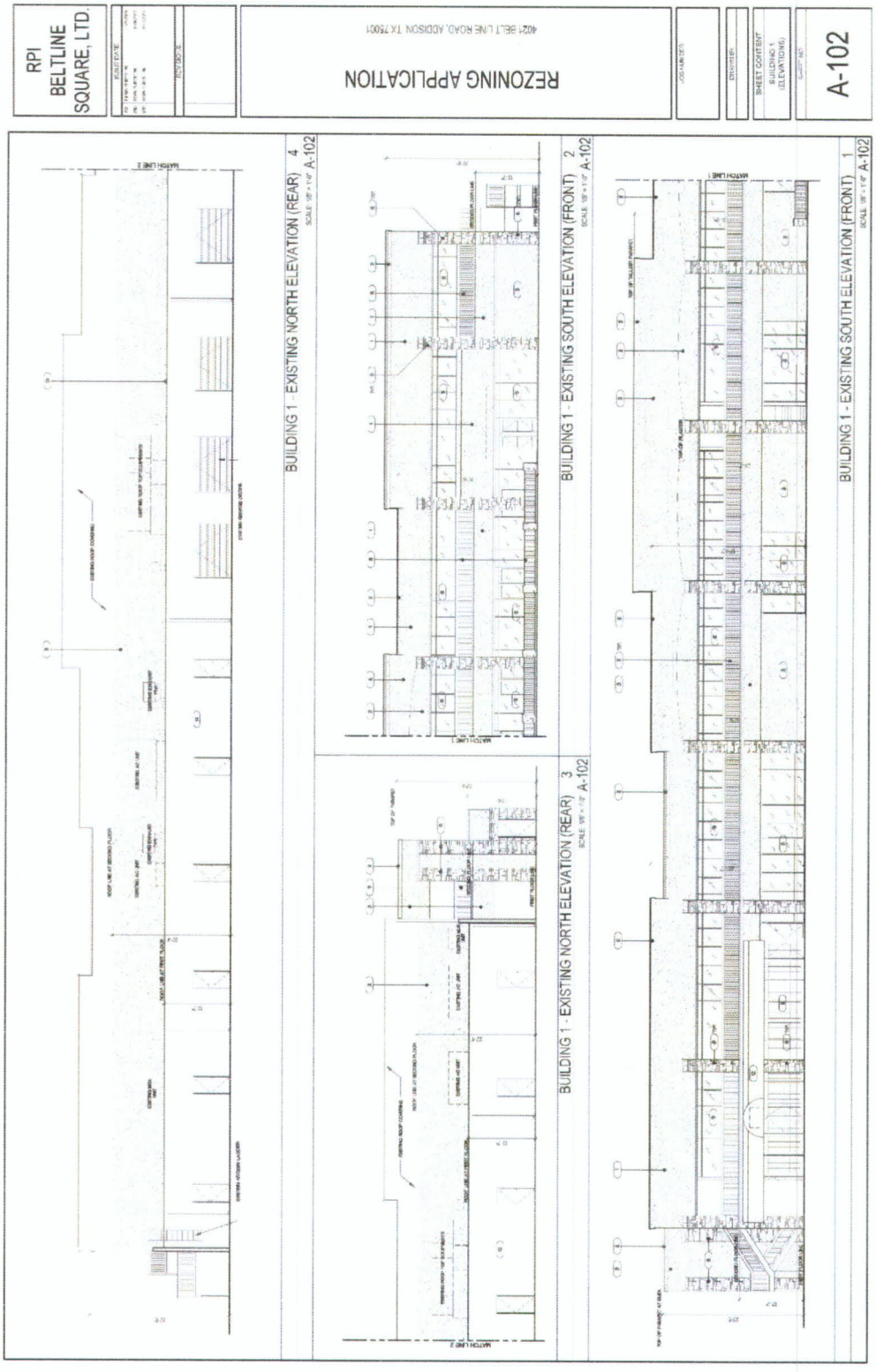
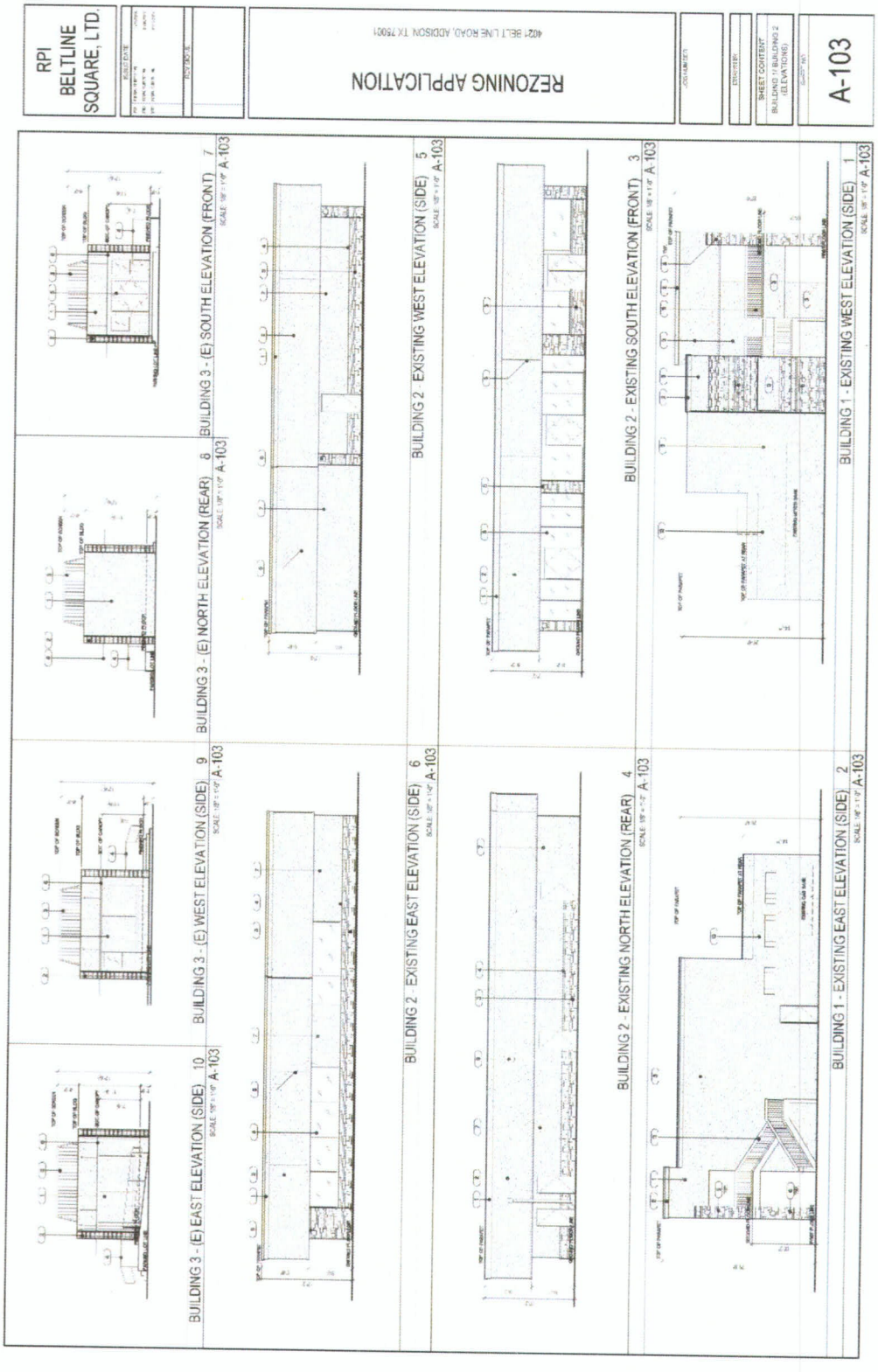

RPI
BELTLINE
SQUARE, LTD.
REZONING APPLICATION
4021 BELT LINE ROAD, ADDISON, TX 75001
A-101
BUILDING 3 - EXISTING FLOOR PLAN 4
BUILDING 2 - EXISTING FLOOR PLAN 3
BUILDING 1 - EXISTING SECOND FLOOR PLAN 2
BUILDING 1 - EXISTING FIRST FLOOR PLAN 1

EXHIBIT A


RPI
BELTLINE
SQUARE, LTD.
REZONING APPLICATION
4021 BELT LINE ROAD, ADDISON TX 75001
A-102
BUILDING 1 - EXISTING NORTH ELEVATION (REAR) 4 A-102
BUILDING 1 - EXISTING SOUTH ELEVATION (FRONT) 2 A-102
BUILDING 1 - EXISTING NORTH ELEVATION (REAR) 3 A-102
BUILDING 1 - EXISTING SOUTH ELEVATION (FRONT) 1 A-102

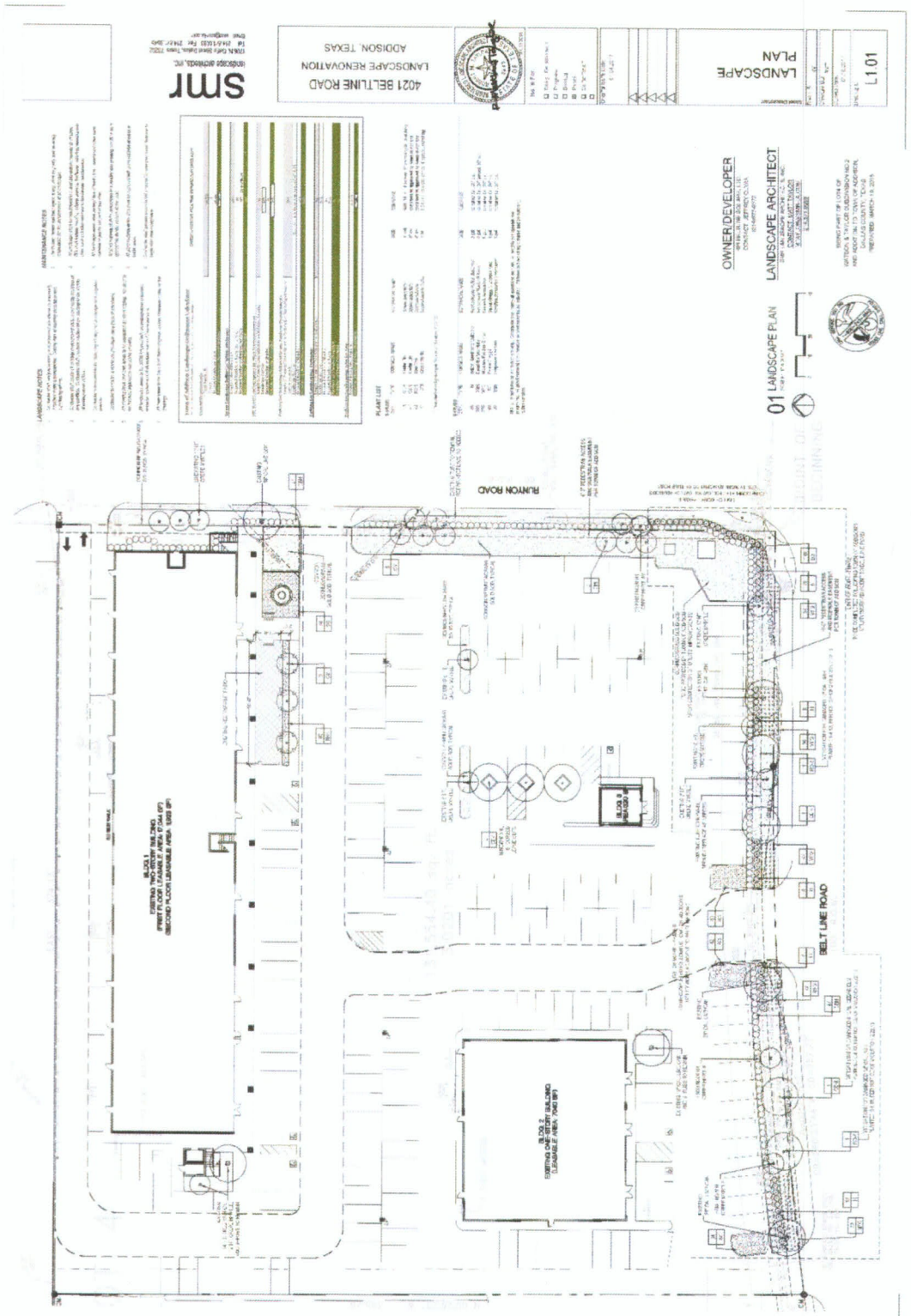
Case No. 1751-Z/Belt Line Square

EXHIBIT A



Ordinance No. O17-07

EXHIBIT A


4021 BELTLINE ROAD
LANDSCAPE RENOVATION
ADDISON, TEXAS
LANDSCAPE PLAN
L1.01
OWNER/DEVELOPER
LANDSCAPE ARCHITECT
01 LANDSCAPE PLAN
RUNYON ROAD
BELT LINE ROAD

City Council **4. d.**

Meeting Date: 09/12/2023

Department: Development Services

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on a request to amend Special Use Permit (SUP), Ordinance No. O14-022, for property located at 14960 Landmark Boulevard, that is currently zoned Commercial-1 (C-1), to allow the sale of beer and wine for off-premises consumption. Case 1889-SUP/14960 Landmark Boulevard (Holiday Inn Express & Suites).

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of a request changing the zoning on property located at 14960 Landmark Boulevard, which property is currently zoned Commercial-1 (C-1) with Special Use Permit (SUP), Ordinance No. 014-022, by approving an SUP to allow the sale of alcoholic beverages for off-premises consumption, subject to the following conditions:

- The sale of alcoholic beverages shall be limited to hotel guests.
- The intent of “off-premises consumption” in conjunction with a hotel shall be defined as hotel guests consuming alcoholic beverages within on-site guest rooms for the purpose of this SUP.
- The sale of alcoholic beverages is limited to the market pantry and/or beverage cooler, located within the hotel lobby as depicted on the floor plan. Any future expansion as it relates to the sale of alcoholic beverages will require approval of a Special Use Permit (SUP).
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Voting Aye: Branson, Catalani, Chavez, DeFrancisco, Fansler, Faircloth, Meleky
Voting Nay: none
Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none
On: none
Against: none

RECOMMENDATION:

Administration recommends approval with the following conditions:

- The sale of alcoholic beverages shall be limited to hotel guests.
- The intent of “off-premises consumption” in conjunction with a hotel shall be defined as guests consuming alcoholic beverages within on-site guest rooms for the purpose of this SUP.
- The sale of alcoholic beverages is limited to the market pantry and/or beverage cooler, located within the hotel lobby as depicted on the floor plan. Any future expansion as it relates to the sale of alcoholic beverages will require approval of a Special Use Permit (SUP).
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Attachments

1889-SUP Presentation

1889-SUP Ordinance

1889-SUP Staff Report

1889-SUP Letter of Intent

1889-SUP Plans

Ordinance No. O14-022

Holiday Inn Express & Suites Special Use Permit (1889-SUP)

Case 1889-SUP Holiday Inn Express & Suites

LOCATION:

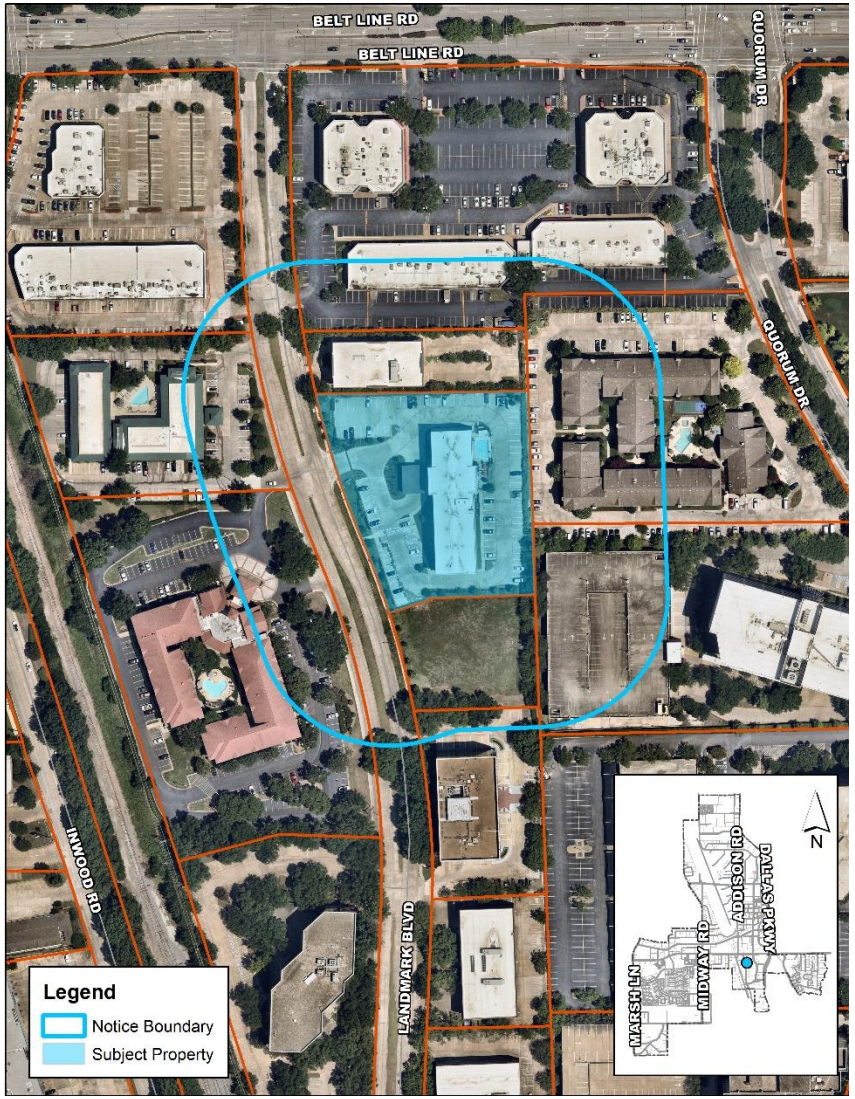
14960 Landmark Blvd

REQUEST:

Approval of a Special Use Permit for the sale of alcohol for off-premises consumption.

ACTION REQUIRED:

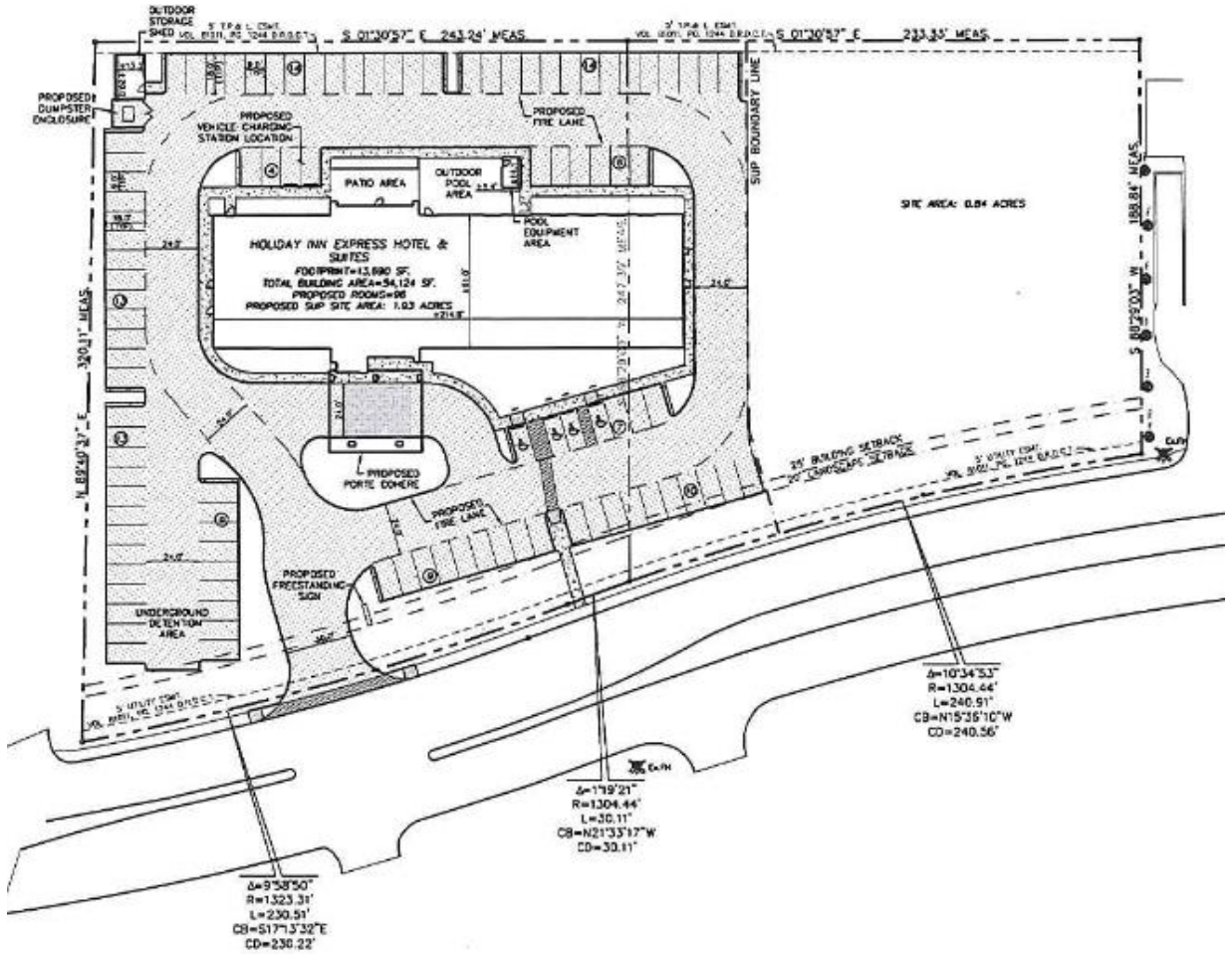
Discuss, consider, and take action on the appropriateness of the proposed sale of alcohol for off-premises consumption at the subject property.



Case 1889-SUP Holiday Inn Express & Suites

PROJECT HISTORY:

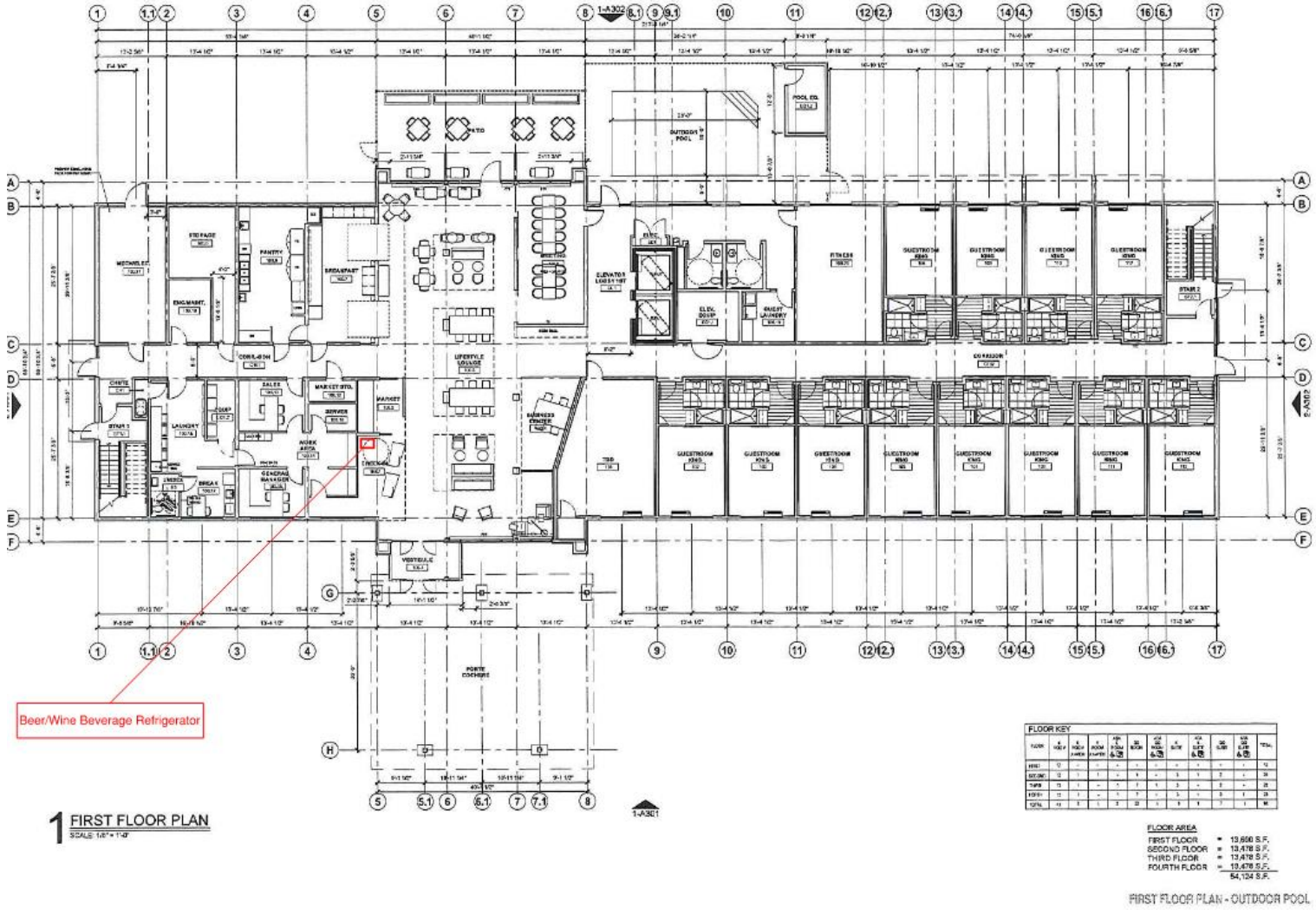
- 1976 – Rezoned from Apartment, “A”, to Commercial.
- 2014 – SUP, Ord. No. O14-022, to allow hotel.
- Present – Proposed SUP to allow the sale of alcohol for off-premises consumption.



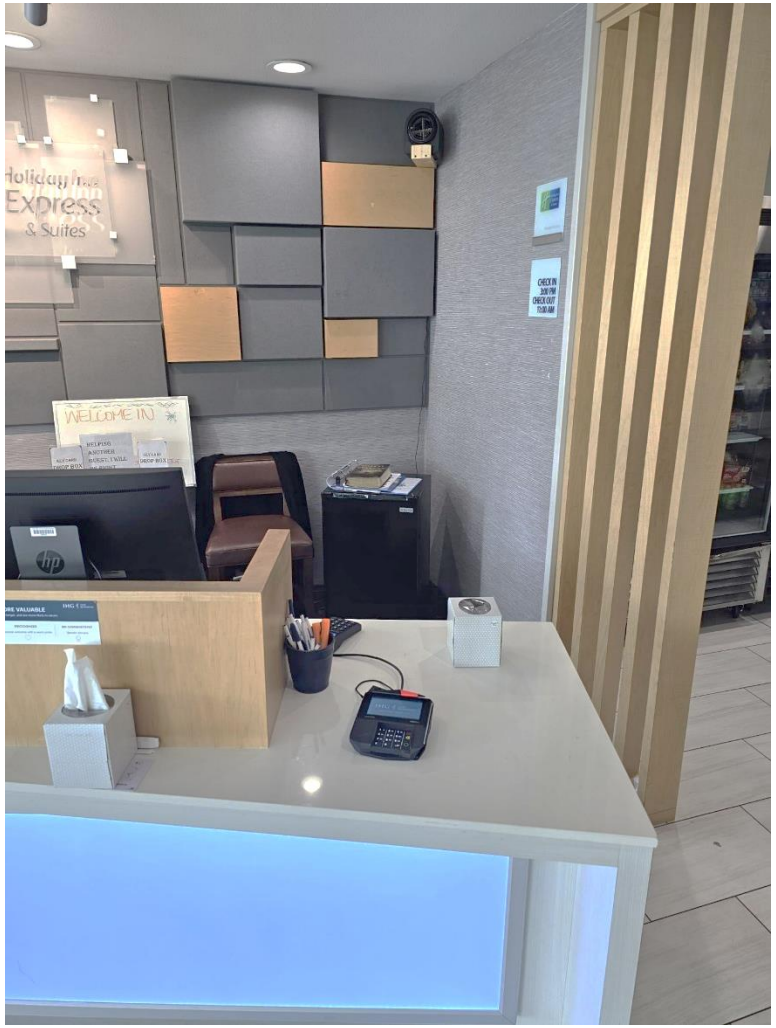
Case 1889-SUP Holiday Inn Express & Suites

FLOOR PLAN:

- Sale of beer and wine for hotel guests, from a beverage cooler located behind the check-in desk within the hotel lobby.



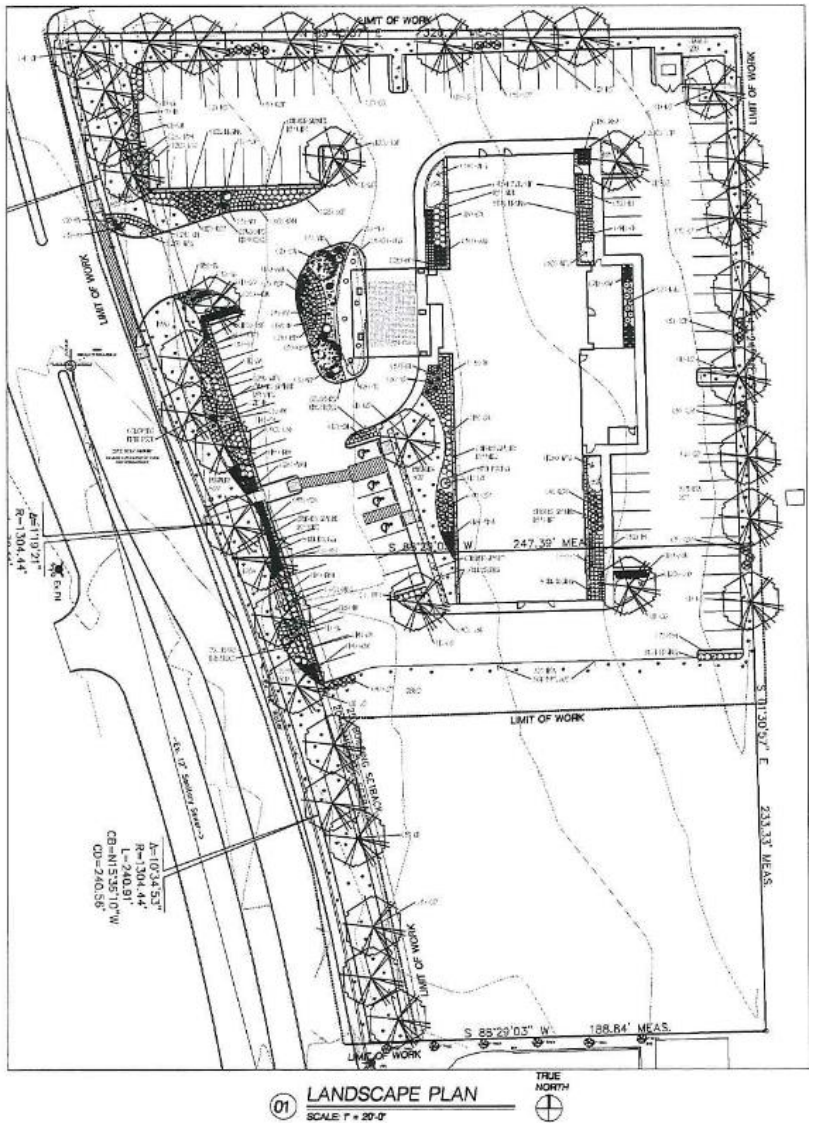
Case 1889-SUP Holiday Inn Express & Suites



Wine/Beer Refrigerator

Hotel Lobby

Case 1889-SUP Holiday Inn Express & Suites



01 LANDSCAPE PLAN
SCALE: 1" = 20'-0"

PARKING:

- SUP, Ord. No. 095-012, required 150 parking spaces for the hotel. The hotel currently has 148 spaces on site, likely due to compliance with accessibility standards.

OPEN SPACE AND LANDSCAPE:

- No modifications are proposed to the existing open space and landscaping.

EXTERIOR APPEARANCE:

- No modifications are proposed to the existing façade.

Case 1889-SUP Holiday Inn Express & Suites

CODE VIOLATION:

- Staff identified two missing trees along Landmark Boulevard. A Notice of Violation has been issued to the property owner.
- Due to extreme temperatures, Staff has agreed to an extended compliance timeline to plant replacement trees.
- Staff does not recommend delaying consideration of this request.

Case 1889-SUP Holiday Inn Express & Suites

PUBLIC NOTICE:

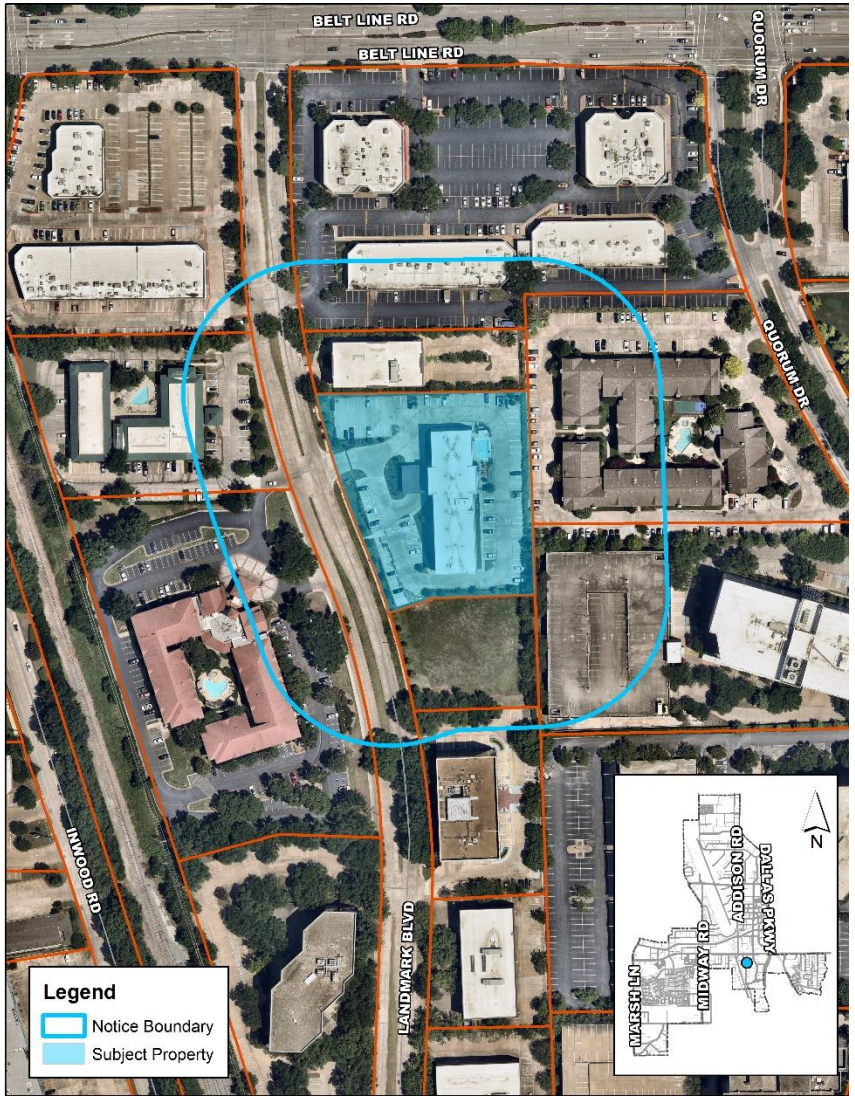
Notice of public hearing was provided to property owners within 200 feet of the subject property in accordance with Town and State law.

NOTICE RECIPIENTS: 11

FOR: None.
AGAINST: None.
NEUTRAL: None.

PLANNING & ZONING COMMISSION ACTION:

Approval: 7-0



Case 1889-SUP Holiday Inn Express & Suites

RECOMMENDATION:

Staff recommends **approval** of the request, with the following conditions:

- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.
- The sale of alcoholic beverages shall be limited to hotel guest for off-premises consumption.
- Off-premises consumption shall be defined as guests consuming alcohol within on-site guest rooms.
- The sale of alcoholic beverages is limited to the market pantry/beverage cooler. Future expansion as it relates to the sale of alcoholic beverages will require approval of an SUP.

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE BY GRANTING A SPECIAL USE PERMIT (SUP) FOR THE SALE OF ALCOHOLIC BEVERAGES FOR OFF-PREMISES CONSUMPTION FOR THE PROPERTY LOCATED AT 14960 LANDMARK BOULEVARD; PROVIDING A PENALTY NOT TO EXCEED TWO THOUSAND DOLLARS ($2,000.00) FOR EACH OFFENSE; PROVIDING A SAVINGS CLAUSE, SEVERABILITY CLAUSE, AND AN EFFECTIVE DATE.

WHEREAS, at its regular meeting held on August 15, 2023, the Planning & Zoning Commission considered and made recommendations on a request for a Special Use Permit (Case No.1889-SUP) for the sale of alcoholic beverages for off-premises consumption at the property located at 14960 Landmark Boulevard (the "Subject Property"); and

WHEREAS, the Subject Property is presently zoned Commercial-1 (C-1), with Special Use Permit (SUP) by Ordinance No. O14-022; and

WHEREAS, this change of zoning is in conformance with the adopted Comprehensive Plan of the Town of Addison, as amended; and

WHEREAS, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at a public hearing, and other relevant information and materials, the City Council of the Town of Addison, Texas finds that this amendment promotes the general welfare and safety of this community.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

SECTION 2. A Special Use Permit authorizing the sale of alcoholic beverages for off-premises consumption for the Subject Property, is hereby granted subject to the following conditions:

(a) The SUP granted herein for the sale of alcoholic beverages for off-premises consumption, shall be limited to the reception and market area, encompassing a total area not to exceed 500 square feet, as designated on the final floor plan attached hereto as **Exhibit A**. This SUP is further limited to the sale of alcoholic beverages for off-premises consumption by hotel guests only and does not authorize the sale of alcoholic beverages to the general public. For the purposes of this ordinance, off-premises consumption shall be defined as hotel guests consuming alcoholic beverages within on-site hotel guest rooms.

(b) No signs advertising sale of alcoholic beverages shall be permitted other than those authorized under the Liquor Control Act of the State of Texas, and any sign ordinance of the Town of Addison, Texas (hereinafter "City").

(c) Any nonconforming use of the Subject Property that is not considered a legal nonconforming use under the City's Comprehensive Zoning Ordinance shall not be permitted to receive a license or permit for the sale of alcoholic beverages.

(d) If the Subject Property is not used for the purposes for which said permit was granted within one (1) year after the adoption of this ordinance, the City Council may authorize hearings to be held for the purpose of considering a change of zoning and repeal of the Special Use Permit granted herein.

(e) If a license or permit to sell alcoholic beverages on the Subject Property is revoked, terminated, or cancelled by any authority with jurisdiction over the same, the City Council may authorize hearings to be held for the purpose of considering a change of zoning and repeal of the Special Use Permit granted herein.

(f) The establishment shall not use the term "bar", "tavern", or any other terms or graphic depictions that relate to the sale of alcoholic beverages on any signs visible from the exterior of the premises.

SECTION 3. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, Section 1-7 of the Code of Ordinances for the Town of Addison, including the right to seek injunctive relief for any and all violations of this ordinance where the law in such cases so provides.

SECTION 4. Should any word, sentence, paragraph, subdivision, clause, phrase, or section of this ordinance or of the Zoning Ordinance for the Town of Addison, as amended hereby, be adjudged or held, in whole or in part, to be invalid, voided or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinances, as amended hereby, which shall remain in full force and effect.

SECTION 5. All ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 6. This ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas, on this the ***12TH*** day of ***SEPTEMBER 2023.***

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

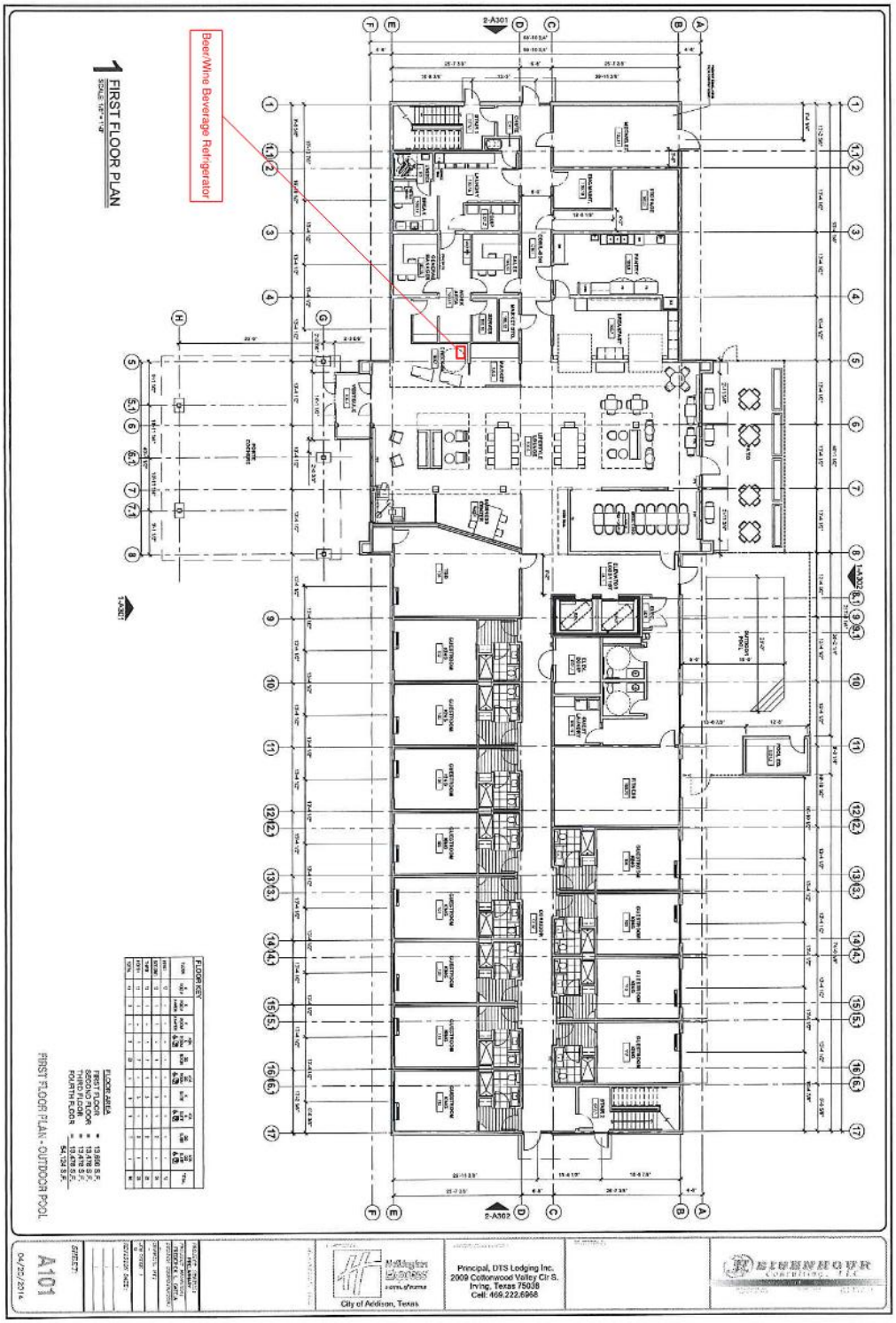
ATTEST:

Irma Parker, City Secretary

APPROVED AS TO FORM:

Whitt Wyatt, City Attorney

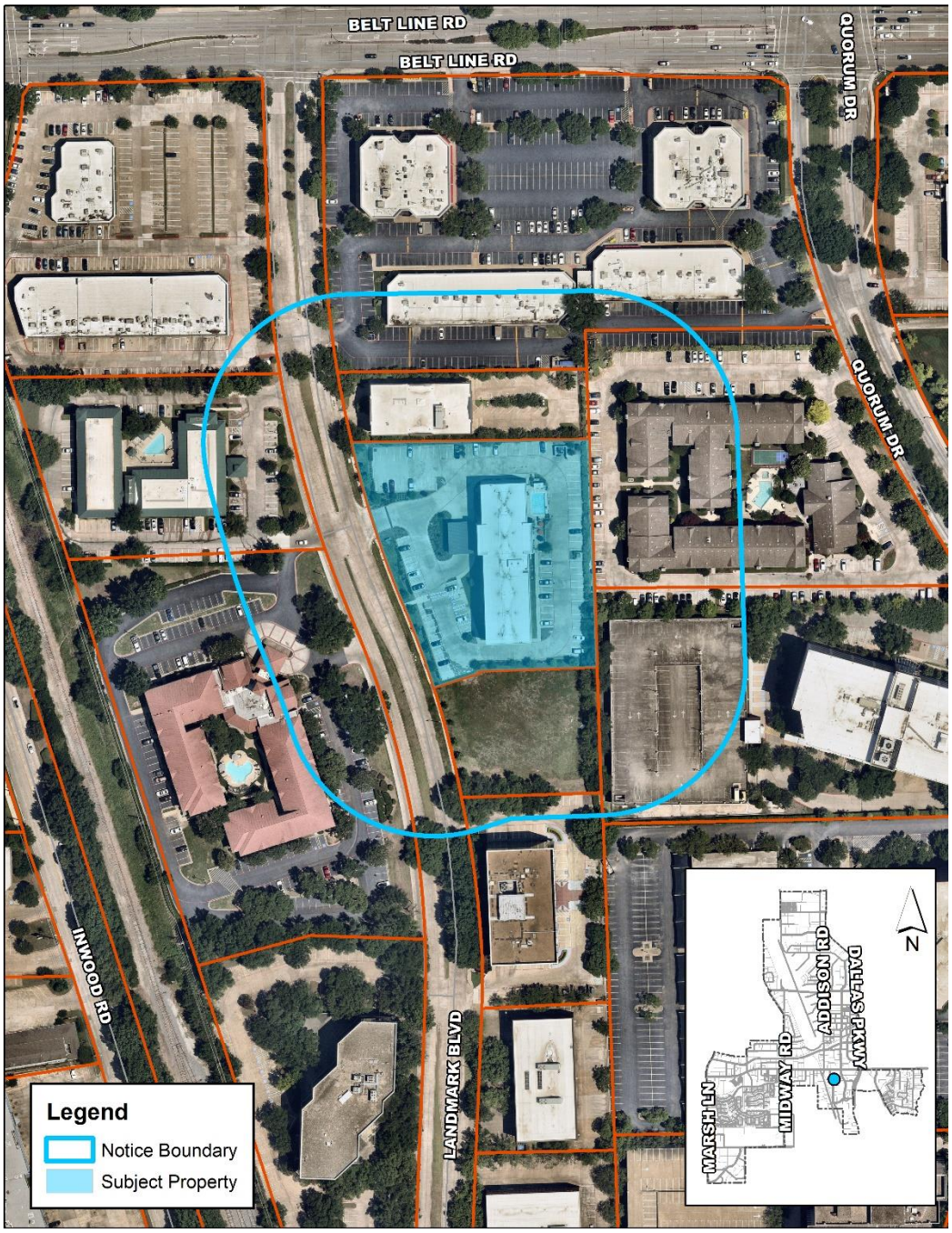
EXHIBIT A


Beer/Wine Beverage Refrigerator
1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"
FIRST FLOOR PLAN - OUTDOOR POOL
FLOOR AREA
FIRST FLOOR = 13,866 S.F.
SECOND FLOOR = 13,478 S.F.
THIRD FLOOR = 13,478 S.F.
FOURTH FLOOR = 13,478 S.F.
54,134 S.F.
FLOOR KEY
2-A301
2-A302
Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968
City of Addison, Texas
SHEET
A101
04/25/2014

1889-SUP

PUBLIC HEARING Case 1889-SUP/14960 Landmark Boulevard (Holiday Inn Express & Suites). Hold a public hearing, present, discuss, and consider action on a request to amend Special Use Permit (SUP), Ordinance No. O14-022, for property located at 14960 Landmark Boulevard, that is currently zoned Commercial-1 (C-1), to allow the sale of beer and wine for off-premises consumption.

LOCATION MAP



August 15, 2023

STAFF REPORT

RE:	1889-SUP/14960 Landmark Boulevard (Holiday Inn Express & Suites)
LOCATION:	14960 Landmark Boulevard
REQUEST:	Approval of a Special Use Permit for the sale of alcoholic beverages for off-premises consumption. (Application Date: 06/29/2023)
APPLICANT:	David Callahan, Prados US, LLC

DISCUSSION:

Background: The subject property is located at 14960 Landmark Boulevard. The existing hotel, Holiday Inn Express & Suites, has been operating since 2017. The subject property is zoned Commercial-1 (C-1), with Special Use Permit (SUP), Ordinance No. O14-022, to allow a hotel.

Holiday Inn Express & Suites is a hotel with 97 guest rooms. The hotel offers various guest amenities including a fitness center, outdoor pool, meeting space, business center, and complimentary breakfast. There is no restaurant or bar on site. The hotel is requesting a SUP to allow the sale of beer and wine to guests in within their market pantry.

The market pantry is located within the hotel lobby. This area has shelving and beverage coolers to display various prepackaged snacks, beverages, and person care items, which can be purchased at the front desk. The beer and wine would be stored within a beverage refrigerator located behind the check-in desk. Beer and wine is proposed to be available from 10:00 AM to 8:00 PM and will be locked after hours. There is no modification to the existing market pantry area proposed.

The zoning ordinance allows sale of alcoholic beverages for off-premises consumption through the approval of an SUP in conjunction with a hotel. The proposed use complies with the ordinance.

Proposed Plan: With this request, the Holiday Inn Express & Suites would utilize a beverage refrigerator located behind the check-in desk within the lobby. There are no interior or exterior modifications proposed.

Parking: No modifications are proposed to the existing parking approved by Ordinance No. O14-022.

Exterior Facades: No modifications are proposed to the existing facades approved by Ordinance No. O14-022.

Landscaping and Open Space: No modifications are proposed to the existing landscaping and open space approved by O14-022.

Code Violation: Upon inspection of the site, Town staff discovered noncompliance with the approved landscape plan. A Notice of Violation has been issued to the property owner for the installation of two trees along Landmark Boulevard. Staff believes these trees were damaged due to severe weather conditions, removed, and never replaced. The current extreme heat presents a difficult time to plant trees as they are unlikely to survive. Staff has allowed an extended compliance timeline to plant replacement trees during more ideal conditions and does not recommend delaying consideration of this request.

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

As proposed, the sale of alcoholic beverages will be in a limited capacity for hotel guest only. The Holiday Inn Express & Suites hotel operation is unlikely to be altered with this request and will provide an additional convenience for guest.

Staff recommends approval of these requests, subject to the following condition:

- The sale of alcoholic beverages shall be limited to hotel guests.
- The intent of “off-premises consumption” in conjunction with a hotel shall be defined as hotel guests consuming alcoholic beverages within on-site guest rooms for the purpose of this SUP.
- The sale of alcoholic beverages is limited to the market pantry and/or beverage cooler, located within the hotel lobby as depicted on the floor plan. Any future expansion as it relates to the sale of alcoholic beverages will require approval of a Special Use Permit (SUP).
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Case 1889-SUP/14960 Landmark Boulevard (Holiday Inn Express & Suites)

August 15, 2023

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on August 15, 2023, voted to recommend approval of a request changing the zoning on property located at 14960 Landmark Boulevard, which property is currently zoned Commercial-1 (C-1) with Special Use Permit (SUP), Ordinance No. 014-022, by approving an SUP to allow the sale of alcoholic beverages for off-premises consumption, subject to the following conditions:

- The sale of alcoholic beverages shall be limited to hotel guests.
- The intent of "off-premises consumption" in conjunction with a hotel shall be defined as hotel guests consuming alcoholic beverages within on-site guest rooms for the purpose of this SUP.
- The sale of alcoholic beverages is limited to the market pantry and/or beverage cooler, located within the hotel lobby as depicted on the floor plan. Any future expansion as it relates to the sale of alcoholic beverages will require approval of a Special Use Permit (SUP).
- The applicant shall not use any terms or graphic depictions that relate to alcoholic beverages in any exterior signage.

Voting Aye: Branson, Catalani, Chavez, DeFrancisco, Fansler, Faircloth, Meleky
Voting Nay: none
Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none
On: none
Against: none

PRADOS US LLC

June 27, 2023

From: David Callahan.
Prados US LLC
14960 Landmark Blvd.
Addison, TX 75254

To: Town of Addison.
Subject: Letter of Intent for Alcohol Permit.

Dear Town of Addison,

I am writing this letter with the intention to obtain a Special Use Permit so I can offer beer and wine to my guests in the market in the hotel Holiday Inn Express & Suites.

We will be complaint with all Texas and Town of Addison regulations, we are committed to take all the trainings required before start selling any alcoholic item as well as to train any employee involved in the business, we will also provide the hotel staff with videos about the importance of being a responsible drinker as well as the implications of any violation of the law and best practices.

Employee training will include mandatory participation in online courses and seminars that stress the importance of safety measures regarding underage drinking and substance and alcohol abuse. All employees will learn how to verify a license and when to deny a sale.

The hotel will only offer canned beer and some small wine plastic bottles; we will not offer any glass products or big bottles of any kind.

Alcohol products will be sold only from 10 am to 8pm, they will be displayed at a glass fridge behind the front desk where only front desk agents will be able to reach so people who is not supposed to get it can take them, the lobby has 4 cameras looking into different directions and the fridge will be locked after hours.

We will not have extra product stored, only what will be displayed in the fridge and will be counted every night by the night auditor as part of his duties, the key to the fridge will be taken after hours every day by a manager and it will only be open by a manager.

All customers will be asked to show photo ID before making a purchase. If a customer does not have photo ID or is underage, the purchase will be rejected, and the individual will be asked to leave the premises immediately. Should the employee get pushback, the police will be notified immediately.

Hours will also be adjusted per local and state laws as required.

Prados US, LLC.
Holiday Inn Express & Suites
Dallas North - Addison
14960 Landmark Blvd,
Dallas TX 75254

PRADOS US LLC

The traffic in the area will not be impacted as we won´t advertise the selling of alcohol products anywhere, and will be required that only hotel guests buy the product a person without a reservation won´t be allowed to buy from us.

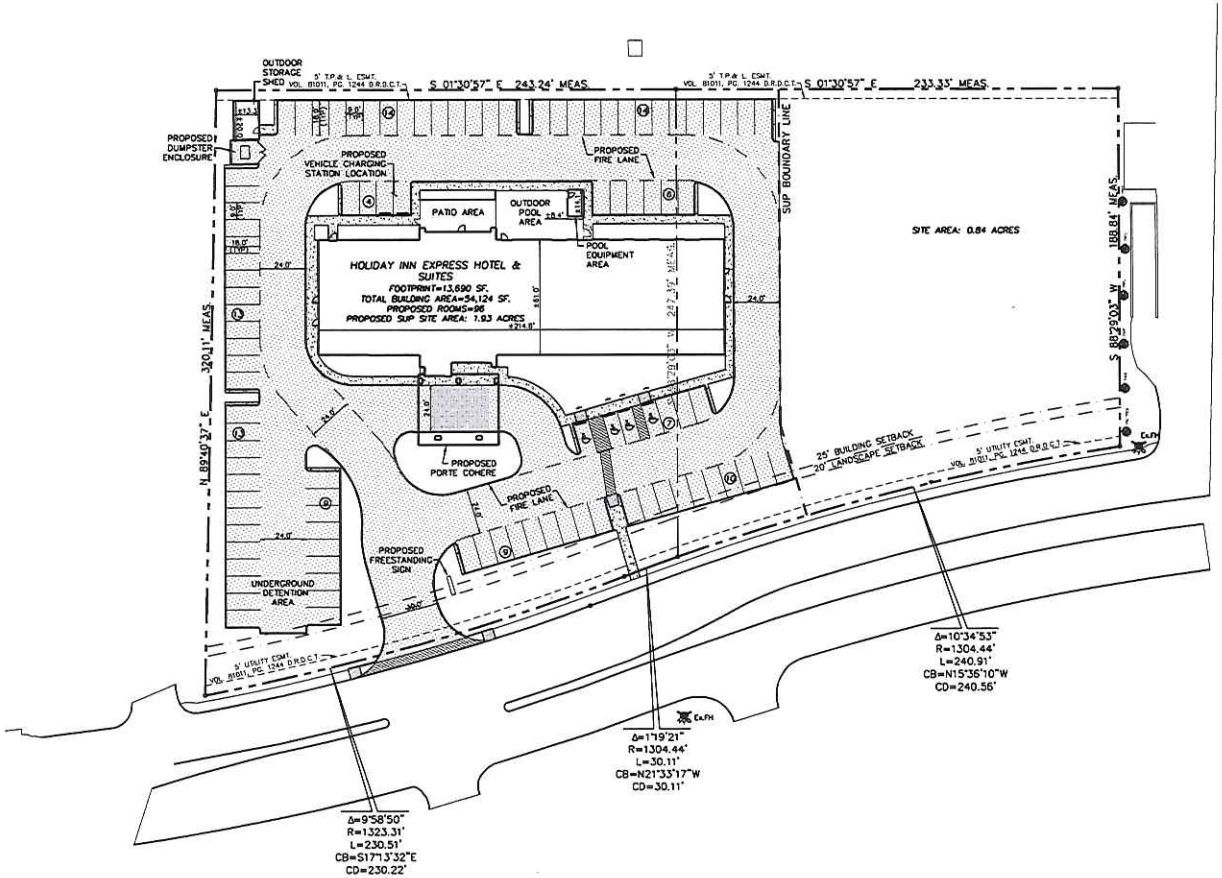
Employees also won´t be authorized to buy or drink alcohol per company policies.

We are willing to cooperate with the Town in any other matter that may be needed in order to comply and get this Special Use Permit request approved.

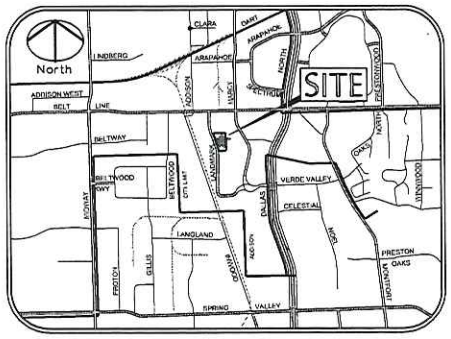
As mentioned before we are committed with our community and expect to extend our relationship with the Town of Addison for many more years.

Best regards.

David Callahan
Prados US LLC



SITE DATA TABLE	
EXISTING ZONING: C-1	USE:
LAND USE:	HOTEL
SUP SITE ACREAGE:	1.93 AC.
BUILDING FOOTPRINT:	13,690 SQUARE FEET
BUILDING HEIGHT:	±46 FEET
SITE COVERAGE:	13,690/84,145 : 16%
AREA OF OPEN SPACE:	9,550 SQUARE FEET
PERCENTAGE OF OPEN SPACE:	11%
TOTAL FLOOR AREA:	54,438 SQUARE FEET
PARKING REQUIRED (1 SPACE/1 ROOM, 1 SPACES FOR EVERY 300 SQ. FT. MEETING ROOM):	96 ROOMS 375± SQ. FT MEETING SPACE 98 SPACES TOTAL REQUIRED
PARKING PROVIDED:	99 SPACES
ACCESSIBLE PARKING REQUIRED:	4 SPACES
ACCESSIBLE PARKING PROVIDED:	4 SPACES
IMPERVIOUS COVERAGE:	74,595 SQUARE FEET
PERCENTAGE OF IMPERVIOUS COVERAGE:	89%

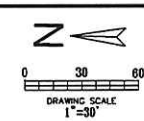


VICINITY MAP
NTS

PLAN PREPARED BY:
CUMULUS DESIGN
P.O. BOX 2119
EULESS, TEXAS 76039
TEL: 214.235.0367
FAX: 214.235.0546
CONTACT: PAUL CRAGUN

DEVELOPER/OWNER:
DK PATEL
2009 COTTONWOOD
VALLEY CIRCLE S
IRVING, TEXAS 75038

PART OF BLOCK 2 OF QUORUM WEST AN ADDITION TO THE TOWN OF ADDISON, DALLAS COUNTY, TEXAS



LEGEND
- EXISTING CURB
- PROPOSED CURB
- PROPOSED PARKING SPACES IN A ROW
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE PAVEMENT
- PROPOSED FIRE LANE

Cumulus Design
Firm #14810
2080 N. Highway 360, Suite 240
Grand Prairie, Texas 75050
Tel. 214.235.0367

THIS DOCUMENT IS FOR SITE INFORMATION ONLY. IT IS RELEASED UNDER THE AUTHORITY OF PAUL CRAGUN, P.E. NO. 112767 ON 03/31/14.

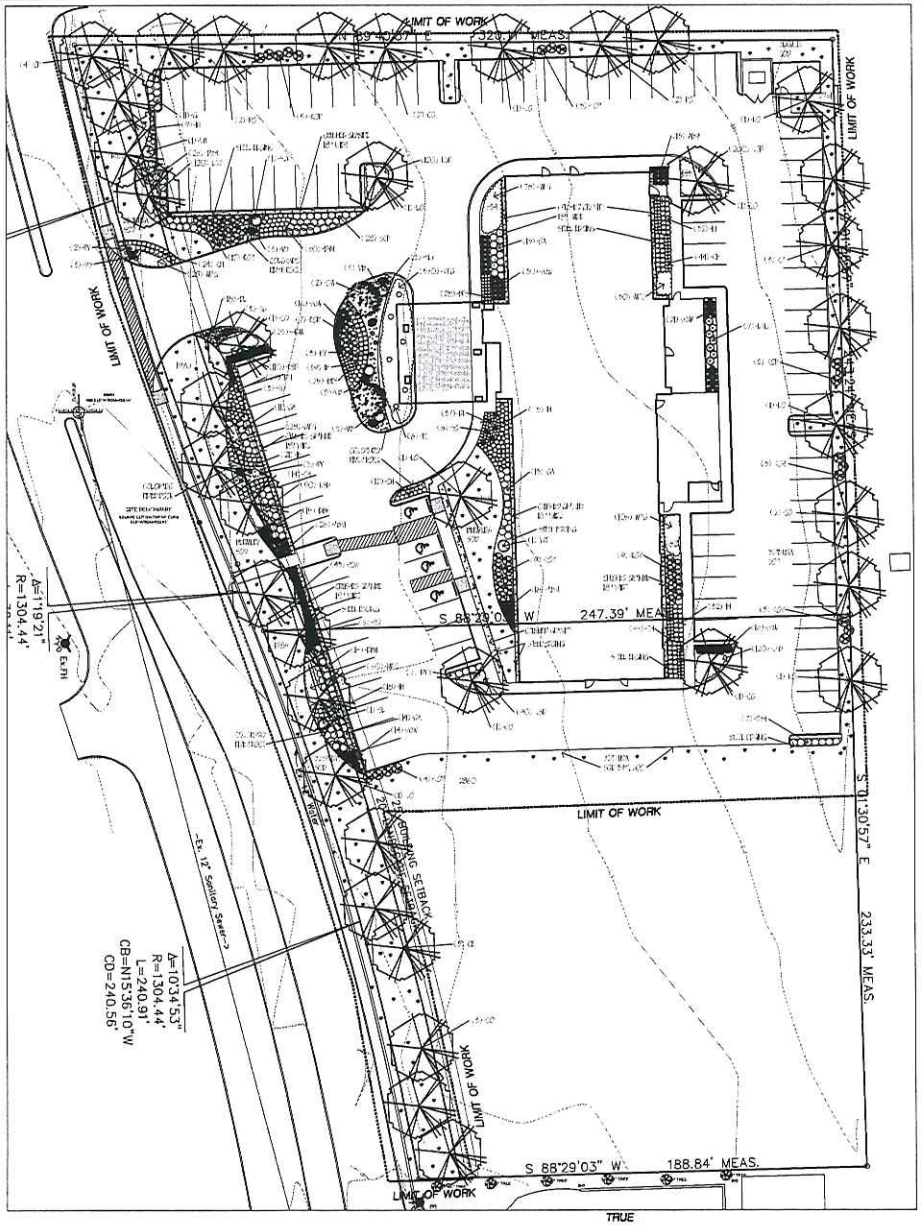
SPECIAL USE PERMIT SITE PLAN

HOLIDAY INN EXPRESS ON LANDMARK BOULEVARD
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

PLOT DATE	03/31/14
DRAWING SCALE	1" = 30'
PROJECT NUMBER	CD14011
SHEET NUMBER	SP

Copyright 2014 Cumulus Design, All Rights Reserved
This drawing is the property of Cumulus Design and may not be reproduced or used in any manner without the express written permission of Cumulus Design.

\\BEPHER-PC\USERPROFILE\14 PROJECTS\CD14011 -LANDMARK BLVD REZONING ADDISON\PLANS\SITE PLAN CD14011.DWG



01 LANDSCAPE PLAN
SCALE: 1" = 20'-0"

TRUE NORTH

TOWN OF ADDISON REQUIREMENTS - ZONING COMMERCIAL-1 DISTRICT 84,492 SF.	
STREET FRONTAGE BUFFER - 20 FT. WIDE (1) 4" CAL. TREE PER 30' OF LINEAR FRONTAGE, 450 / 30 = 15 TREES	(17) CANOPY TREES, NO TREES SHALL BE PLANTED CLOSER THAN 5' FROM PAVEMENT EDGE
OFF STREET PARKING SPACES SHALL BE SCREENED FROM ALL STREETS	N/A
VEHICLE TRAVEL LANES - NO OBSTRUCTION OF VEHICLE SIGHT LINES AT INTERSECTIONS	TREES SHALL HAVE MIN. BRANCHING HEIGHT OF 7' FROM FINISH GRADE WHERE THEY ARE NOT EXCEEDED BY SHRUBS
PARKING LOT SCREENING - WHERE ADJACENT TO ANY STREET R.O.W., A SCREEN SHALL BE PROVIDED ALONG THE PERIMETER OF THE LOT, MEASURED FROM THE PROPERTY LINE	SHALL BE MIN. OF 5'-0" IN HEIGHT AND LOCATED ALONG THE STREET
PARKING LOT TREE REQUIREMENTS - 1 PER 10 SPACES, 1 / 10 = 1 TREE PER 2,000 S.F. OF PAVED AREA, 5,825 S.F. / 2,000 = 3 TREES	NORTH: 244 S.F. = (1) TREE & (4) SHRUBS; SOUTH: 1,829 S.F. = (1) 4" CAL. TREE & (19) SHRUBS; EAST: 281 S.F. = (0); TREES & (3) SHRUBS; WEST: 240 S.F. = (1) TREE & (4) SHRUBS
PARKING LOT LANDSCAPE - INTERIOR AREA - 5 % = 7,849 SQ. FT. = 5825 SF.	912 SQ. FT. PROVIDED
PARKING LOT TREES - 1 TREE PER 10 PARKING SPACES > 49 SPACES = 10 TREES	10 TREES LOCATED IN INTERIOR PARKING LOT AREA
NO SHRUB TREES	

PLANT LIST

KEY	QUANTITY	TREES DESCRIPTION	SIZE
CO	8	QUERCUS MUELENBURGII CHINKAPIN OAK	4" CAL. 10' HT. & 4' SPREAD
CP	7	PISTACHIA CHINENSE CHINESE PISTACHIO	4" CAL. 10' HT. & 4' SPREAD
LO	7	QUERCUS VIRGINIANA LIVE OAK	4" CAL. 10' HT. & 4' SPREAD
RO	10	QUERCUS SHUMARDII RED OAK	4" CAL. 10'-12' HT. & 4' SPREAD
CM	2	LAGERSTROEMIA INDICA "TUSCADORA" CRAPE MYRTLE	3" CAL., MIN. 8' HT., 3' SPREAD
KEY	QUANTITY	SHRUBS DESCRIPTION	SIZE
WT	2	AGAVE OVATIFOLIA WHALE'S TONGUE	10 GAL., MIN. 24" HT., 2' SPREAD
CH	138	ILEX BURFORDII 'CARISSA' CARISSA HOLLY	5 GAL., MIN. 15" HT., 24" O.C.
DYH	35	ILEX VOMITORIA 'NANA' DF. YAUPON HOLLY	5 GAL., MIN. 15" HT., 24" O.C.
GA	62	ABELIA GRANDIFLORA GLOSSY ABELIA	5 GAL., MIN. 15" HT., 36" O.C.
IH	199	RAPHIOLEPSIS INDICA ' PINK LADY' INDIAN HAWTHORN	5 GAL., MIN. 15" HT., 30" O.C.
KOR	63	ROSA 'RADTKO' DOUBLE KNOCKOUT ROSE	5 GAL., MIN. 15" HT., 36" O.C.
RY	8	HESPERALOE PARVIFOLIA RED YUCCA	5 GAL., MIN. 15" HT., 36" O.C.
SGR	28	SALVIA GREGGII 'RED' RED AUTUMN SAGE	1 GAL., FULL PLANT 24" O.C.
SLY	5	YUCCA RECURVIFOLIA SOFTLEAF YUCCA	5 GAL., MIN. 15" HT., 36" O.C.
KEY	QUANTITY	GROUND COVER DESCRIPTION	SIZE
LSD	850	LIRIOPE SPICATA 'SILVER DRAGON' LIRIOPE SILVER DRAGON	4" POT, FULL PLANT 10" O.C.
KEY	QUANTITY	BLOOMING COLOR DESCRIPTION	SIZE
BES	53	RUDBECKIA FULGIDA BLACKEYED SUSAN 'GOLDSTURM'	1 GAL., FULL PLANT 18" O.C.
DL	55	HEMEROCALLIS 'STELLA 'D ORA' DAYLILY	1 GAL., FULL PLANT 16" O.C.
SG	9	TULBAGHIA VIOLACEA SOCIETY GARLIC	1 GAL., FULL PLANT SPACING AS SHOWN
TC	6	MALVAISCUS ARBOREUS V. DRUMMONDII TURKS CAP	1 GAL., FULL PLANT 16" O.C.
VB	35	VERBENA X. HYBRIDA VERBENA 'HOMESTEAD PURPLE'	1 GAL., FULL PLANT 16" O.C.
KEY	QUANTITY	ORNAMENTAL GRASSES DESCRIPTION	SIZE
ABM	244	MUHLENBERGIA CAPILLARIS AUTUMN BLUSH MUHLY	1 GAL., FULL PLANT 16" O.C.
MFG	670	NASSELLA TENUISSIMA MEXICAN FEATHER GRASS	1 GAL., FULL PLANT 16" O.C.
LMG	7	MUHLENBERGIA LINDHEIMERI LINDHEIMER MUHLY	1 GAL., FULL PLANT 30" O.C.

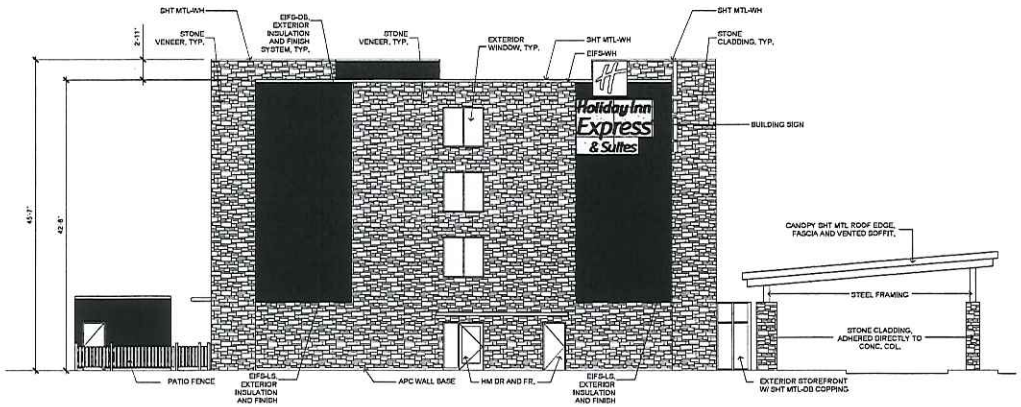
Cumulus Design
Firm #14810
2080 N. Highway 360, Suite 240
Grand Prairie, Texas 75050
Tel. 214.235.0367

JCL
JAMILLE LA FOY
LANDSCAPE ARCHITECT

LANDSCAPE PLAN
HOLIDAY INN EXPRESS ON LANDMARK BOULEVARD
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

PLOT DATE	03/31/14
DRAWING SCALE	1" = 20'
PROJECT NUMBER	CD14011
SHEET NUMBER	L1.01

Copyright 2014 Cumulus Design, All Rights Reserved
These plans are the property of Cumulus Design and may not be reproduced or used in any way without the written permission of Cumulus Design.



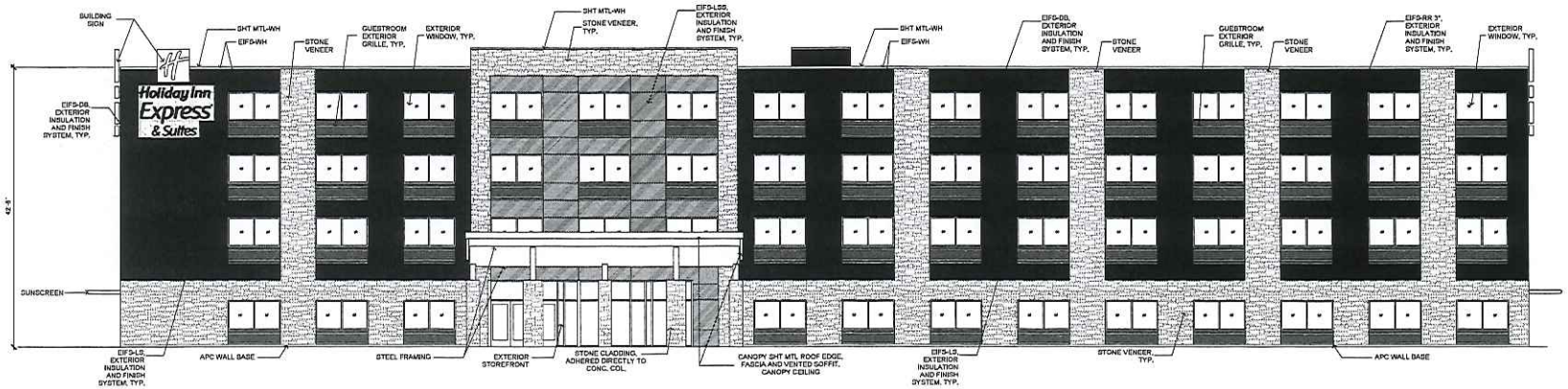
2 EXTERIOR ELEVATION - NORTH

SCALE: 1/8" = 1'-0"

EXTERIOR SCHEME
EIFS-LS, LIMESTONE/SANDSTONE PAREX TEXTURED, MULTI-TEXTURE SURFACE WITH PDR ACRYLIC FINISH EIFS-LSS, LIMESTONE/SANDSTONE PAREX SMOOTH,SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX MOONSANCE 3027L
EIFS-DB, DARK BRONZE PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACYLIC FINISH COLOR: PAREX TWIG 3021L
EIFS-RR, RUSTIC RED PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX RED ROCK 3043D
EIFS-WH, WHITE PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX SNOWBALL 1940DL
EIFS-GR, GREY PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX BASALT 3015L
SUN SHADE, RUSKIN RECTANGULAR TUBE BLADE SUNSHADE SSRTH CLEAR ANODIZED, ALUMINUM FINISHED
ENTRANCE CANOPY, STANDING SEAM METAL ROOF PAC-CLAD SNAP CLAD 12" STANDING SEAM METAL ROOFING COLOR: METALLIC ZINC
ENTRANCE CANOPY, CANOPY ROOF EDGE FLASHING AND FASCIA PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA COLOR: DARK BRONZE
ENTRANCE CANOPY, VENTED SOFFIT PAC-CLAD PAC-750 FULLY VENTED SOFFIT PANELS COLOR: DARK BRONZE
ENTRANCE CANOPY, STEEL FRAME PAINT FINISH EXTERIOR GRADE PAINT, CUSTOM COLOR TO MATCH PAC-CLAD GRID ALL WELD SMOOTH PRIOR TO PAINT APPLICATION COLOR: DARK BRONZE (TO MATCH PAC-CLAD COLOR)
ENTRANCE CANOPY, LINEAR WOOD CEILING WOOD GRAIN PREFINISHED UNPERFORATED PANELS ARMSTRONG METAL WORKS LINEAR EXTERIOR 5491 6" WOOD LOOK METAL CEILING COLOR: DARK CHERRY FXDC2

WEST ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	3,163	46%
STONE VENEER	2,357	34%
ALUMINUM GRILLS	1,115	16%
METAL FASCIA	242	4%
TOTAL	6,877	100%

NORTH ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	1,133	33%
STONE VENEER	2,148	63%
ALUMINUM GRILLS	8	1%
METAL FASCIA	94	3%
TOTAL	3,383	100%



1 EXTERIOR ELEVATION - WEST

SCALE: 1/8" = 1'-0"

BUILDING ELEVATIONS

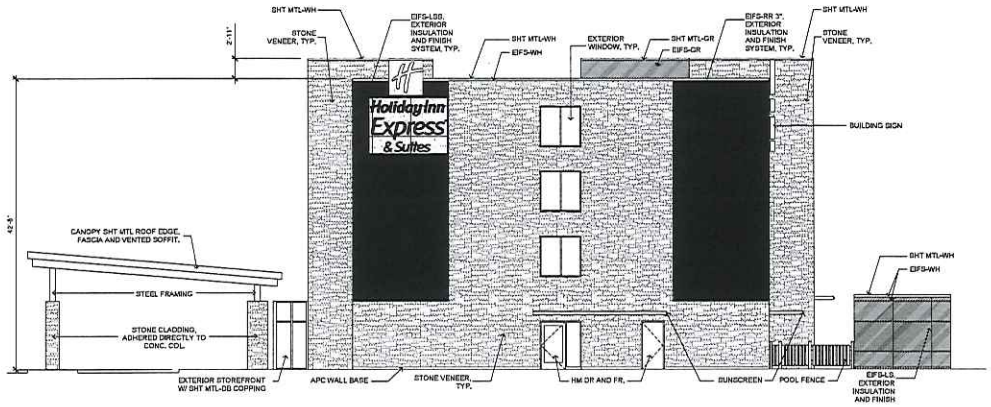
Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS: PRELIMINARY
PROJECT MANAGER: FREDERICK L. GATZA
DESIGN COORDINATOR:
DRAWING BY:
JOB CODE: 2
REVISION DATE:

SHEET: A301

04/20/2014

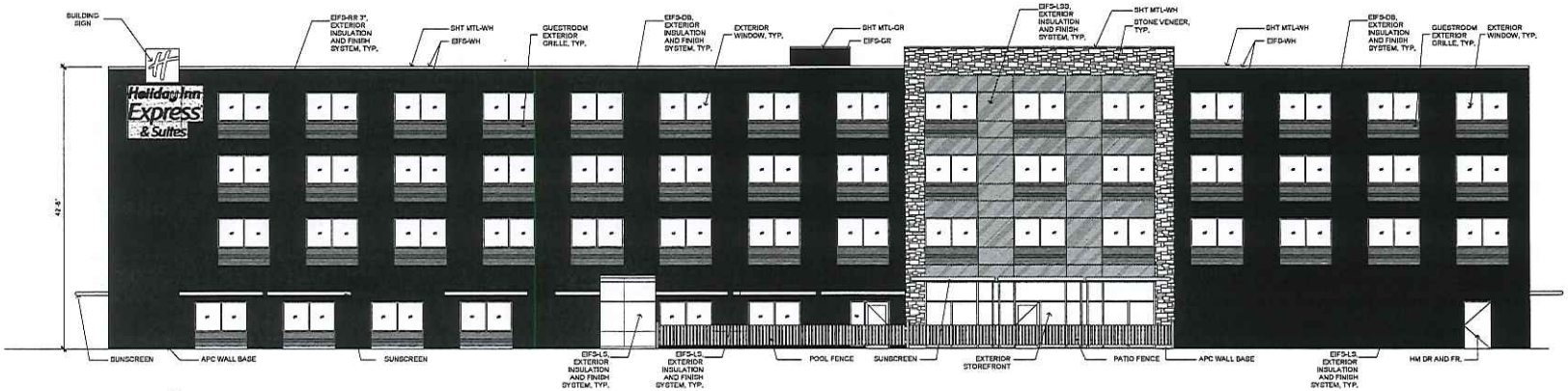


2 EXTERIOR ELEVATION - SOUTH
SCALE: 1/8" = 1'-0"

EXTERIOR SCHEME
EIFS-LS, LIMESTONE/SANDSTONE PAREX TEXTURED, MULTI-TEXTURE SURFACE WITH PDR ACRYLIC FINISH EIFS-LSS, LIMESTONE/SANDSTONE PAREX SMOOTH,SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX MOONDANCE 3027L
EIFS-DB, DARK BRONZE PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACYLIC FINISH COLOR: PAREX TWIG 3021L
EIFS-RR, RUSTIC RED PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX RED ROCK 3043D
EIFS-WH, WHITE PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX SNOWBALL 10400L
EIFS-GR, GREY PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX BASALT 3015L
SUN SHADE, RUSKIN RECTANGULAR TUBE BLADE SUNSHADE SSRTH CLEAR ANODIZED, ALUMINUM FINISHED
ENTRANCE CANOPY, STANDING SEAM METAL ROOF PAC-CLAD SNAP CLAD 12" STANDING SEAM METAL ROOFING COLOR: METALLIC ZINC
ENTRANCE CANOPY, CANOPY ROOF EDGE FLASHING AND FASCIA PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA COLOR: DARK BRONZE
ENTRANCE CANOPY, VENTED SOFFIT PAC-CLAD PAC-750 FULLY VENTED SOFFIT PANELS COLOR: DARK BRONZE
ENTRANCE CANOPY, STEEL FRAME PAINT FINISH EXTERIOR GRADE PAINT, CUSTOM COLOR TO MATCH PAC-CLAD GRID ALL WELD SMOOTH PRIOR TO PAINT APPLICATION COLOR: DARK BRONZE (TO MATCH PAC-CLAD COLOR)
ENTRANCE CANOPY, LINEAR WOOD CEILING WOOD GRAIN PREFINISHED UNPERFORATED PANELS ARMSTRONG METAL WORKS LINEAR EXTERIOR 5491 8" WOOD LOOK METAL CEILING COLOR: DARK CHERRY FADC2

EAST ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	5,167	75%
STONE VENEER	387	6%
ALUMINUM GRILLS	1,066	15%
METAL FASCIA	257	4%
TOTAL	6,877	100%

SOUTH ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	1,128	33%
STONE VENEER	2,130	63%
ALUMINUM GRILLS	8	1%
METAL FASCIA	94	3%
TOTAL	3,383	100%



1 EXTERIOR ELEVATION - EAST
SCALE: 1/8" = 1'-0"

BUILDING ELEVATIONS

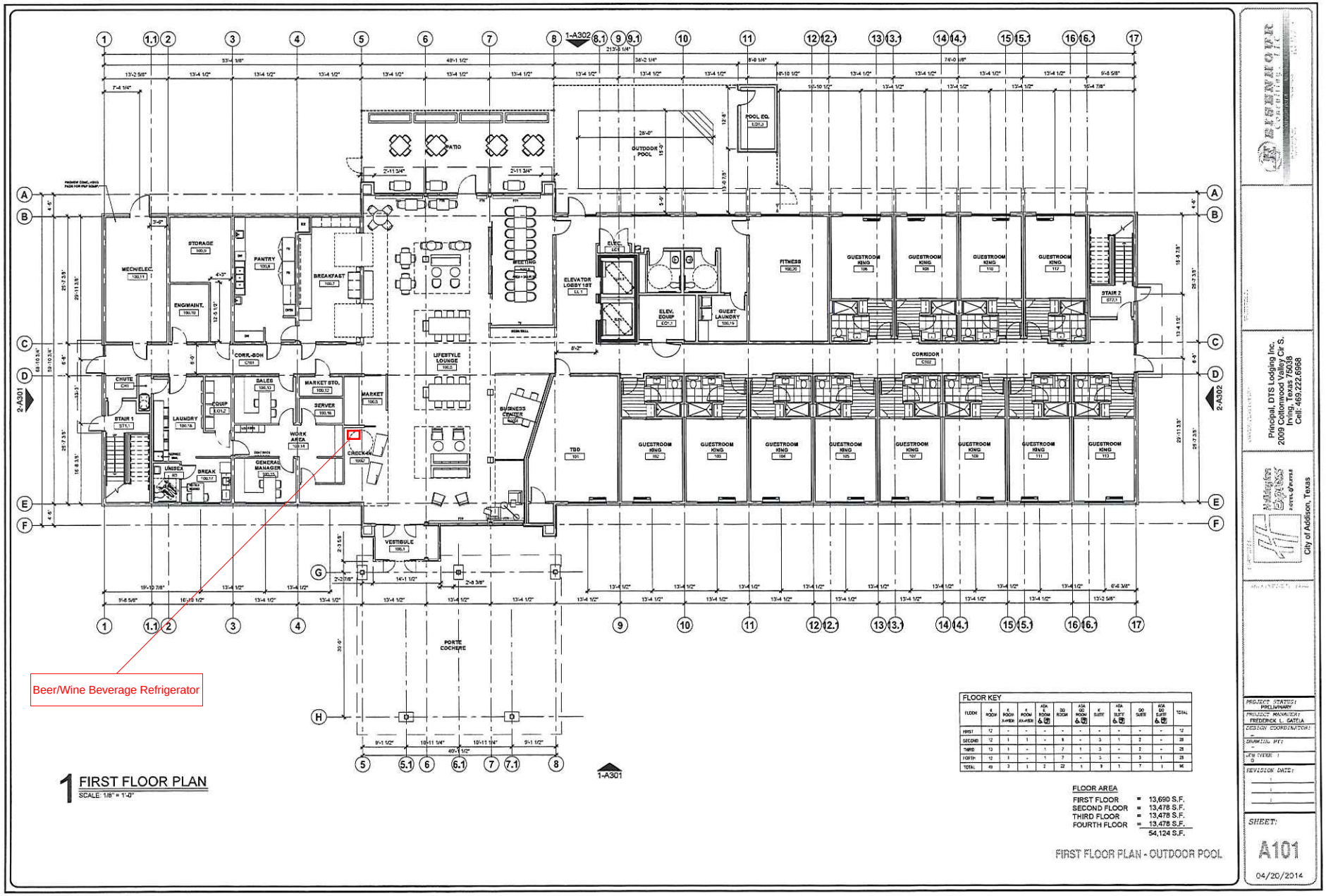
Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

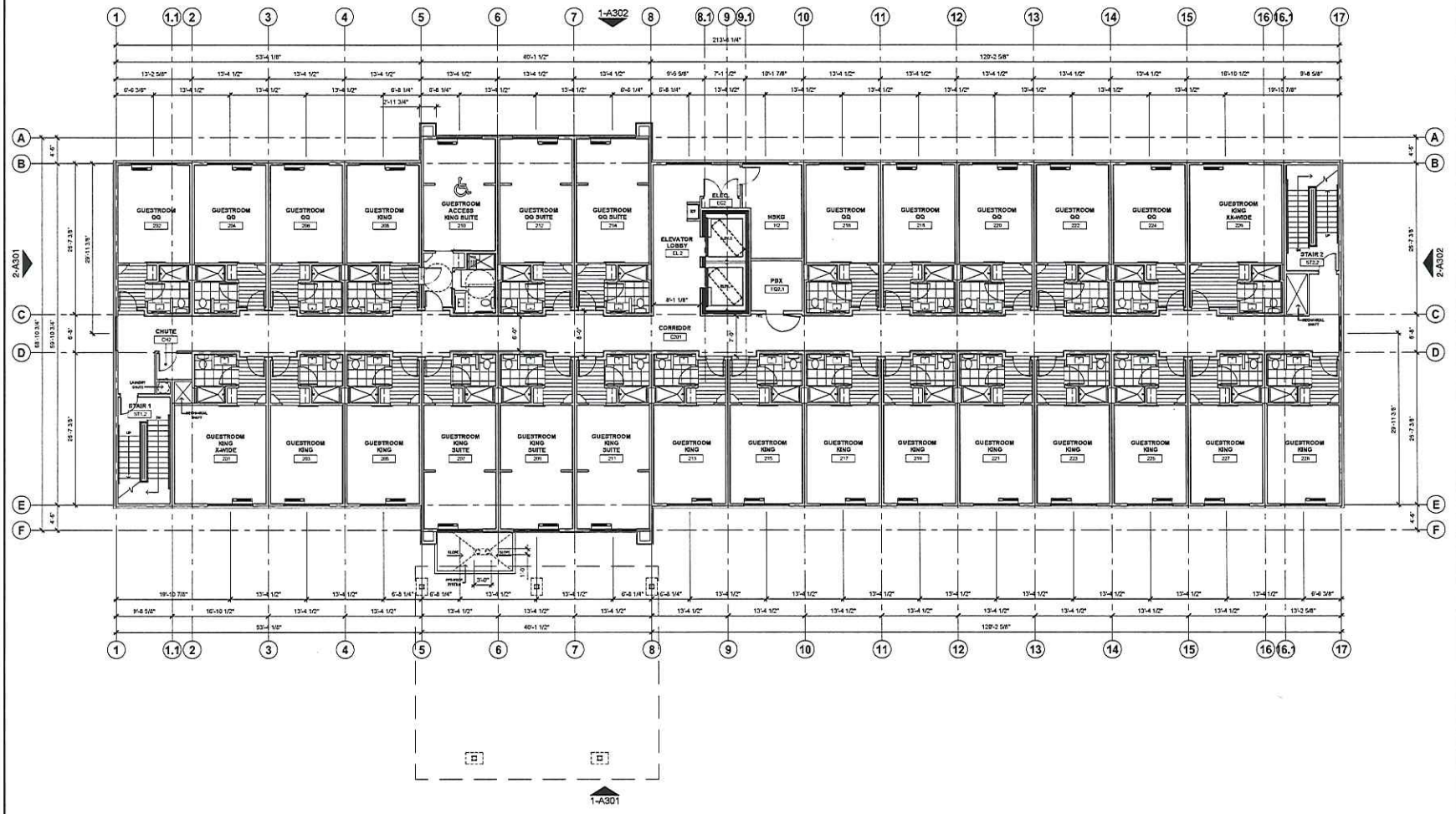
City of Addison, Texas

PROJECT STATUS: PRELIMINARY
PROJECT MANAGER: FREDERIC L. GATLA
DESIGN COORDINATOR:
DRAWING BY:
JOB CHECK:
REVISION DATE:

SHEET: A302

04/20/2014


Beer/Wine Beverage Refrigerator
1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"
FLOOR KEY
FLOOR AREA
FIRST FLOOR = 13,690 S.F.
SECOND FLOOR = 13,478 S.F.
THIRD FLOOR = 13,478 S.F.
FOURTH FLOOR = 13,478 S.F.
54,124 S.F.
FIRST FLOOR PLAN - OUTDOOR POOL
Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968
City of Addison, Texas
SHEET:
A101
04/20/2014



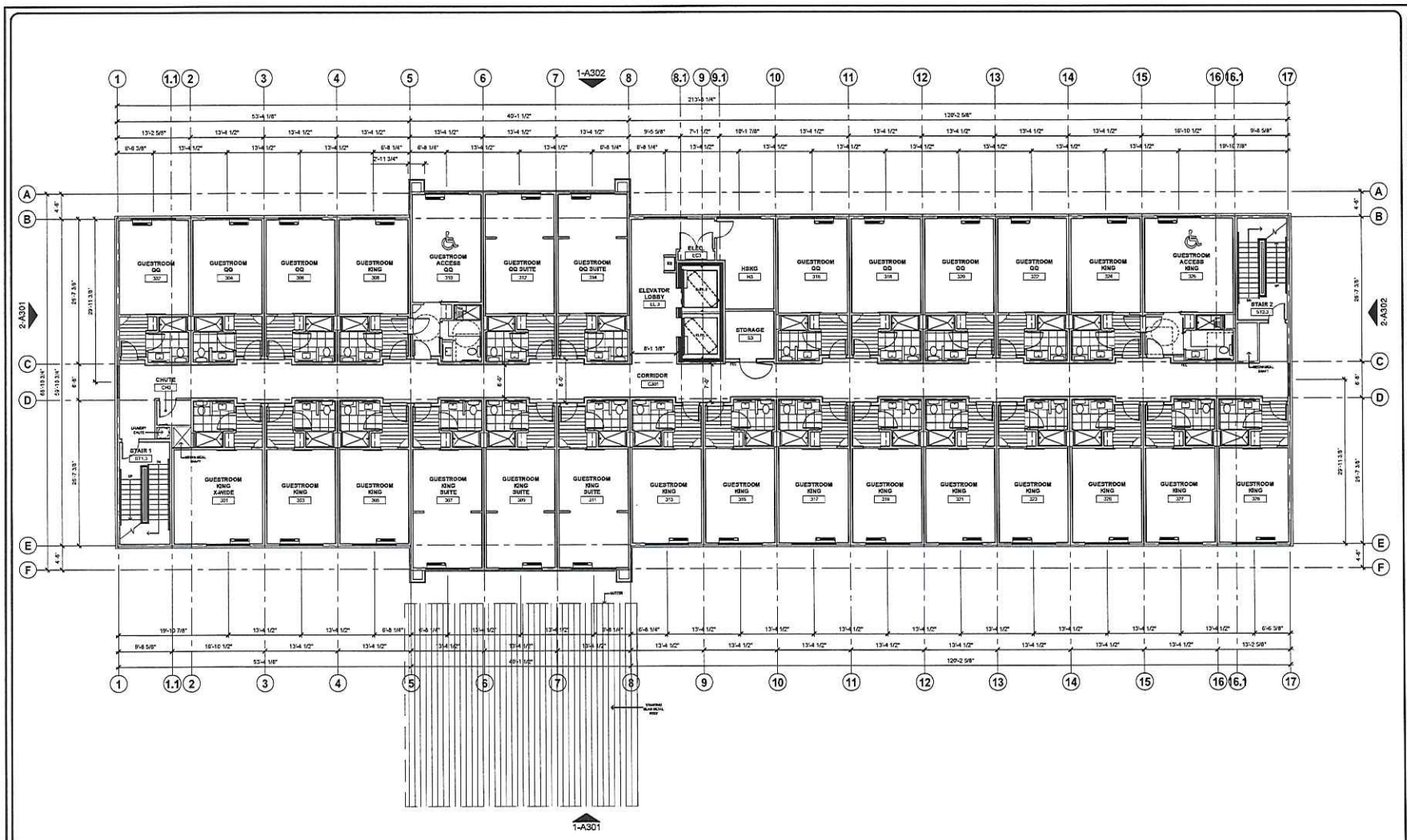
1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS:
PRELIMINARY
PROJECT MANAGER:
FREDERICK L. GATTA
DESIGN COORDINATOR:
DRAWING BY:
JOB CYCLE:
5
REVISION DATE:

SHEET:
A102
04/20/2014



1 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS:
PRELIMINARY

PROJECT MANAGER:
FREDERICK L. GATELA

DESIGN COORDINATOR:
-

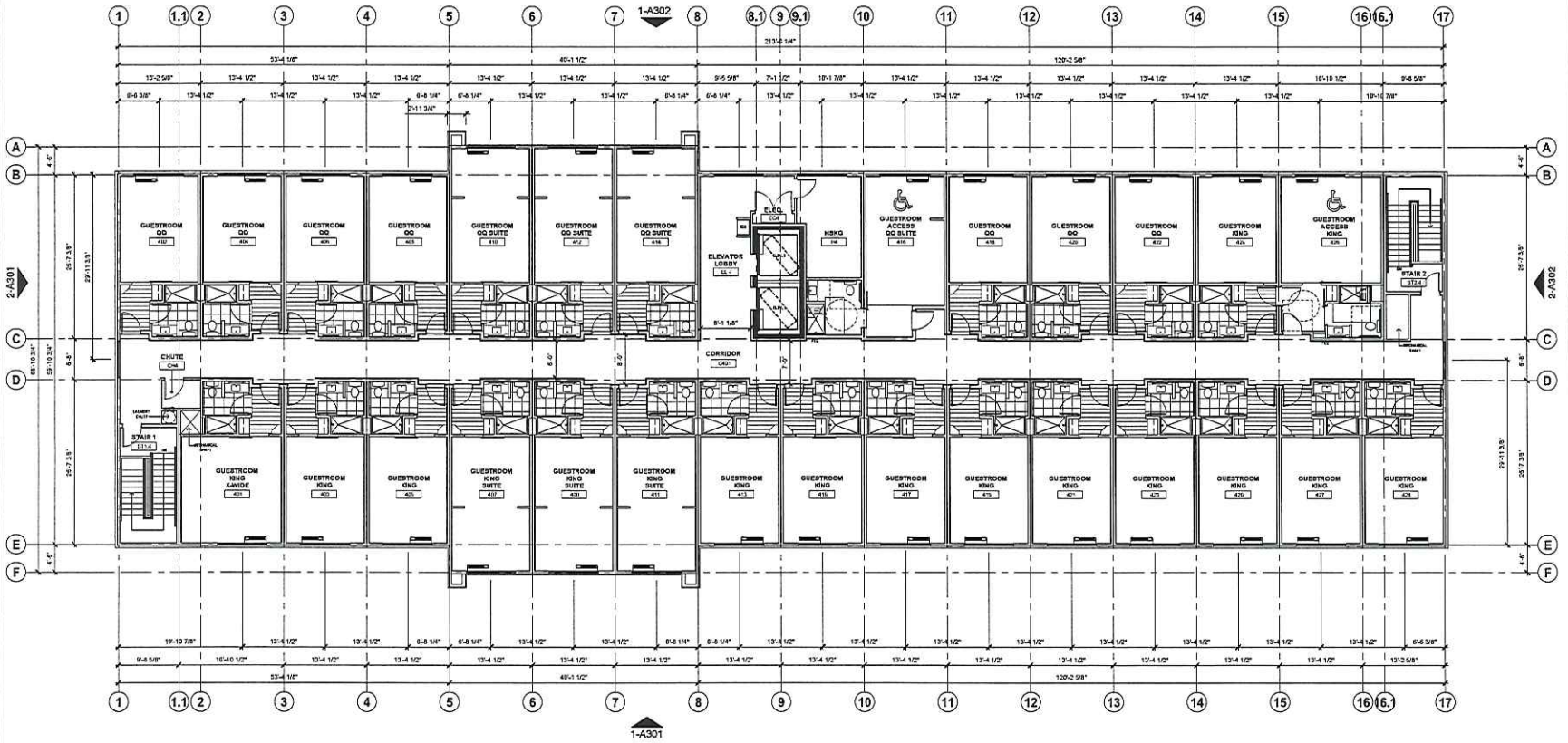
DRAWING BY:
-

JOB ORDER :
5

REVISION DATE:
1
2
3

SHEET:
A103

04/20/2014



1 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS:
PRELIMINARY

PROJECT MANAGER:
FREDERICK L. SATTLA

DESIGN COORDINATOR:
-

DRAWING BY:
-

JOB (VER.):
0

REVISION DATE:
1
2
3

SHEET:
A104

04/20/2014

Holiday Inn
Express
& Suites

CHECK IN
3:00 PM
CHECK OUT
11:00 AM

WELCOME IN

HELPING
ANOTHER
GUEST, I WILL
BE RIGHT

KEY CARD
DROP BOX

KEY CARD
DROP BOX

ORE VALUABLE

IHG

RECOGNIZE

BE CONSISTENT

ORDINANCE NO. 014-022

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE, APPENDIX A OF THE TOWN'S CODE OF ORDINANCES, SO AS TO GRANT A SPECIAL USE PERMIT FOR A HOTEL, ON APPLICATION FROM WHITESTONE HOSPITALITY, LOCATED ON 1.993 ACRES OF LAND GENERALLY AT 14930 LANDMARK BOULEVARD, AND BEING MORE PARTICULARLY DESCRIBED IN THE BODY OF THIS ORDINANCE, PROVIDING FOR SPECIAL CONDITIONS; PROVIDING FOR A SEVERABILITY CLAUSE. PROVIDING FOR A REPEAL CLAUSE; AND PROVIDING FOR A PENALTY CLAUSE.

WHEREAS, application was made to amend the Comprehensive Zoning Ordinance of the Town of Addison, Texas, by making application for the same with the Planning and Zoning Commission of the Town of Addison, Texas, as required by State Statutes and the zoning ordinance of the Town of Addison, Texas, and all the legal requirements, conditions and prerequisites having been complied with, the case having come before the City Council of Addison, Texas, after all legal notices, requirements, conditions and prerequisites having been complied with; and

WHEREAS, the City Council of the Town of Addison, Texas, does find that there is a public necessity for the zoning change, that the public demands it, that the public interest clearly requires the amendment, and it is in the best interest of the public at large, the citizens of the Town of Addison, and helps promote the general welfare and safety of this community, now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. That Comprehensive Zoning Ordinance of the Town of Addison, Texas, as heretofore amended, is hereby amended so as to grant a special use permit for a hotel. Said zoning amendment shall be noted on the official zoning map of the Town of Addison, Texas, and is situated on the following described land:

BEING a 86,817 square feet or 1.993 acre tract of land, more or less, situated in the Josiah Pancoast Survey, Abstract No. 1148 and being a part of Block 2 of Quorum West, an addition to the Town of Addison, Dallas County, Texas according to the map thereof recorded in Volume 81005, Page 1454, Map Records of Dallas County, Texas and being more particularly described as follows (the bearings source for this description is taken from said map):
BEGINNING at a 1/2 inch iron rod found in the easterly line of Landmark Boulevard (an 80 foot right of way), said point being southerly a distance of 492.60 feet from the

intersection of the easterly line of said Landmark Boulevard with the southerly line of Belt Line Road (a 100 foot right of way);

THENCE, N 89° 40' 37" E, departing the easterly line of Landmark Boulevard, a distance of 320.11 feet to a 1/2 inch iron rod found for a corner, said point being in the westerly line of the Quorum, an addition to the Town of Addison, Texas according to the map thereof recorded in Volume 79100, Page 1895, Map Records of Dallas County, Texas;

THENCE, S 01° 30' 57" E, with the westerly line of the said Quorum Addition, a distance of 307.44 feet to a point for a corner;

THENCE, S 00° 00' 07" W, departing said westerly line, a distance of 159.99 feet to a point for a corner:

THENCE, S 89° 59' 53" E, a distance of 2.74 feet to a point for a corner;

THENCE, S 15° 59' 51" E, a distance of 51.38 feet to a point for a corner, said point being in the northeasterly line of Landmark Boulevard and said point lying in a curve to the left with a central angle of 10° 34' 53", a radius of 1,304.44 feet, a chord bearing N 18° 55' 38" W, and a chord distance of 88.47 feet;

THENCE, along said curve, an arc distance of 88.49 feet to a point, said point being in the northeasterly line of Landmark Boulevard and said point lying in a curve to the left with a central angle of 01° 19' 21", a radius of 1,304.44 feet, a chord bearing N 21° 33' 18" W, and a chord distance of 30.11 feet;

THENCE, along said curve, an arc distance of 30.11 feet to a 1/2 inch iron rod found at a point of a reverse curve to the right with a central angle of 09° 58' 50", a radius of 1,323.31 feet, a chord bearing N 17° 13' 32" W, and a chord distance of230.22 feet;

THENCE, northwesterly continuing with the easterly line of Landmark Boulevard and along said curve, an arc distance of 230.51 feet to the POINT OF BEGINNING.

SECTION 2. That the special use permit for a hotel is granted to the specific development plans proposed, and the above-described property shall be developed in accordance with the plans attached hereto and a part hereof for all purposes.

SECTION 3. That the special use permit for the hotel shall be granted subject to the following special conditions:

- The applicant shall provide the Town official height determination from the FAA (form 7460-1) before a building permit is issued.

- The property owner shall provide an Avigation Easement to the Town prior to the issuance of a building permit for the project.

SECTION 4. That should any paragraph, sentence, subdivision, clause, phrase or section of this ordinance be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of this ordinance as a whole or any part or provisions thereof other than the part so decided to be invalid, illegal or unconstitutional, and shall not affect the validity of this ordinance as a whole.

SECTION 5. That all ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 6. That any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, General Provisions, Section 1.10, General penalty for violations of Code; continuing violations, of the Code of Ordinances for the Town of Addison.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, on this the 13th day of May, 2014.

MAYOR

ATTEST:

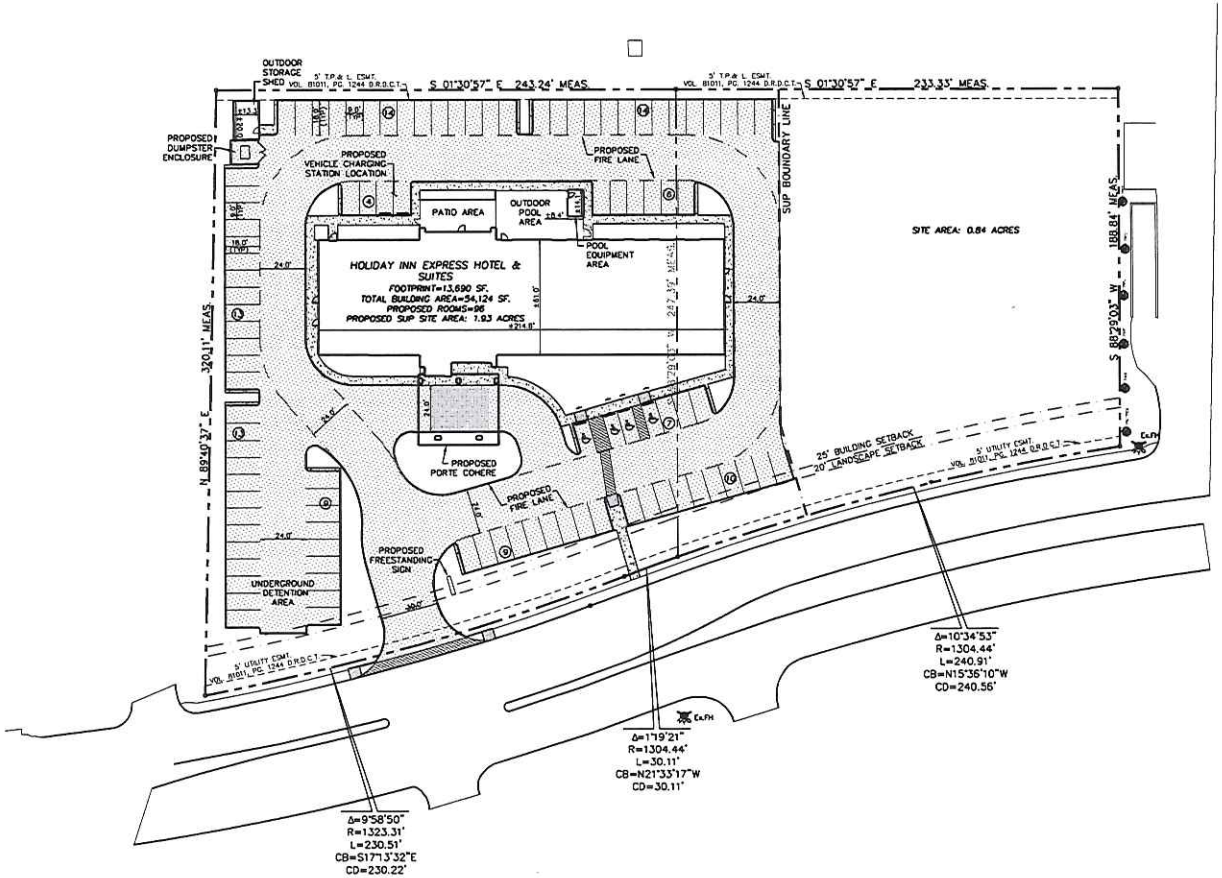
CITY SECRETARY

CASE NO. 1691-SUP/Holiday Inn Express

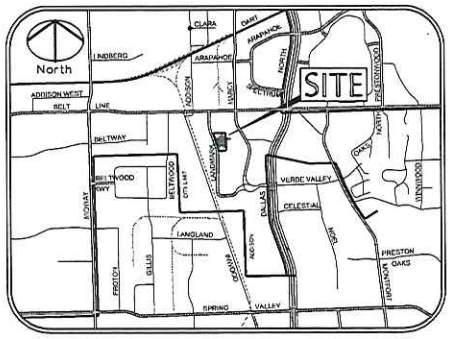
APPROVED AS TO FORM:

ASSISTANT TO THE CITY MANAGER

Published on: _____



SITE DATA TABLE	
EXISTING ZONING: C-1	USE:
LAND USE:	HOTEL
SUP SITE ACREAGE:	1.93 AC.
BUILDING FOOTPRINT:	13,690 SQUARE FEET
BUILDING HEIGHT:	±46 FEET
SITE COVERAGE:	13,690/84,145 : 16%
AREA OF OPEN SPACE:	9,550 SQUARE FEET
PERCENTAGE OF OPEN SPACE:	11%
TOTAL FLOOR AREA:	54,438 SQUARE FEET
PARKING REQUIRED (1 SPACE/1 ROOM, 1 SPACES FOR EVERY 300 SQ. FT. MEETING ROOM):	96 ROOMS 375± SQ. FT MEETING SPACE 98 SPACES TOTAL REQUIRED
PARKING PROVIDED:	99 SPACES
ACCESSIBLE PARKING REQUIRED:	4 SPACES
ACCESSIBLE PARKING PROVIDED:	4 SPACES
IMPERVIOUS COVERAGE:	74,595 SQUARE FEET
PERCENTAGE OF IMPERVIOUS COVERAGE:	89%

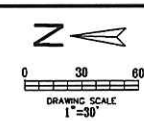


VICINITY MAP
NTS

PLAN PREPARED BY:
CUMULUS DESIGN
P.O. BOX 2119
EULESS, TEXAS 76039
TEL: 214.235.0367
FAX: 214.235.0546
CONTACT: PAUL CRAGUN

DEVELOPER/OWNER:
DK PATEL
2009 COTTONWOOD
VALLEY CIRCLE S
IRVING, TEXAS 75038

PART OF BLOCK 2 OF QUORUM WEST AN ADDITION TO THE TOWN OF ADDISON, DALLAS COUNTY, TEXAS



LEGEND
- EXISTING CURB
- PROPOSED CURB
- PROPOSED PARKING SPACES IN A ROW
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE PAVEMENT
- PROPOSED FIRE LANE

Cumulus Design
Firm #14810
2080 N. Highway 360, Suite 240
Grand Prairie, Texas 75050
Tel. 214.235.0367

THIS DOCUMENT IS FOR SITE INFORMATION ONLY. IT IS RELEASED UNDER THE AUTHORITY OF PAUL CRAGUN, P.E. NO. 112767 ON 03/31/14.

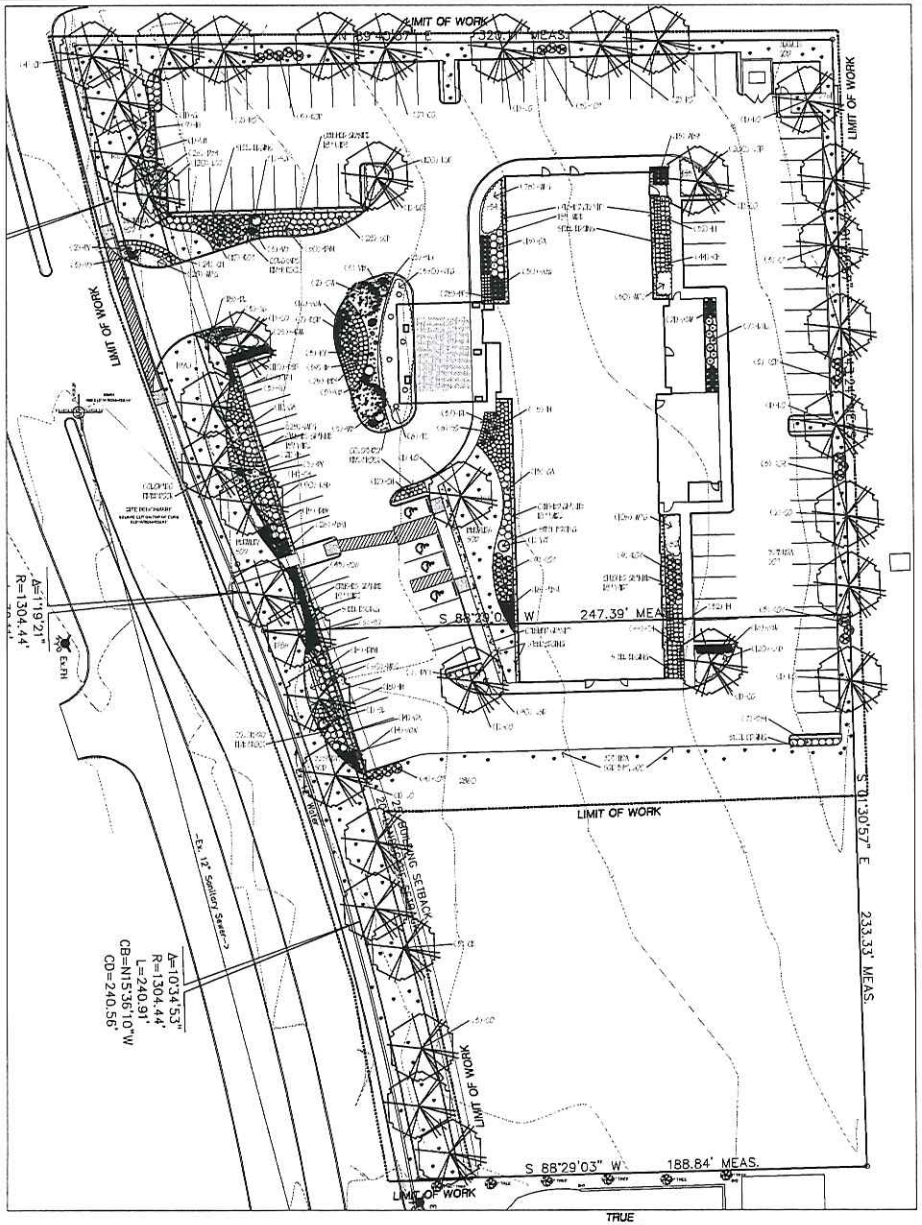
SPECIAL USE PERMIT SITE PLAN

HOLIDAY INN EXPRESS ON LANDMARK BOULEVARD
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

PLOT DATE	03/31/14
DRAWING SCALE	1" = 30'
PROJECT NUMBER	CD14011
SHEET NUMBER	SP

Copyright 2014 Cumulus Design, All Rights Reserved
This drawing is the property of Cumulus Design and may not be reproduced or used in any manner without the express written permission of Cumulus Design.

\\BEPHER-PC\USERPROFILE\14 PROJECTS\CD14011 -LANDMARK BLVD REZONING ADDISON\PLANS\SITE PLAN CD14011.DWG



01 LANDSCAPE PLAN
SCALE: 1" = 20'-0"

TRUE NORTH

TOWN OF ADDISON REQUIREMENTS - ZONING COMMERCIAL-1 DISTRICT 84,492 SF.	
STREET FRONTAGE BUFFER - 20 FT. WIDE (1) 4" CAL. TREE PER 30' OF LINEAR FRONTAGE, 450 / 30 = 15 TREES	(17) CANOPY TREES, NO TREES SHALL BE PLANTED CLOSER THAN 5' FROM PAVEMENT EDGE
OFF STREET PARKING SPACES SHALL BE SCREENED FROM ALL STREETS	N/A
VEHICLE TRAVEL LANES - NO OBSTRUCTION OF VEHICLE SIGHT LINES AT INTERSECTIONS	TREES SHALL HAVE MIN. BRANCHING HEIGHT OF 7' FROM FINISH GRADE WHERE THEY ARE NOT EXCEEDED BY SHRUBS
PARKING LOT SCREENING - WHERE ADJACENT TO ANY STREET R.O.W., A SCREEN SHALL BE PROVIDED ALONG THE PERIMETER OF THE LOT, MEASURED FROM THE PROPERTY LINE	SHALL BE MIN. OF 5'-0" IN HEIGHT AND LOCATED ALONG THE STREET
PARKING LOT TREE REQUIREMENTS - 1 PER 10 SPACES, 1 / 10 = 1 TREE PER 2,000 S.F. OF PAVED AREA, 5,825 S.F. / 2,000 = 3 TREES	NORTH: 244 S.F. = (1) TREE & (4) SHRUBS; SOUTH: 1,829 S.F. = (1) 4" CAL. TREE & (19) SHRUBS; EAST: 281 S.F. = (0); TREES & (3) SHRUBS; WEST: 240 S.F. = (1) TREE & (4) SHRUBS
PARKING LOT LANDSCAPE - INTERIOR AREA - 5 % = 7,849 SQ. FT. = 5825 SF.	912 SQ. FT. PROVIDED
PARKING LOT TREES - 1 TREE PER 10 PARKING SPACES > 49 SPACES = 10 TREES	10 TREES LOCATED IN INTERIOR PARKING LOT AREA
NO SHRUB TREES	

PLANT LIST

KEY	QUANTITY	TREES DESCRIPTION	SIZE
CO	8	QUERCUS MUELENBURGII CHINKAPIN OAK	4" CAL. 10' HT. & 4' SPREAD
CP	7	PISTACHIA CHINENSE CHINESE PISTACHIO	4" CAL. 10' HT. & 4' SPREAD
LO	7	QUERCUS VIRGINIANA LIVE OAK	4" CAL. 10' HT. & 4' SPREAD
RO	10	QUERCUS SHUMARDII RED OAK	4" CAL. 10'-12' HT. & 4' SPREAD
CM	2	LAGERSTROEMIA INDICA "TUSCADORA" CRAPE MYRTLE	3" CAL., MIN. 8' HT., 3' SPREAD
KEY	QUANTITY	SHRUBS DESCRIPTION	SIZE
WT	2	AGAVE OVATIFOLIA WHALE'S TONGUE	10 GAL., MIN. 24" HT., 2' SPREAD
CH	138	ILEX BURFORDII 'CARISSA' CARISSA HOLLY	5 GAL., MIN. 15" HT., 24" O.C.
DYH	35	ILEX VOMITORIA 'NANA' DF. YAUPON HOLLY	5 GAL., MIN. 15" HT., 24" O.C.
GA	62	ABELIA GRANDIFLORA GLOSSY ABELIA	5 GAL., MIN. 15" HT., 36" O.C.
IH	199	RAPHIOLEPSIS INDICA ' PINK LADY' INDIAN HAWTHORN	5 GAL., MIN. 15" HT., 30" O.C.
KOR	63	ROSA 'RADTKO' DOUBLE KNOCKOUT ROSE	5 GAL., MIN. 15" HT., 36" O.C.
RY	8	HESPERALOE PARVIFOLIA RED YUCCA	5 GAL., MIN. 15" HT., 36" O.C.
SGR	28	SALVIA GREGGII 'RED' RED AUTUMN SAGE	1 GAL., FULL PLANT 24" O.C.
SLY	5	YUCCA RECURVIFOLIA SOFTLEAF YUCCA	5 GAL., MIN. 15" HT., 36" O.C.
KEY	QUANTITY	GROUND COVER DESCRIPTION	SIZE
LSD	850	LIRIOPE SPICATA 'SILVER DRAGON' LIRIOPE SILVER DRAGON	4" POT, FULL PLANT 10" O.C.
KEY	QUANTITY	BLOOMING COLOR DESCRIPTION	SIZE
BES	53	RUDBECKIA FULGIDA BLACKEYED SUSAN 'GOLDSTURM'	1 GAL., FULL PLANT 18" O.C.
DL	55	HEMEROCALLIS 'STELLA 'D ORA' DAYLILY	1 GAL., FULL PLANT 16" O.C.
SG	9	TULBAGHIA VIOLACEA SOCIETY GARLIC	1 GAL., FULL PLANT SPACING AS SHOWN
TC	6	MALVAISCUS ARBOREUS V. DRUMMONDII TURKS CAP	1 GAL., FULL PLANT 16" O.C.
VB	35	VERBENA X. HYBRIDA VERBENA 'HOMESTEAD PURPLE'	1 GAL., FULL PLANT 16" O.C.
KEY	QUANTITY	ORNAMENTAL GRASSES DESCRIPTION	SIZE
ABM	244	MUHLENBERGIA CAPILLARIS AUTUMN BLUSH MUHLY	1 GAL., FULL PLANT 16" O.C.
MFG	670	NASSELLA TENUISSIMA MEXICAN FEATHER GRASS	1 GAL., FULL PLANT 16" O.C.
LMG	7	MUHLENBERGIA LINDHEIMERI LINDHEIMER MUHLY	1 GAL., FULL PLANT 30" O.C.

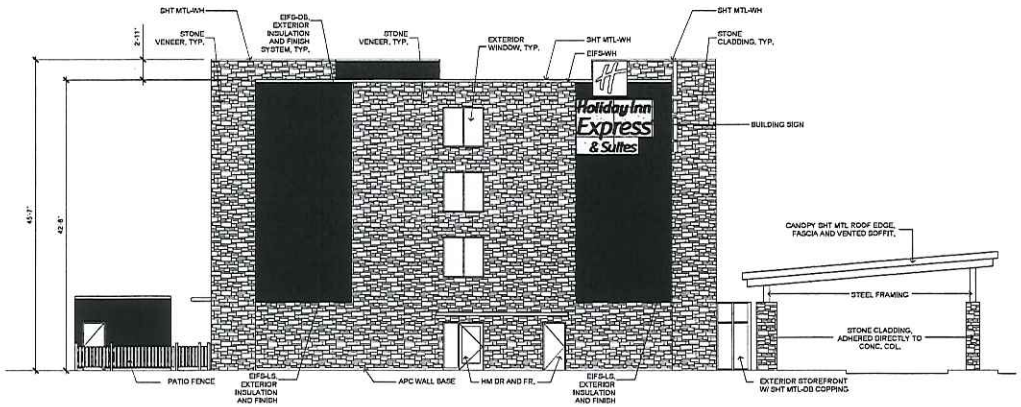
Cumulus Design
Firm #14810
2080 N. Highway 360, Suite 240
Grand Prairie, Texas 75050
Tel. 214.235.0367

JCL
JAMILLE LA FOY
LANDSCAPE ARCHITECT

LANDSCAPE PLAN
HOLIDAY INN EXPRESS ON LANDMARK BOULEVARD
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

PLOT DATE	03/31/14
DRAWING SCALE	1" = 20'
PROJECT NUMBER	CD14011
SHEET NUMBER	L1.01

Copyright 2014 Cumulus Design, All Rights Reserved
These plans are the property of Cumulus Design and may not be reproduced or used in any way without the written permission of Cumulus Design.



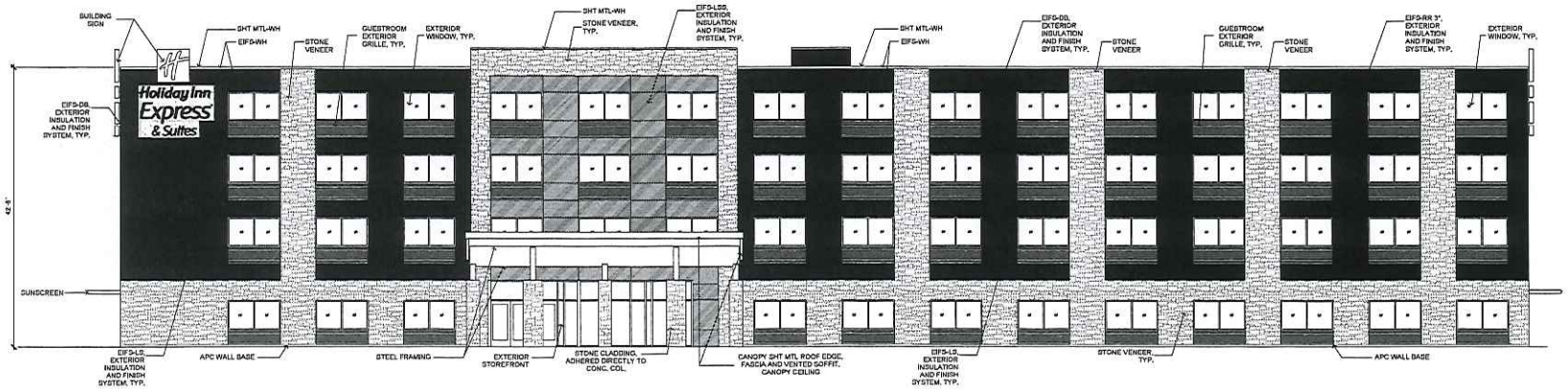
2 EXTERIOR ELEVATION - NORTH

SCALE: 1/8" = 1'-0"

EXTERIOR SCHEME
EIFS-LS, LIMESTONE/SANDSTONE PAREX TEXTURED, MULTI-TEXTURE SURFACE WITH PDR ACRYLIC FINISH EIFS-LSS, LIMESTONE/SANDSTONE PAREX SMOOTH,SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX MOONSANCE 3027L
EIFS-DB, DARK BRONZE PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACYLIC FINISH COLOR: PAREX TWIG 3021L
EIFS-RR, RUSTIC RED PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX RED ROCK 3043D
EIFS-WH, WHITE PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX SNOWBALL 1940DL
EIFS-GR, GREY PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX BASALT 3015L
SUN SHADE, RUSKIN RECTANGULAR TUBE BLADE SUNSHADE SSRTH CLEAR ANODIZED, ALUMINUM FINISHED
ENTRANCE CANOPY, STANDING SEAM METAL ROOF PAC-CLAD SNAP CLAD 12" STANDING SEAM METAL ROOFING COLOR: METALLIC ZINC
ENTRANCE CANOPY, CANOPY ROOF EDGE FLASHING AND FASCIA PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA COLOR: DARK BRONZE
ENTRANCE CANOPY, VENTED SOFFIT PAC-CLAD PAC-750 FULLY VENTED SOFFIT PANELS COLOR: DARK BRONZE
ENTRANCE CANOPY, STEEL FRAME PAINT FINISH EXTERIOR GRADE PAINT, CUSTOM COLOR TO MATCH PAC-CLAD GRID ALL WELD SMOOTH PRIOR TO PAINT APPLICATION COLOR: DARK BRONZE (TO MATCH PAC-CLAD COLOR)
ENTRANCE CANOPY, LINEAR WOOD CEILING WOOD GRAIN PREFINISHED UNPERFORATED PANELS ARMSTRONG METAL WORKS LINEAR EXTERIOR 5491 6" WOOD LOOK METAL CEILING COLOR: DARK CHERRY FXDC2

WEST ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	3,163	46%
STONE VENEER	2,357	34%
ALUMINUM GRILLS	1,115	16%
METAL FASCIA	242	4%
TOTAL	6,877	100%

NORTH ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	1,133	33%
STONE VENEER	2,148	63%
ALUMINUM GRILLS	8	1%
METAL FASCIA	94	3%
TOTAL	3,383	100%



1 EXTERIOR ELEVATION - WEST

SCALE: 1/8" = 1'-0"

BUILDING ELEVATIONS

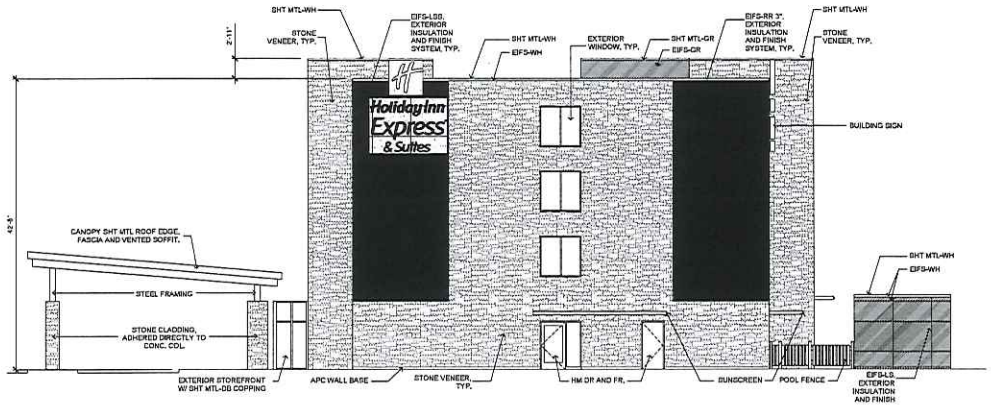
Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS: PRELIMINARY
PROJECT MANAGER: FREDERICK L. GATZA
DESIGN COORDINATOR:
DRAWING BY:
JOB CODE: 2
REVISION DATE:

SHEET: A301

04/20/2014

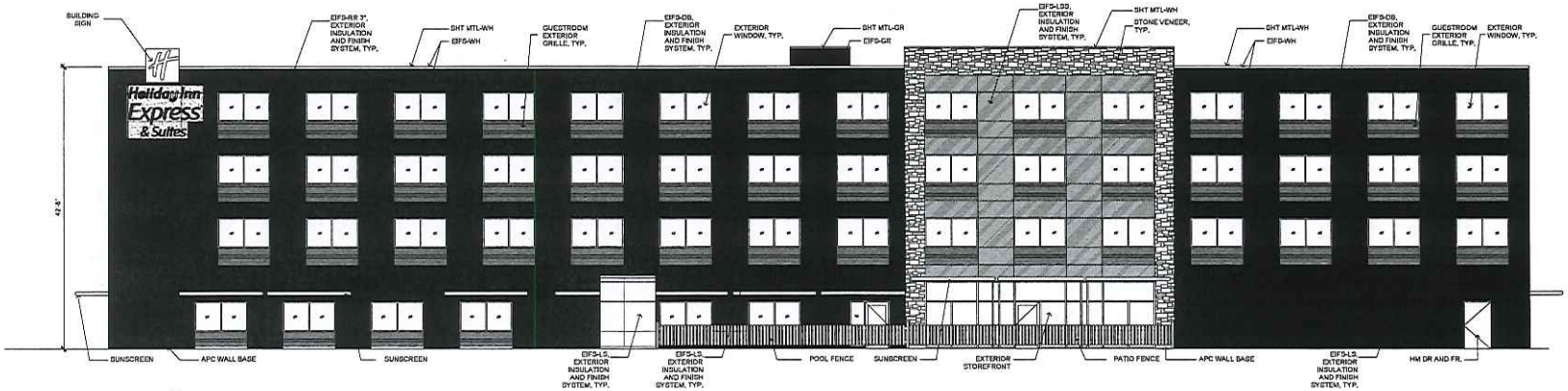


2 EXTERIOR ELEVATION - SOUTH
SCALE: 1/8" = 1'-0"

EXTERIOR SCHEME
EIFS-LS, LIMESTONE/SANDSTONE PAREX TEXTURED, MULTI-TEXTURE SURFACE WITH PDR ACRYLIC FINISH EIFS-LSS, LIMESTONE/SANDSTONE PAREX SMOOTH,SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX MOONDANCE 3027L
EIFS-DB, DARK BRONZE PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACYLIC FINISH COLOR: PAREX TWIG 3021L
EIFS-RR, RUSTIC RED PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX RED ROCK 3043D
EIFS-WH, WHITE PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX SNOWBALL 10400L
EIFS-GR, GREY PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR: PAREX BASALT 3015L
SUN SHADE, RUSKIN RECTANGULAR TUBE BLADE SUNSHADE SSRTH CLEAR ANODIZED, ALUMINUM FINISHED
ENTRANCE CANOPY, STANDING SEAM METAL ROOF PAC-CLAD SNAP CLAD 12" STANDING SEAM METAL ROOFING COLOR: METALLIC ZINC
ENTRANCE CANOPY, CANOPY ROOF EDGE FLASHING AND FASCIA PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA COLOR: DARK BRONZE
ENTRANCE CANOPY, VENTED SOFFIT PAC-CLAD PAC-750 FULLY VENTED SOFFIT PANELS COLOR: DARK BRONZE
ENTRANCE CANOPY, STEEL FRAME PAINT FINISH EXTERIOR GRADE PAINT, CUSTOM COLOR TO MATCH PAC-CLAD GRID ALL WELD SMOOTH PRIOR TO PAINT APPLICATION COLOR: DARK BRONZE (TO MATCH PAC-CLAD COLOR)
ENTRANCE CANOPY, LINEAR WOOD CEILING WOOD GRAIN PREFINISHED UNPERFORATED PANELS ARMSTRONG METAL WORKS LINEAR EXTERIOR 5491 8" WOOD LOOK METAL CEILING COLOR: DARK CHERRY FADC2

EAST ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	5,167	75%
STONE VENEER	387	6%
ALUMINUM GRILLS	1,066	15%
METAL FASCIA	257	4%
TOTAL	6,877	100%

SOUTH ELEVATION		
MATERIAL/DESIGNATION	AREA (S.F.)	AREA (%)
EIFS-LS, EIFS-RR EIFS-DB, EIFS-WH, EIFS-GR	1,128	33%
STONE VENEER	2,130	63%
ALUMINUM GRILLS	8	1%
METAL FASCIA	94	3%
TOTAL	3,383	100%



1 EXTERIOR ELEVATION - EAST
SCALE: 1/8" = 1'-0"

BUILDING ELEVATIONS

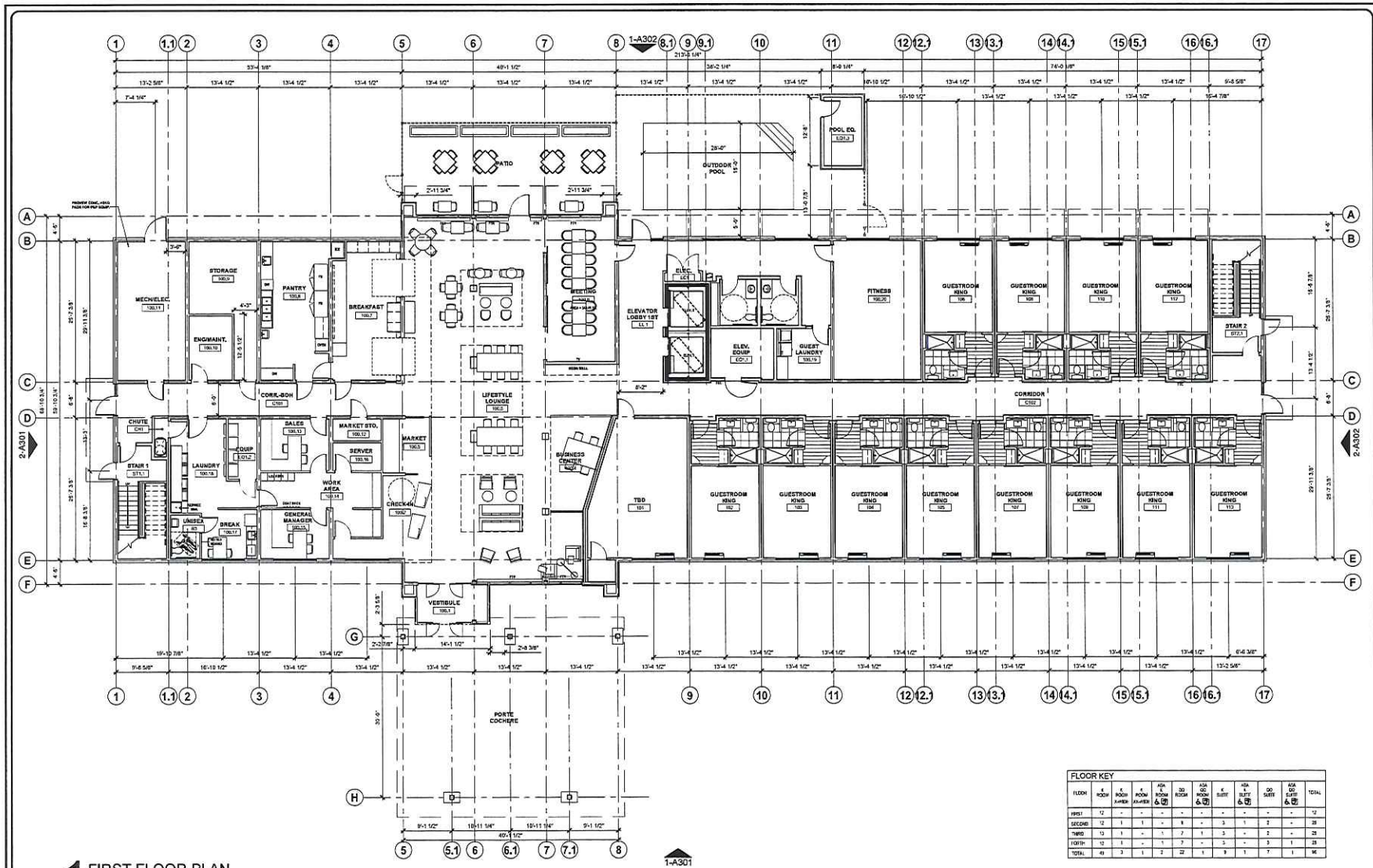
Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS: PRELIMINARY
PROJECT MANAGER: FREDERIC L. GATLA
DESIGN COORDINATOR:
DRAWING BY:
JOB CHECK:
REVISION DATE:

SHEET: A302

04/20/2014



1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

FLOOR KEY

FLOOR	K ROOM	K ROOM X-WIDE	K ROOM XX-WIDE	ADA DQ ROOM &	DQ ROOM	ADA DQ ROOM &	K SUITE	ADA K SUITE &	QQ SUITE	ADA QQ SUITE &	TOTAL
FIRST	12	-	-	-	-	-	-	-	-	-	12
SECOND	12	1	1	-	9	-	3	1	2	-	28
THIRD	13	1	-	1	7	1	3	-	2	-	28
FOURTH	12	1	-	1	7	-	3	-	3	1	28
TOTAL	49	3	1	2	23	1	9	1	7	1	96

FLOOR AREA

FIRST FLOOR	=	13,690 S.F.
SECOND FLOOR	=	13,478 S.F.
THIRD FLOOR	=	13,478 S.F.
FOURTH FLOOR	=	13,478 S.F.
		54,124 S.F.

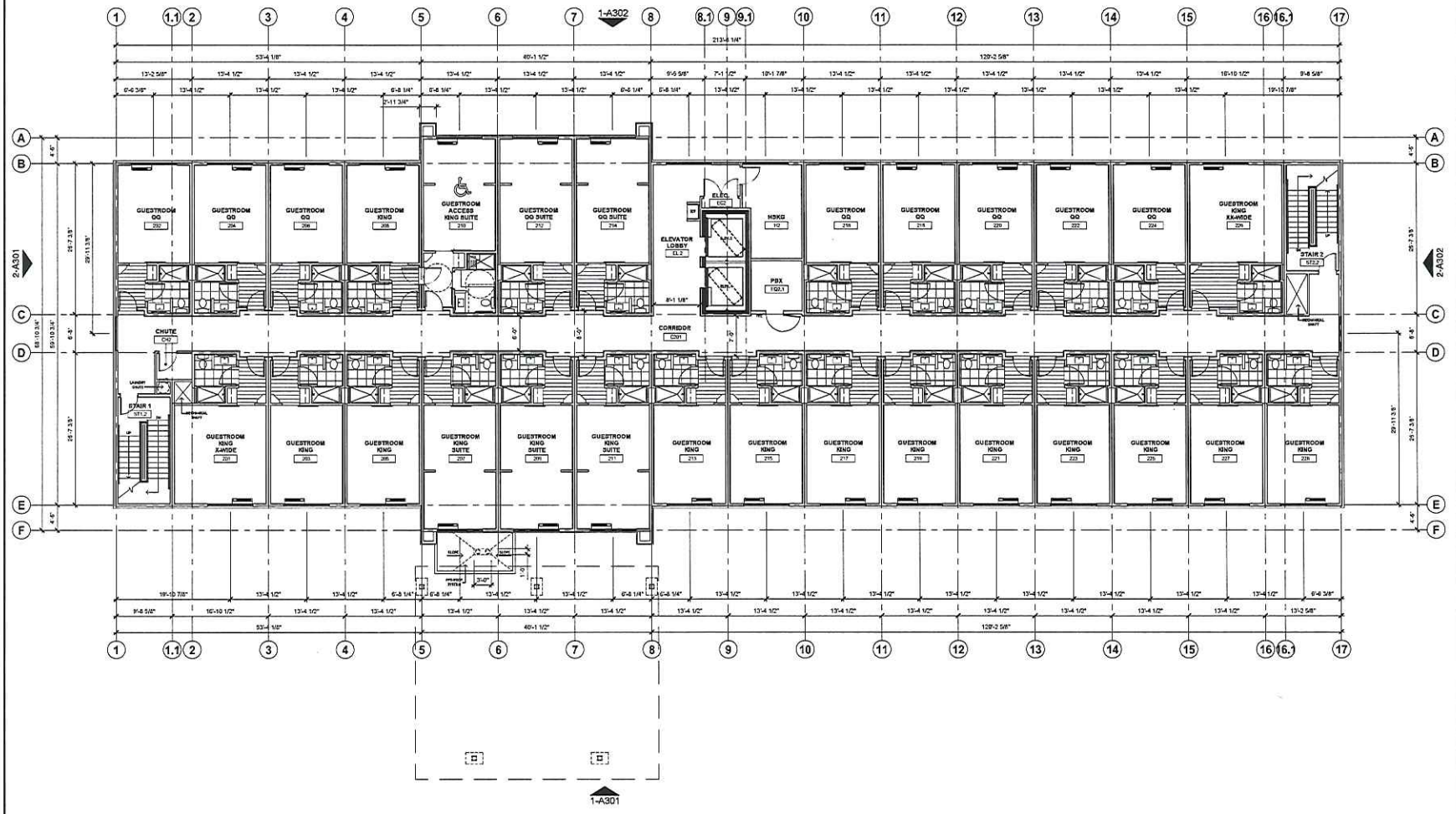
FIRST FLOOR PLAN - OUTDOOR POOL

Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS:
PRELIMINARY
PROJECT MANAGER:
FREDERICK L. GATTA
DESIGN COORDINATOR:
DRAWING SET:
JOB SYSTEM:
REVISION DATE:

SHEET:
A101
04/20/2014



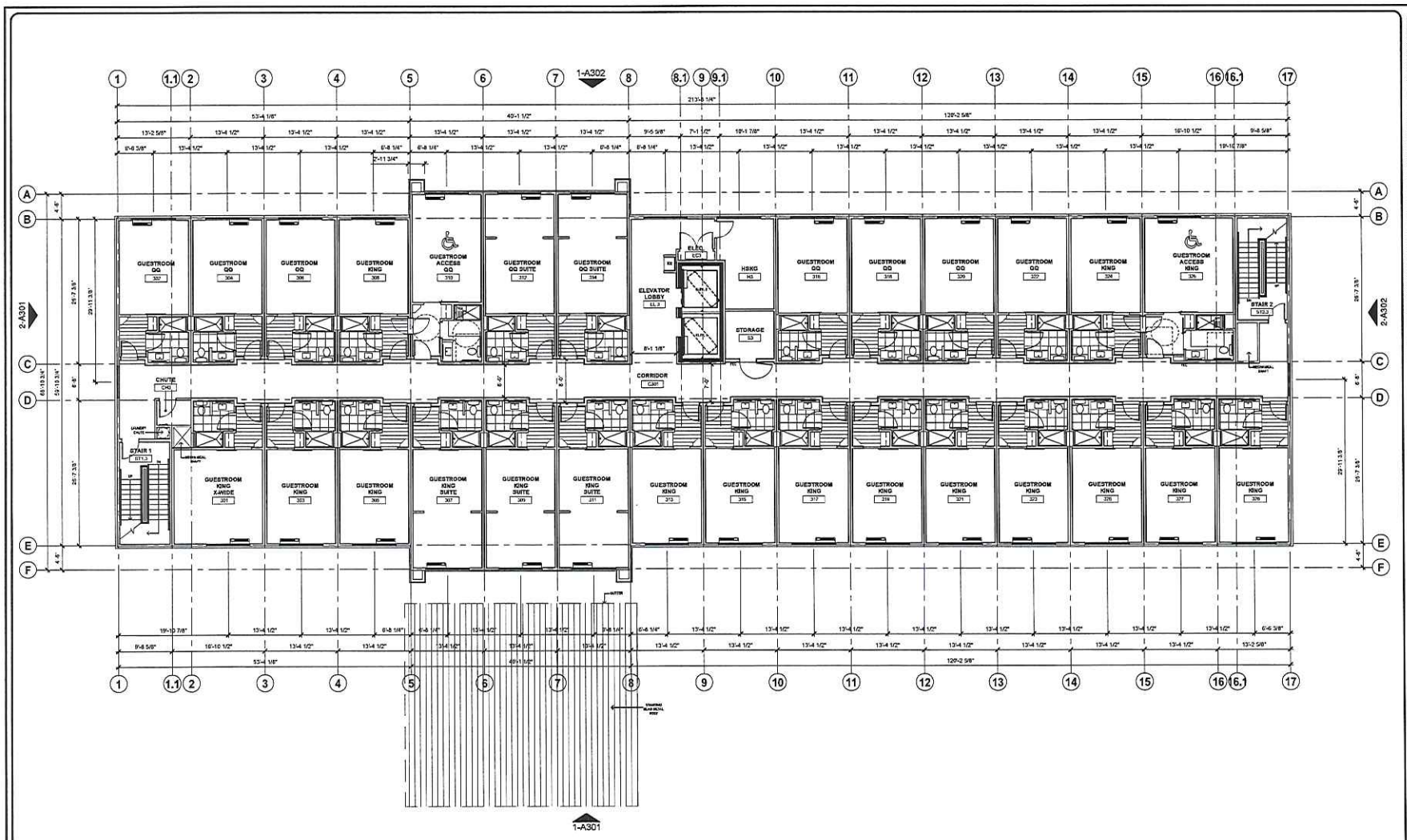
1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS:
PRELIMINARY
PROJECT MANAGER:
FREDERICK L. GATTA
DESIGN COORDINATOR:
DRAWING BY:
JOB CYCLE:
5
REVISION DATE:

SHEET:
A102
04/20/2014



1 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

City of Addison, Texas

PROJECT STATUS:
PRELIMINARY

PROJECT MANAGER:
FREDERICK L. GATELA

DESIGN COORDINATOR:
-

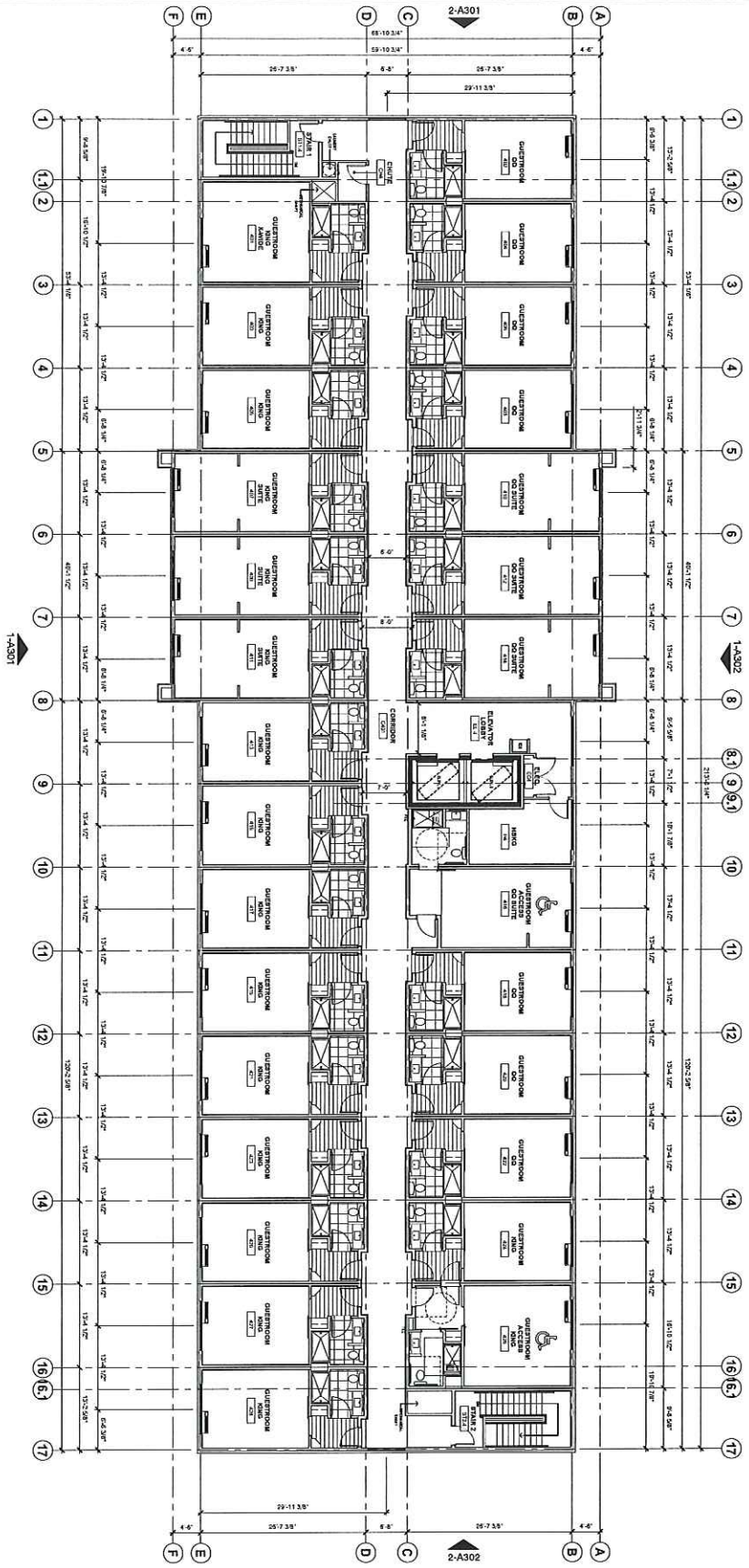
DRAWING BY:
-

JOB ORDER :
5

REVISION DATE:
1
2
3

SHEET:
A103

04/20/2014



1 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

PROJECT STATUS: PRELIMINARY
PROJECT MANAGER: FREDERICK L. GARCIA
PROJECT DESIGNATION:
DRAWN BY: RFC
JOB NUMBER: 0
REVISION DATE:
1
2
3

SHEET: A104
04/20/2014

Holiday Inn Express HOTEL & SUITES
City of Addison, Texas

Principal, DTS Lodging Inc.
2009 Cottonwood Valley Cir S.
Irving, Texas 75038
Cell: 469.222.6968

EISENHOUR Consulting, LLC

City Council **4. e.**

Meeting Date: 09/12/2023

Department: Finance

Pillars: Gold Standard in Financial Health

Milestones: Continuously improve processes and policies to include the voice of the customer and ensure the policies are easily accessible

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on an Ordinance of the Town of Addison, Texas approving and adopting the Annual Budget for the Fiscal Year beginning October 1, 2023 and ending September 30, 2024 and making appropriations for each office, department, agency and project of the Town, providing that expenditures for said Fiscal Year shall be made in accordance with the adopted budget, unless otherwise authorized by an Ordinance adopted by the City Council, and providing for emergency expenditures and expenditures as otherwise allowed by law.

BACKGROUND:

This is the second public hearing regarding the Town of Addison's Annual Budget for Fiscal Year (FY) 2024. The proposed FY2024 budget requests an appropriation of $117,562,785 consisting of $104,265,110 for operating expenditures, $10,446,135 for capital improvements, $875,540 for transfers, and $1,976,000 for one-time decision packages. Listed below is a breakdown of funds:

Fund	**Expenditure Amount**
General	$48,155,864
Hotel	6,736,061
Debt Service Combined	10,356,435
Economic Development	1,602,941
Infrastructure Investment	550,000
Airport	8,161,107
Utility	16,271,794
Stormwater	4,434,110
Combined Replacement	3,872,104
Combined Grants	13,700
Combined Special Revenues	15,450,730
Total	$117,562,785

Significant items in the proposed operating budget include:

- Revenues for all funds total $107,910,607 an increase of $18.12M compared to the FY 2022 budget. Primary revenue sources are property tax ($36.08 million), sales tax ($15.2 million), hotel occupancy tax ($5.25 million), interest and other income ($13.59 million), and utility service fees ($15.95 million).
- Staffing level of 316.5 Full-time Equivalent (FTE) positions. This is an increase of 8.5 FTE's over FY 2023.
- An employee compensation pool of 4% with an additional 5% budgeted to implement the results of a compensation market study.

Significant decision packages include:

- Emergency Management Coordinator - 1.0 FTE ($154,381 recurring cost and $7,600 one-time cost)
- Mental Health Wellness Program for Police Department ($30,000 recurring cost)
- AED purchase and monthly inspections ($18,000 recurring cost and $75,000 one-time cost)
- Two Fire Administration Vehicles ($120,000 one-time cost)
- Building Inspector 3rd party Services ($36,353 recurring cost)
- Assistant Director of Development Services - 1.0 FTE ($157,592 recurring cost and $9,900 one-time cost)
- Code Enforcement Manager - 1.0 FTE ($132,429 recurring cost and $51,400 one-time cost)
- Code Enforcement Officer - 1.0 FTE ($109,974 recurring cost and $49,900 one-time cost)
- Neighborhood Services Startup Funding ($60,000 one-time cost)
- Facility Attendant - 0.5 FTE ($23,548 recurring cost)
- Parks Planned Asset Replacement ($196,000 one-time cost)
- Addison Circle Park Vision Plan ($205,000)
- Pickleball Court Shade Structure ($217,000)
- Spruill Dog Park Artificial Turf ($4,602 recurring cost and $235,287 one-time cost)
- Public Art Installation ($150,000 one-time cost)
- NTTA Pedestrian Crossing, Gateway and Landscape Plan ($156,000 one-time cost)
- Recreation Van ($98,274 one-time cost)
- Addison Athletic Club Building Improvements ($57,000 one-time cost)
- Addision Athletic Club Outdoor Pool Renovation ($339,743 one-time cost)
- Paver Replacements on Arapaho ($300,000 one-time cost)
- Brick Paver Repairs in Vitruvian Area ($105,000 one-time cost)
- Airport Insurance Administrative Program ($30,000 one-time cost)
- Asphalt Trailer ($75,000 one-time cost) Hutton Branch

- Outfall Reconstruction ($755,000 one-time cost)
- Annual Stormwater Maintenance Plan ($450,000 recurring cost)
- Street Sweeper and Street Maintenance Worker - 1.0 FTE ($225,000 one-time cost and $843 annual recurring savings)
- GIS Analyst Position - 1.0 FTE ($14,878 annual savings)
- Public Works Superintendent ($144,333 recurring cost and $5,000 one-time cost)
- Utility Billing Customer Portal ($20,000 recurring cost and $10,000 one-time cost)
- Contracted Utility Repairs ($100,000 recurring cost)
- Kellway Wet Well Structural Inspection ($55,000 one-time cost)
- Non-Destructive Testing of 24-inch Water Transmission Main ($110,000 one-time cost)

The FY 2024 proposed five-year capital improvements budget totals $54.29 million. Significant projects include:

- Midway Road Reconstruction ($10.00 million),
- Vitruvian West Streetscape and Bella Lane Extension ($0.60 million),
- Improvements to Existing Buildings ($1.50 million),
- Keller Springs Reconstruction ($14.74 million),
- Les Lacs Pond Improvements ($2.55 million),
- Vitruvian Park Phase 6, Block 301, 302, and 303 Improvements ($2.65 million),
- Quorum Drive Reconstruction ($3.41 million),
- Monfort Drive Reconstruction ($2.75 million),
- Beltway Drive Trail ($2.20 million),
- Transit Oriented Development Parking Garage ($3.40 million),
- Redding Trail Extension and Dog Park Improvements ($0.55 million),
- Lake Forest Drive Utility Improvements ($0.94 million),
- Beltway Drive/Belt Line Road Water Main Replacement ($0.64 million),
- Celestial Pumpstation Pump #3 Replacement ($0.45 million),
- Celestial Pumpstation Pump #1 Replacement ($0.45 million),
- Surveyor Pumpstation Electrical Upgrades ($0.70 million),
- SCADA and Kellway Electrical Control Panel Upgrades ($0.43 million),
- Bravo/Golf Taxiway Improvements ($4.00 million),
- Reconstruction of Jimmy Doolittle Drive ($1.40 million),
- Eastside Airport Service Road Reconstruction (0.32 million),
- Airport Regulated Garbage Utility Building ($0.28 million),
- West Perimiter Fencing Improvements ($0.07 million),
- Wiley Post Building Improvements ($0.12 million),
- Wiley Post Parking Lot Reconstruction ($0.15 million).

Texas Local Government Code (LGC) Sec. 102.006 requires the governing body of a municipality to hold a public hearing on the proposed budget and provide for public notice of the date, time, and location of the hearing. This notice was

published in the Dallas Morning News on Friday, August 25, 2023.

The Fiscal Year 2024 proposed budget can be found at the following link on the Town's website: https://addisontexas.net/finance/budget

RECOMMENDATION:
Administration recommends approval.

Attachments

Public Hearing Budget Presentation
Notice of Public Hearing Advertisement
Ordinance - FY24 Budget

FY2024 2nd Budget Public Hearing

September 12, 2023

Changes from Proposed Budget

- General Fund
  - Increase investment revenue ($100,000)
  - Increase Sales Tax ($200,000)
  - Increase Property Tax ($40,897)
  - Add Code Enforcement Manager – 1.0 FTE ($132,429)
  - Add Code Enforcement Officer – 1.0 FTE ($109,974)
  - Remove Facility Study Phasing Plan ($100,000)
  - Remove Facility Attendant 1.0 FTE – ($47,096)
  - Remove Theatre Centre Study ($60,000)
  - Add 1% to Compensation ($270,000)
  - Reduce TMRS ($100,000)
  - Add Landscape Architect – 1.0 FTE ($137,494)
  - Increase Metrocrest Services ($57,003) and Woven Health ($1,500)

Changes from Proposed Budget

- Self-Funded Projects Fund
  - One-time costs for Code Enforcement Manager ($51,400)
  - One-time costs for Code Enforcement Officer ($49,900)
  - Startup Funding for Neighborhood Services Program ($60,000)
  - One-time costs for Landscape Architect ($62,180)
- Hotel Fund
  - Reduced expenditures in Theatre Centre by $60,000 due to error.
- Utility Fund
  - Reduced rate increases to 4.5% reducing Water and Sewer revenue by $98,040 and $88,489, respectively.
- IT Replacement Fund
  - Remove PA System ($100,000)
- Debt Service Fund
  - Reduce property tax and interest expenditures both by ($40,897)

Staffing Summary

	2020	2021	2022	2023	2024
General Fund	235.2	232.8	231.2	234.7	239.2
Hotel Fund	17.0	9.0	9.0	10.5	11.5
Eco. Devo. Fund	4.0	4.0	4.0	4.0	3.0
Airport Fund	4.4	19.6	20.4	21.6	21.6
Utility Fund	22.2	27.4	28.2	28.2	28.7
Stormwater Fund	4.0	4.0	5.0	5.0	8.5
Cap. Proj. Fund	-	3.0	3.0	4.0	4.0
TOTAL	**289.8**	**299.8**	**300.8**	**308.0**	**316.5**

Decision Packages

General Fund

Priority	Department	Program Title	FTEs	Recurring Costs	Revenue/ Cost Offset	Net Total Cost
1	Fire	Emergency Management Coord.	1.0	$154,381		$154,381
2	Police	Mental Health Wellness Program		$30,000		$30,000
3	Fire	AED 123 Monthly Inspections		$18,000		$18,000
4	Development Services	Building Inspector 3rd Party Services		$67,500	($31,147)	$36,353
5	Development Services	Assistant Director of Development Services Position	1.0	$157,592		$157,592
6	Development Services	Code Enforcement Manager	1.0	$132,429		$132,429
7	Development Services	Code Enforcement Officer	1.0	$109,974		$109,974
8	General Services	Facility Attendant Position	0.5	$28,777	($5,229)	$23,548
9	Parks	Landscape Architect	1.0	$137,494		$137,494
10	Parks	Spruill Dog Park Artificial Turf		$29,102	($24,500)	$4,602
		Total	**5.5**	**$865,249**	**($60,876)**	**$804,373**

Decision Packages

Self-Funded Special Projects Fund

Department	Program Title	One-Time Costs	Total Cost
Fire	Emergency Management Coordinator	$7,600	$7,600
Fire	AED 123 Purchase	$75,000	$75,000
Fire	Two (2) Fire Administration Vehicles	$120,000	$120,000
Development Services	Assistant Director of Development Services	$9,900	$9,900
Development Services	Code Enforcement Manager	$51,400	$51,400
Development Services	Code Enforcement Officer	$49,900	$49,900
Development Services	Neighborhood Services Program Startup Funding	$60,000	$60,000
Parks	Parks Planned Asset Replacement	$196,000	$196,000
Parks	Addison Circle Park Vision Plan	$205,000	$205,000

Decision Packages

Self-Funded Special Projects Fund (Continued)

Department	Program Title	One-Time Costs	Total Cost
Parks	Pickleball Court Shade Structure	$217,000	$217,000
Parks	Spruill Dog Park Artificial Turf	$235,287	$235,287
Parks	Public Art Installation	$150,000	$150,000
Parks	NTTA Pedestrian Crossing, Gateway & Landscape Plan	$156,000	$156,000
Parks	Landscape Architect	$62,180	$62,180
Recreation	Recreation Van	$98,274	$98,274
Recreation	Addison Athletic Club (AAC) Building Improvements	$57,000	$57,000
Recreation	Addison Athletic Club (AAC) Outdoor Pool Renovation	$339,743	$339,743
	Total	**$2,090,284**	**$2,090,284**

Decision Packages

Streets Self-Funded Special Projects Fund

Department	Program Title	One-Time Costs	Total Cost
Streets	Paver Replacements on Arapaho	$300,000	$300,000
Streets	Brick Paver Repairs in Vitruvian Area	$105,000	$105,000
	Total	**$405,000**	**$405,000**

Decision Packages

Enterprise Funds

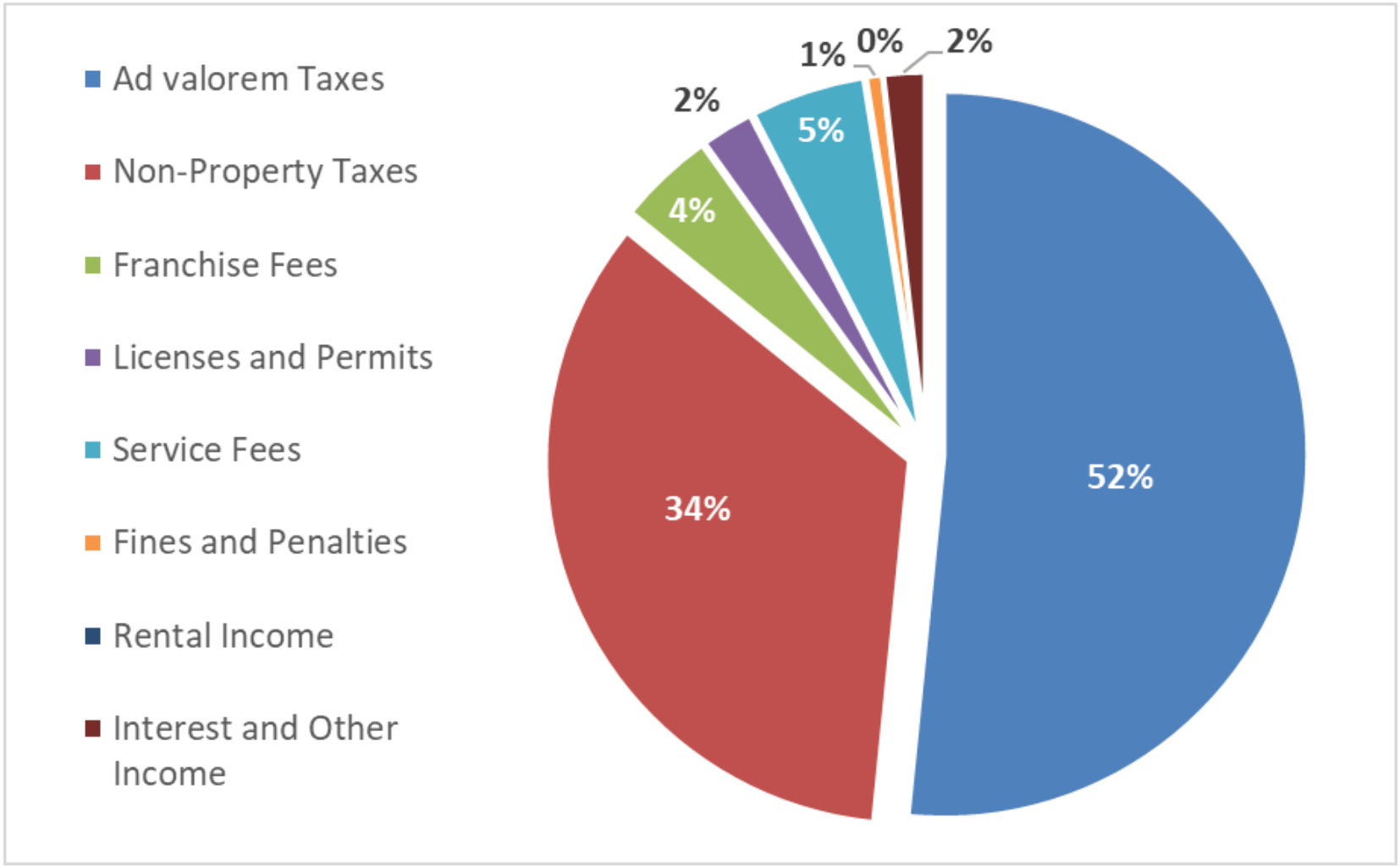
Department	Program Title	FTEs	Recurring Costs	One-Time Costs	Revenue/ Cost Offset	Total Cost
Airport Fund	Airport Insurance Administrative Program		$30,000			$30,000
Stormwater Fund	Asphalt Trailer			$75,000		$75,000
Stormwater Fund	Hutton Branch Outfall Reconstruction			$755,000		$755,000
Stormwater Fund	Annual Stormwater Maintenance Plan		$450,000			$450,000
Stormwater Fund	Street Sweeper – Street Maintenance Worker Position	1.0	$89,157	$225,000	($90,000)	$224,157
Stormwater Fund	GIS Analyst Position	0.5	$49,062	$1,000	($57,500)	($7,439)
Stormwater Fund	Public Works Superintendent Position	1.0	$144,333	$5,000		$149,333

Decision Packages

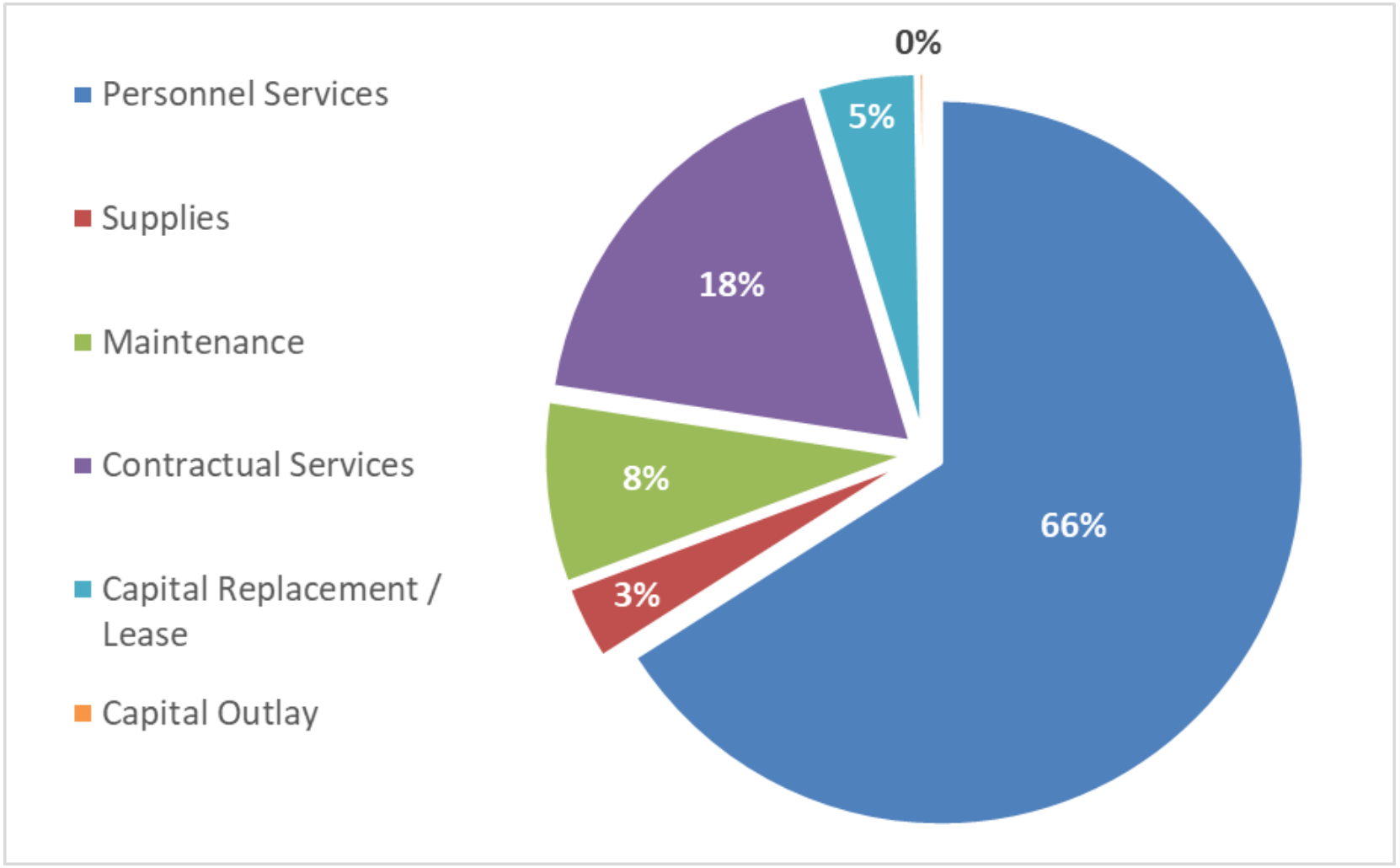
Enterprise Funds (Continued)

Department	Program Title	FTEs	Recurring Costs	One-Time Costs	Revenue/ Cost Offset	Total Cost
Utility Fund	GIS Analyst Position	0.5	$49,062	$1,000	($57,500)	($7,439)
Utility Fund	New Utility Billing Customer Portal		$20,000	$10,000		$30,000
Utility Fund	Contracted Utility Repairs		$100,000			$100,000
Utility Fund	Kellway Wet Well Structural Inspection			$55,000		$55,000
Utility Fund	Non-Destructive Testing of 24 Inch Water Transmission Main			$110,000		$110,000
	Total	**3.0**	**$931,613**	**$1,237,000**	**($205,000)**	**$1,963,613**

General Fund Revenue $48,164,101



General Fund Expenditures $48,155,864



General Fund

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 20,243,675	$ 20,149,761	$ 20,515,381	$ 20,661,068
REVENUES:				
Ad valorem Taxes	$ 20,454,052	$ 22,409,394	$ 22,409,394	$ 24,841,151
Non-Property Taxes	17,347,888	15,625,000	16,750,000	16,500,000
Franchise Fees	2,078,651	2,155,000	2,184,536	2,060,000
Licenses and Permits	1,120,552	1,170,100	1,170,100	1,109,500
Service Fees	2,063,371	2,068,490	2,070,790	2,442,350
Fines and Penalties	301,404	245,000	330,000	330,000
Rental Income	8,300	8,000	8,000	8,600
Interest and Other Income	(679,979)	490,500	690,500	872,500
TOTAL OPERATIONAL REVENUE	$ 42,694,239	$ 44,171,484	$ 45,613,320	$ 48,164,101
TOTAL REVENUES	$ 42,694,239	$ 44,171,484	$ 45,613,320	$ 48,164,101
TOTAL AVAILABLE RESOURCES	$ 62,937,914	$ 64,321,245	$ 66,128,701	$ 68,825,169
EXPENDITURES:				
Personnel Services	$ 26,251,808	$ 28,783,676	$ 28,160,277	$ 31,772,445
Supplies	1,501,252	1,562,696	1,562,696	1,599,270
Maintenance	3,198,714	3,605,759	3,744,204	3,915,817
Contractual Services	7,463,716	8,439,006	8,324,945	8,601,805
Capital Replacement / Lease	1,802,537	1,597,511	1,597,511	2,136,863
Capital Outlay	329,748	178,000	178,000	129,663
Debt Service	32,883	-	-	-
TOTAL OPERATIONAL EXPENDITURES	$ 40,580,658	$ 44,166,648	$ 43,567,633	$ 48,155,864
Transfer to Self-Funded Projects Fund	1,800,000	-	1,900,000	-
Transfer to Hotel Fund	41,875	-	-	-
TOTAL EXPENDITURES	$ 42,422,533	$ 44,166,648	$ 45,467,633	$ 48,155,864
NET INCREASE/(DECREASE)	**$ 271,706**	**$ 4,836**	**$ 145,687**	**$ 8,237**
ENDING FUND BALANCES	$ 20,515,381	$ 20,154,597	$ 20,661,068	$ 20,669,305
Fund Balance Percentage	50.6%	45.6%	47.4%	42.9%

Hotel Fund

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 2,710,600	$ 4,615,668	$ 4,641,300	$ 4,106,831
REVENUES:				
Hotel/Motel Occupancy Taxes	$ 4,353,355	$ 4,800,000	$ 5,100,000	$ 5,250,000
Proceeds from Special Events	1,051,805	1,127,000	1,135,000	1,127,000
Rental Income	115,545	30,000	50,000	70,000
Intergovernmental - Federal	2,018,853	-	-	-
Interest Earnings and Other	(89,725)	20,100	80,100	75,100
TOTAL OPERATIONAL REVENUE	$ 7,449,833	$ 5,977,100	$ 6,365,100	$ 6,522,100
Transfers from other funds	41,875	-	-	-
TOTAL REVENUES	$ 7,491,708	$ 5,977,100	$ 6,365,100	$ 6,522,100
TOTAL AVAILABLE RESOURCES	$ 10,202,308	$ 10,592,768	$ 11,006,400	$ 10,628,931
EXPENDITURES:				
Tourism	$ -	$ -	$ -	$ 644,711
Addison Theatre Centre	273,261	283,279	283,893	322,452
Conference Centre	229,056	220,510	220,510	274,752
General Hotel Operations	151,625	186,197	178,544	188,550
Marketing	887,942	1,193,362	1,193,524	1,070,682
Performing Arts	377,500	379,089	379,089	379,089
Special Events	2,431,962	2,757,275	2,757,275	2,715,937
Special Events Operations	825,662	1,088,337	1,088,734	1,139,888
TOTAL OPERATIONAL EXPENDITURES	$ 5,177,008	$ 6,108,049	$ 6,101,569	$ 6,736,061
Transfer to Economic Development Fund	384,000	768,000	768,000	-
One-Time Decision Packages	-	30,000	30,000	-
TOTAL EXPENDITURES	$ 5,561,008	$ 6,906,049	$ 6,899,569	$ 6,736,061
ENDING FUND BALANCES	$ 4,641,300	$ 3,686,719	$ 4,106,831	$ 3,892,871
Fund Balance Percentage	89.7%	60.4%	67.3%	57.8%

Utility Fund

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING WORKING CAPITAL	$ 6,510,582	$ 6,244,689	$ 7,466,956	$ 7,164,062
REVENUES:				
Water Sales	$ 9,115,862	$ 8,452,239	$ 8,452,239	$ 8,832,590
Sewer Charges	6,328,760	6,709,962	6,709,962	7,011,910
Tap Fees & Other	37,780	15,345	15,345	10,324
Penalties	125,985	91,874	91,874	93,711
Interest and Other Income	(241,134)	130,356	130,356	157,422
TOTAL OPERATIONAL REVENUE	$ 15,367,253	$ 15,399,776	$ 15,399,776	$ 16,105,957
TOTAL AVAILABLE RESOURCES	$ 21,877,835	$ 21,644,465	$ 22,866,732	$ 23,270,019
EXPENSES:				
Personnel Services	$ 2,451,670	$ 2,833,900	$ 2,833,900	$ 3,048,220
Supplies	240,249	232,112	232,112	238,671
Maintenance	936,177	803,462	803,462	925,922
Contractual Services				
Water Purchases	4,339,663	4,327,486	4,327,486	4,620,482
Wastewater Treatment	3,631,976	3,831,839	3,831,839	3,950,773
Other Services	1,053,241	1,337,058	1,383,258	1,282,972
Capital Replacement / Lease	231,584	206,584	206,584	206,584
Debt Service	1,526,320	1,744,029	1,744,029	1,744,170
Capital Outlay	-	-	-	-
TOTAL OPERATIONAL EXPENSES	$ 14,410,879	$ 15,316,470	$ 15,362,670	$ 16,017,794
One-Time Decision Packages	-	340,000	340,000	175,000
Capital Projects (Cash Funded)				
Beltway Drive/Belt Line Road Water Main Replacement	-	79,000	-	79,000
TOTAL EXPENSES	$ 14,410,879	$ 15,735,470	$ 15,702,670	$ 16,271,794
ENDING WORKING CAPITAL	$ 7,466,956	$ 5,908,995	$ 7,164,062	$ 6,998,225
Working Capital Percentage	51.8%	38.6%	46.6%	43.7%

Airport Fund

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING WORKING CAPITAL	$ 6,235,527	$ 6,658,419	$ 7,919,152	$ 6,537,015
REVENUES:				
Intergovernmental	$ 198,000	$ 50,000	$ 50,000	$ 50,000
Service Fees	1,506,030	1,276,600	1,276,600	1,394,180
Rental Income	5,584,356	5,301,700	5,301,700	5,686,105
Interest and Other Income	(76,989)	60,000	60,000	125,000
TOTAL OPERATIONAL REVENUE	$ 7,211,397	$ 6,688,300	$ 6,688,300	$ 7,255,285
TOTAL AVAILABLE RESOURCES	$ 13,446,924	$ 13,346,719	$ 14,607,452	$ 13,792,300
EXPENSES:				
Personnel Services	$ 2,186,868	$ 2,517,439	$ 2,492,555	$ 2,735,486
Supplies	43,122	56,381	36,681	36,587
Maintenance	463,108	671,801	735,279	750,462
Contractual Services	1,031,296	1,164,992	1,142,890	1,376,399
Capital Replacement / Lease	257,928	232,928	232,928	157,928
Debt Service	712,246	885,718	885,718	1,073,541
Capital Outlay	468,629	35,000	35,000	-
TOTAL OPERATIONAL EXPENSES	$ 5,163,197	$ 5,564,259	$ 5,561,051	$ 6,130,403
Transfer to Debt Service Fund	-	508,966	508,966	469,344
Capital Projects (Cash Funded)				
Customs Facility	205,799	-	-	-
Bravo/Golf Taxiway Improvements	70,276	-	680,000	-
Airport Access & Security Improvements	-	12,000	-	-
Runway 15/33 Redesignation / Taxiway Alpha Rejuv.	-	-	85,250	-
Facility Repairs and Improvements	88,500	-	-	-
Airport Regulated Garbage Utility Building	-	-	-	275,000
West Perimeter Fencing Improvemnts	-	-	-	65,500
Wiley Post Building Improvements	-	-	-	120,000
Wiley Post Parking Lot Reconstruction	-	-	-	150,000
Metal Hangar Roof Replacements	-	270,000	170,170	-
Developer Participation Agreement - Sky Squared	-	-	315,000	-
Developer Participation Agreement - Atlantic Aviation	-	-	-	625,860
Developer Participation Agreement - Sky Harbour	-	-	-	75,000
Developer Participation Agreement - Tango Whiskey	-	-	-	250,000
Bulk Fuel Storage Design	-	750,000	750,000	-
Jimmy Doolittle Drive Reconstruction	-	1,550,000	-	-
TOTAL EXPENSES	$ 5,527,772	$ 8,655,225	$ 8,070,437	$ 8,161,107
ENDING WORKING CAPITAL	$ 7,919,152	$ 4,691,494	$ 6,537,015	$ 5,631,193
Working Capital Percentage	153.4%	84.3%	117.5%	91.9%

Stormwater Fund

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING WORKING CAPITAL	$ 8,984,319	$ 9,128,538	$ 9,455,358	$ 8,101,159
REVENUES:				
Licenses and Permits	$ 2,266	$ -	$ -	$ -
Drainage Fees	2,558,788	2,554,023	2,554,023	2,575,000
Interest and Other Income	(368,284)	100,000	100,000	150,000
TOTAL OPERATIONAL REVENUE	$ 2,192,770	$ 2,654,023	$ 2,654,023	$ 2,725,000
TOTAL AVAILABLE RESOURCES	$ 11,177,089	$ 11,782,561	$ 12,109,381	$ 10,826,159
EXPENSES:				
Personnel Services	$ 374,451	$ 417,276	$ 416,585	$ 741,366
Supplies	16,903	16,100	16,100	38,999
Maintenance	101,042	166,280	166,280	615,052
Contractual Services	294,146	359,710	359,710	214,846
Capital Replacement / Lease	10,000	10,000	10,000	25,000
Debt Service	493,199	491,390	491,390	489,590
Capital Outlay	29,457	-	-	-
TOTAL OPERATIONAL EXPENSES	$ 1,319,198	$ 1,460,756	$ 1,460,065	$ 2,124,853
Transfer to Debt Service Fund	-	400,439	400,439	406,196
One-Time Decision Packages	-	215,000	215,000	1,061,000
Capital Projects (Cash Funded)				
Redding Trail Drainage Improvements	310,478	-	-	-
Rawhide Creek Basin Improvements - Les Lacs Area		2,011,033	1,750,000	-
Farmer's Branch Basin Improvements - Le Grande Drive		827,000	-	-
Keller Springs Reconstruction	-	-	-	2,800,000
Winnwood Road Bridge Class Culvert Outlet Armoring	92,055	-	182,718	-
TOTAL EXPENSES	$ 1,721,731	$ 4,914,228	$ 4,008,222	$ 6,392,049
ENDING WORKING CAPITAL	$ 9,455,358	$ 6,868,333	$ 8,101,159	$ 4,434,110
Working Capital Percentage	716.8%	470.2%	554.8%	208.7%

Capital Improvement Plan

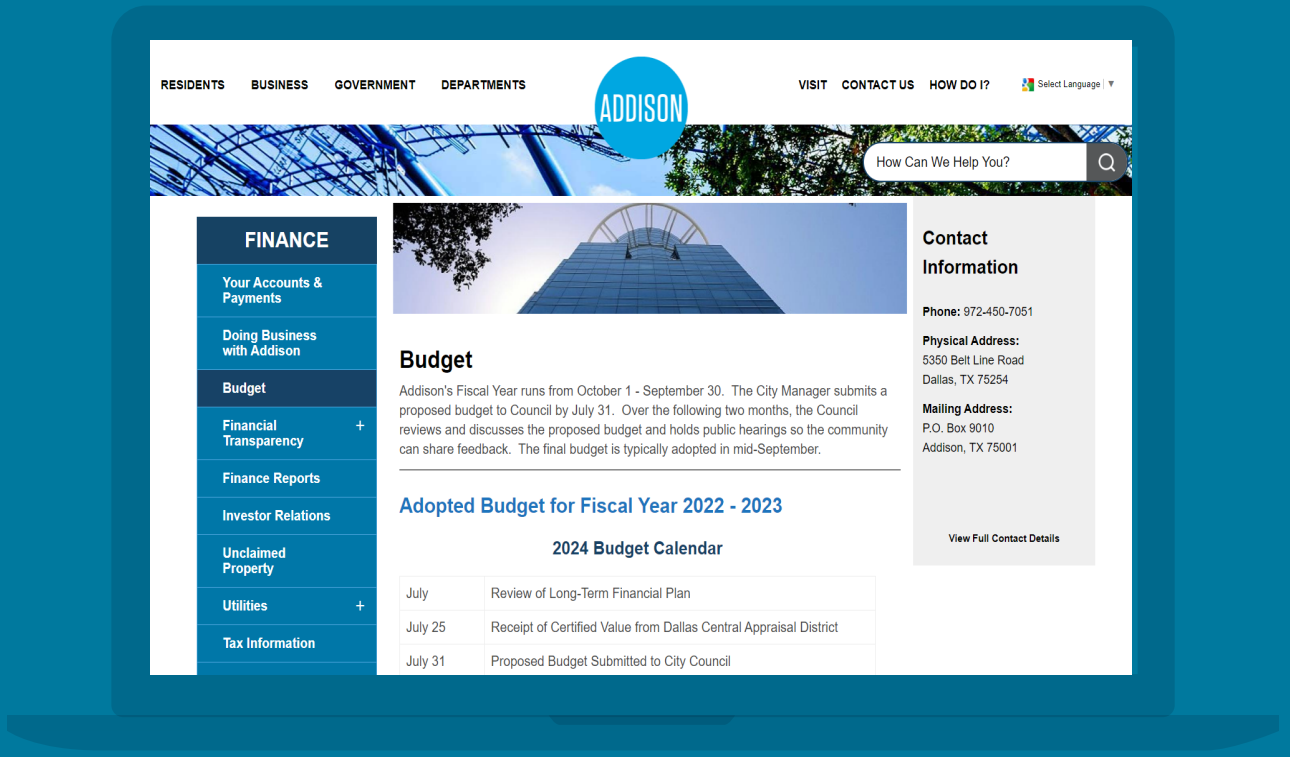
TOWN OF ADDISON
CAPITAL IMPROVEMENTS PROGRAM ALL FUNDS SUMMARY
FY2023-24

	Estimated 2022-23	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27	Project Total
FUNDS						
General Obligation & Cert. of Obligation	$21,567,691	$35,545,519	$17,800,000	$19,458,119	$ 3,627,706	$ 97,999,035
General Fund Self-Funded Projects	32,014	-	-	-	-	32,014
Streets Self-Funded Fund	-	5,455,775	2,000,000	489,409	-	7,945,184
Infrastructure Investment Fund	1,453,365	550,000	-	-	-	2,003,365
Utility Certificates of Obligation	774,639	3,527,892	1,091,700	1,450,000	3,987,800	10,832,031
Utility Fund Cash Reserves	-	79,000	76,000	138,000	166,000	459,000
Stormwater Certificates of Obligation	543,577	-	-	-	-	543,577
Stormwater Fund Cash Reserves	1,932,718	2,800,000	-	-	3,506,000	8,238,718
Airport Fund Certificates of Obligation	150,000	1,720,000	600,000	-	-	2,470,000
Airport Fund Grant Funds	4,227,484	4,000,000	108,000	1,008,000	-	9,343,484
Airport Fund Cash Reserves	1,701,112	610,500	12,000	112,000	-	2,435,612
TOTAL	$ 32,382,600	$ 54,288,686	$ 21,687,700	$ 22,655,528	$ 11,287,506	$ 142,302,020

Town of Addison FY2024 Budget

For more information visit Town of Addison Budget webpage.

https://addisontexas.net/finance/budget



Questions?

(this ordinance must be approved by a roll call vote)

medium giant
A MEDIA + MARKETING COMPANY

Remit Payments (with Acct Number) to:
Medium Giant, P.O. BOX 660040, DALLAS, TX 75266-0040

Order Confirmation / Invoice

Customer:	TOWN OF ADDISON PURCHASING	**Customer Account:**	100007649
Ad Order #:	0001856158	**PO Number:**	
Sales Rep:	Max (Mert) Tezkol	**Order Taker:**	Max (Mert) Tezkol

Net Amount:	$378.25	**Tax Amount:**	$0.00	**Total Amount:**	$378.25
Payment Method:	Check/Money Order	**Payment Amount:**	$0.00	**Amount Due:**	**$378.25**

Ad Order #: 0001856158

Ad Number: 0001856158-01

Color:

Ad Size: 2 X 44.00 Li

Ad Content

ADDISON

NOTICE OF PUBLIC HEARINGS ON FISCAL YEAR 2024 BUDGET AND TAX RATE

The Town of Addison will hold two Public Hearings on the Town's annual budget and tax rate for the fiscal year beginning October 1, 2023 and ending September 30, 2024. The Public Hearings will be conducted at a Special Meeting of the City Council at 5:30 pm on Tuesday, September 5, 2023 and at a Regular Meeting of the City Council at 7:30 pm on Tuesday, September 12, 2023. Both meetings will be held at the Addison Conference Centre, 15650 Addison Road, Addison, TX 75001. This budget will raise more total property taxes that last year's budget by $3,072,758 or 9.27 percent, and of that amount $673,566 is tax revenue to be raised from new property added to the tax roll this year.

The Town of Addison is accessible to persons with disabilities. Please call 972-450-2819 at least 48 hours in advance of the meeting if you need assistance. The budget document is on file with the City Secretary and is available for public inspection or may be accessed on the Town's website at: https://addisontexas.net/finance/budget
Publication Date: August 25, 2023
/s/ Steven Glickman, CFO

Run Dates				Product	Placement/Classification - Position
Publish Date:	08/25/2023	Stop Date:	08/25/2023	Dallas Morning News	Legals Bids Notices - LN Legal Notices
Publish Date:	08/25/2023	Stop Date:	08/31/2023	DallasNews.com	Legals Bids Notices - LN Legal Notices

ORDINANCE NO. O-23-_____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS APPROVING AND ADOPTING THE ANNUAL BUDGET FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2023 AND ENDING SEPTEMBER 30, 2024, AND MAKING APPROPRIATIONS FOR EACH OFFICE, DEPARTMENT, AGENCY, AND PROJECT OF THE TOWN, PROVIDING THAT EXPENDITURES FOR SAID FISCAL YEAR SHALL BE MADE IN ACCORDANCE WITH THE ADOPTED BUDGET, UNLESS OTHERWISE AUTHORIZED BY AN ORDINANCE ADOPTED BY THE CITY COUNCIL; PROVIDING FOR EMERGENCY EXPENDITURES AND EXPENDITURES AS OTHERWISE ALLOWED BY LAW; PROVIDING FOR A REPEAL CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, in accordance with the Charter and State law, the City Manager of the Town of Addison, Texas ("City") has heretofore filed with the City Secretary a proposed budget for the City covering the fiscal year beginning October 1, 2023 and ending September 30, 2024; and

WHEREAS, the City, in accordance with law, posted the proposed budget on its internet website and made the same available for inspection by any person, and held two public hearings regarding the proposed budget and provided notice of such public hearings, and during the public hearings on the budget, all interested persons were given the opportunity to be heard for or against any item contained in said budget, and all said persons were heard, after which the public hearings were closed; and

WHEREAS, the City Council, upon full consideration of the matter, is of the opinion that the budget hereinafter set forth is proper and should be approved and adopted; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The above and foregoing recitals are true and correct and are incorporated into this Ordinance and made a part hereof for all purposes.

SECTION 2. That the budget for the Town of Addison, Texas for the Fiscal Year beginning October 1, 2023 and ending September 30, 2024, a true and correct copy of which is attached to this Ordinance as **Exhibit A**, is hereby adopted and approved. As set forth in the said budget, the sum of $117,562,785 is hereby appropriated for budget expenditures and expenditures during the fiscal year shall be made in accordance with the budget approved by this Ordinance unless otherwise authorized by a duly enacted ordinance of the City.

SECTION 3. The budget as adopted hereby shall be deemed the official budget for the Town of Addison, Texas for the said fiscal year and a copy of the same attached hereto and marked as "**Exhibit A**" shall be filed and kept on file with the City Secretary, shall be posted on the City's internet website, shall be filed with the Dallas County Clerk and the State Comptroller of Public Accounts at Austin in accordance with the Town Charter and state law, and shall be open to inspection by any interested persons. In addition, the record vote of each member of the City

Council by name voting on the adoption of the budget shall be posted on the City's internet website until the first anniversary of the date the budget is adopted.

SECTION 4. Pursuant to state law, no expenditure of the funds of the City shall hereafter be made except in compliance with the budget and applicable state law; provided, however, that in case of grave public necessity emergency expenditures to meet unusual and unforeseen conditions, which could not by reasonable, diligent thought and attention have been included in the original budget, may from time to time be authorized by the City Council as amendments to the original budget. Pursuant to the City's Charter and state law, the Council may make emergency appropriations to address a public emergency affecting life, health, property or the public peace and other appropriations as authorized thereby.

SECTION 5. Funds for the capital improvements listed for FY2024 are hereby appropriated and the entire Capital Improvements Plan for fiscal year ending 2024 is hereby adopted. As set forth in the said budget, the sum of $54,288,686 is hereby appropriated for capital improvements and expenditures during the fiscal year shall be made in accordance with the budget approved by this Ordinance unless otherwise authorized by a duly enacted ordinance of the City.

SECTION 6. The cover page for the budget attached to this Ordinance, that includes the property tax rates for the current fiscal year, including (a) the property tax rate, (b), the no-new revenue tax rate, (c) the no-new revenue maintenance and operations tax rate, (d) the voter-approval tax rate, and (e) the debt service rate, shall be and is hereby filed with the City Secretary and shall be posted on the City's internet website.

SECTION 7. All ordinances of the City in conflict with the provisions of this Ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this Ordinance shall remain in full force and effect.

SECTION 8. The sections, paragraphs, sentences, phrases, and words of this Ordinance are severable, and if any section, paragraph, sentence, phrase, or word in this Ordinance or application thereof to any person or circumstance is held invalid, void, unlawful or unconstitutional by a Court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining portions of this Ordinance despite such invalidity, voidness, unlawfulness or unconstitutionality, which remaining portions shall remain in full force and effect.

SECTION 9. This Ordinance shall become effective from and after its passage and approval.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas, on this the ***12th*** day of ***SEPTEMBER 2023***.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Irma Parker, City Secretary

APPROVED AS TO FORM:

Whitt Wyatt, City Attorney

EXHIBIT A

Town of Addison
Fiscal Year 2023-2024
Budget Cover Page

This budget will raise more revenue from property taxes than last year's budget by an amount of $3,530,541, which is a 10.37 percent increase from last year's budget. The property tax revenue to be raised from new property added to the tax roll this year is $706,197.

The members of the governing body voted on the budget as follows:

FOR:

AGAINST:

PRESENT and not voting:

ABSENT:

Property Tax Rate Comparison

	2023-2024	**2022-2023**
Property Tax Rate:	$0.609822/100	$0.609822/100
No-New-Revenue Tax Rate:	$0.562728/100	$0.563865/100
No-New-Revenue Maintenance & Operations Tax Rate:	$0.410887/100	$0.405344/100
Voter-Approval Tax Rate:	$0.636365/100	$0.689157/100
Debt Rate:	$0.159492/100	$0.164740/100

Total debt obligation for Town of Addison secured by property taxes: $110,485,000

EXHIBIT A

TOWN OF ADDISON
COMBINED SUMMARY OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
BY CATEGORY
FY2023-24

		Special Revenue Funds				Debt Service	Capital	Proprietary Funds			Internal	Total All Funds		
	General Fund	Hotel	Economic Development	Combined Grants	Combined Other	Combined Debt Service	Infrastructure Investment	Airport	Utility	Stormwater	Combined Replacement	Budget 2023-24	Estimated 2022-23	Actual 2021-22
BEGINNING BALANCES	$ 20,661,068	$ 4,106,831	$ 1,952,519	$ 38,961	$ 10,694,533	$ 652,117	$ 4,789,057	$ 6,537,015	$ 7,164,062	$ 8,101,159	$ 7,301,986	$ 71,999,308	$ 79,342,928	$ 73,214,298
REVENUES:														
Ad valorem tax	$ 24,841,151	$ -	$ 1,401,782	$ -	$ -	$ 9,465,895	$ 368,614	$ -	$ -	$ -	$ -	$ 36,077,442	$ 32,963,787	$ 30,578,291
Non-property taxes	16,500,000	5,250,000	-	-	-	-	-	-	-	-	-	21,750,000	21,850,000	21,701,243
Franchise fees	2,060,000	-	-	-	40,000	-	-	-	-	-	-	2,100,000	2,224,536	2,116,496
Licenses and permits	1,109,500	-	-	-	-	-	-	-	-	-	-	1,109,500	1,185,445	1,160,598
Intergovernmental	-	-	-	8,100	-	-	-	50,000	-	-	-	58,100	296,000	2,239,159
Service fees	2,442,350	1,127,000	60,000	-	-	-	-	1,394,180	15,948,535	2,575,000	$ 2,670,963	26,218,028	24,399,577	25,096,029
Fines and penalties	330,000	-	-	-	37,780	-	-	-	-	-	-	367,780	475,387	485,127
Rental income	8,600	70,000	-	-	-	-	-	5,686,105	-	-	-	5,764,705	5,359,700	5,708,201
Interest & other income	872,500	75,100	40,000	400	11,689,223	30,000	276,667	125,000	157,422	150,000	$ 173,200	13,589,512	2,585,545	(337,357)
TOTAL OPERATIONAL REVENUE	$ 48,164,101	$ 6,522,100	$ 1,501,782	$ 8,500	$ 11,767,003	$ 9,495,895	$ 645,281	$ 7,255,285	$ 16,105,957	$ 2,725,000	$ 2,844,163	$ 107,035,067	$ 91,339,977	$ 88,747,787
Transfers from other funds	-	-	-	-	-	875,540	-	-	-	-	-	875,540	3,577,405	2,225,875
Premium on Bond Issuance	-	-	-	-	-	-	-	-	-	-	-	-	-	913,093
Refunding Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	8,670,000
TOTAL REVENUES	$ 48,164,101	$ 6,522,100	$ 1,501,782	$ 8,500	$ 11,767,003	$ 10,371,435	$ 645,281	$ 7,255,285	$ 16,105,957	$ 2,725,000	$ 2,844,163	$ 107,910,607	$ 94,917,382	$ 100,556,755
TOTAL AVAILABLE RESOURCES	$ 68,825,169	$ 10,628,931	$ 3,454,301	$ 47,461	$ 22,461,536	$ 11,023,552	$ 5,434,338	$ 13,792,300	$ 23,270,019	$ 10,826,159	$ 10,146,149	$ 179,909,915	$ 174,260,310	$ 173,771,053
EXPENDITURES:														
Personnel Services	$ 31,772,445	$ 1,606,340	$ 465,625	$ -	$ 29,171	$ -	$ -	$ 2,735,486	$ 3,048,220	$ 741,366	$ -	$ 40,398,653	$ 35,959,196	$ 33,010,802
Supplies	1,599,270	60,092	15,317	-	17,000	-	-	36,587	238,671	38,999	-	2,005,936	2,570,546	1,914,771
Maintenance	3,915,817	432,365	10,040	-	544,343	-	-	750,462	925,922	615,052	1,353,800	8,547,801	7,082,300	8,238,787
Contractual Services	8,441,805	4,503,039	927,244	13,700	7,447,400	6,000	-	1,376,399	9,854,227	214,846	-	32,784,660	26,546,678	22,576,779
Capital Replacement / Lease	2,136,863	134,225	9,715	-	-	-	-	157,928	206,584	25,000	-	2,670,315	2,190,963	2,654,228
Debt Service	-	-	-	-	-	10,350,435	-	1,073,541	1,744,170	489,590	-	13,657,736	12,977,291	11,366,372
Capital Outlay	129,663	-	-	-	1,552,041	-	-	-	-	-	2,518,304	4,200,008	5,310,120	2,149,183
TOTAL OPERATIONAL EXPENDITURES	$ 47,995,864	$ 6,736,061	$ 1,427,941	$ 13,700	$ 9,589,955	$ 10,356,435	$ -	$ 6,130,403	$ 16,017,794	$ 2,124,853	$ 3,872,104	$ 104,265,110	$ 92,637,094	$ 81,910,922
Transfers to other funds	-	-	-	-	-	-	-	469,344	-	406,196	-	875,540	3,577,405	2,225,875
One-Time Decision Package	160,000	-	175,000	-	405,000	-	-	-	175,000	1,061,000	-	1,976,000	660,000	-
Capital Improvements	-	-	-	-	5,455,775	-	550,000	1,561,360	79,000	2,800,000	-	10,446,135	5,386,503	813,743
Payment to Escrow Agent	-	-	-	-	-	-	-	-	-	-	-	-	-	9,477,585
TOTAL EXPENDITURES	$ 48,155,864	$ 6,736,061	$ 1,602,941	$ 13,700	$ 15,450,730	$ 10,356,435	$ 550,000	$ 8,161,107	$ 16,271,794	$ 6,392,049	$ 3,872,104	$ 117,562,785	$ 102,261,002	$ 94,428,125
ENDING FUND BALANCES	$ 20,669,305	$ 3,892,871	$ 1,851,360	$ 33,761	$ 7,010,806	$ 667,117	$ 4,884,338	$ 5,631,193	$ 6,998,225	$ 4,434,110	$ 6,274,045	$ 62,347,131	$ 71,999,308	$ 79,342,928
Fund Balance Percentage	43.1%	57.8%	129.7%	246.4%	73.1%	6.4%	0.0%	91.9%	43.7%	208.7%	162.0%	59.8%	77.7%	96.9%

EXHIBIT A

TOWN OF ADDISON PERSONNEL SUMMARY FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24	DIFFERENCE 2023 to 2024
GENERAL FUND					
City Secretary					
City Secretary	1.0	1.0	1.0	1.0	-
	1.0	1.0	1.0	1.0	-
City Manager's Office					
City Manager	1.0	1.0	1.0	1.0	-
Deputy City Manager	1.0	1.0	1.0	1.0	-
Director of Administrative Services	1.0	1.0	-	-	-
Assistant to City Manager	-	1.0	1.0	1.0	-
Management Analyst	1.0	-	-	-	-
Executive Assistant	1.0	1.0	1.0	1.0	-
Volunteer Coordinator	0.5	0.5	0.5	0.5	-
	5.5	5.5	4.5	4.5	-
Finance Department					
Chief Financial Officer	1.0	1.0	1.0	1.0	-
Assistant Director of Finance	-	0.5	0.5	0.5	-
Controller	0.5	1.0	0.5	0.5	-
Accounting Manager	1.0	-	0.5	0.5	-
Purchasing Manager	1.0	1.0	1.0	1.0	-
Budget Manager	1.0	1.0	1.0	1.0	-
Accounting Supervisor	0.5	0.5	-	-	-
Senior Accountant II	-	-	1.0	1.0	-
Senior Accountant	1.0	1.0	-	-	-
Senior Budget Analyst	1.0	1.0	1.0	1.0	-
Senior Treasury Analyst	1.0	1.0	1.0	1.0	-
Accountant	1.0	1.0	0.5	0.5	-
Management Analyst	-	-	1.0	1.0	-
Senior Accounting Specialist	1.0	1.0	1.0	1.0	-
Accounting Specialist	1.0	1.0	1.0	1.0	-
	11.0	11.0	11.0	11.0	-
General Services					
Director of General Services	1.0	1.0	1.0	1.0	-
Asset Management and Special Projects Director	-	-	1.0	1.0	-
Assistant Director of General Services	-	-	1.0	1.0	-
Facilities Manager	1.0	1.0	-	-	-
Facilities Supervisor	1.0	1.0	1.0	1.0	-
Management Assistant	-	1.0	1.0	1.0	-
Department Assistant	0.5	-	-	-	-
Facilities Specialist	1.0	1.0	1.0	1.0	-
Facilities Assistant	1.0	1.0	1.0	1.5	0.5
	5.5	6.0	7.0	7.5	0.5
Municipal Court					
Municipal Court Administrator	1.0	1.0	1.0	1.0	-
Lead Deputy Court Clerk	1.0	1.0	1.0	1.0	-
Deputy Court Clerk	2.0	2.0	2.0	2.0	-
Municipal Judge	1.0	1.0	1.0	1.0	-
	5.0	5.0	5.0	5.0	-

EXHIBIT A

TOWN OF ADDISON PERSONNEL SUMMARY FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24	DIFFERENCE 2023 to 2024
GENERAL FUND					
Human Resources					
Director of Human Resources	1.0	1.0	1.0	1.0	-
Senior HR Business Partner	1.0	1.0	-	-	-
HR Business Partner	-	-	1.0	1.0	-
Human Resources Coordinator	1.0	1.0	1.0	1.0	-
	3.0	3.0	3.0	3.0	-
Information Technology					
Ex. Director of Business Performance	1.0	1.0	1.0	1.0	-
Senior Software Developer	1.0	-	-	-	-
Network Specialist	5.0	5.0	5.0	5.0	-
	7.0	7.0	7.0	7.0	-
					-
Police					
Police Chief	1.0	1.0	1.0	1.0	-
Assistant Police Chief	1.0	1.0	1.0	1.0	-
Captain	1.0	1.0	1.0	1.0	-
Lieutenant	5.0	5.0	5.0	5.0	-
Sergeant	8.0	8.0	8.0	8.0	-
Police Records Supervisor	1.0	1.0	1.0	1.0	-
Animal Control Supervisor	1.0	1.0	1.0	1.0	-
Police Officer	47.0	47.0	47.0	47.0	-
Animal Control Officer	2.0	2.0	2.0	2.0	-
Management Assistant	1.0	1.0	1.0	1.0	-
Department Assistant	2.0	2.0	2.0	2.0	-
Police Records Clerk	2.0	3.0	3.0	3.0	-
Crime Analyst	1.0	1.0	1.0	1.0	-
Property & Evidence Technician	1.0	1.0	1.0	1.0	-
	74.0	75.0	75.0	75.0	-
Fire					
Fire Chief	1.0	1.0	1.0	1.0	-
Assistant Fire Chief	1.0	2.0	2.0	2.0	-
Battalion Chief	3.0	3.0	3.0	3.0	-
Battalion Chief - Administration	1.0	1.0	1.0	1.0	-
Fire Captain	6.0	6.0	6.0	6.0	-
Fire Marshal	1.0	-	-	-	-
Fire Prevention Technician	1.0	1.0	1.0	1.0	-
Fire Lieutenant	3.0	3.0	3.0	3.0	-
Fire Equipment Operator/Paramedic	9.0	9.0	9.0	9.0	-
Firefighter/Paramedic	30.0	30.0	30.0	30.0	-
Emergency Management Coordinator	-	-	-	1.0	1.0
Fire Administrative Supervisor	1.0	1.0	1.0	1.0	-
Department Assistant	1.0	1.0	1.0	1.0	-
	58.0	58.0	58.0	59.0	1.0

EXHIBIT A

TOWN OF ADDISON PERSONNEL SUMMARY FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24	DIFFERENCE 2023 to 2024
GENERAL FUND					
Development Services					
Director of Development Services	1.0	1.0	1.0	1.0	-
Assistant Director of Development Services	-	-	-	1.0	1.0
Building Official	1.0	1.0	1.0	1.0	-
Planning and Development Manager	1.0	1.0	1.0	1.0	-
Comprehensive Planning Manager	-	-	1.0	1.0	-
Code Enforcement Manager	-	-	-	1.0	1.0
Environmental Health Manager	1.0	1.0	1.0	1.0	-
Senior Building Inspector	2.0	2.0	2.0	2.0	-
Plans Examiner	1.0	1.0	1.0	1.0	-
Senior Environmental Health Specialist	1.0	1.0	1.0	1.0	-
Environmental Health Specialist	1.0	1.0	1.0	1.0	-
Code Enforcement Officer	2.0	2.0	2.0	3.0	1.0
Combination Building Inspector	0.1	0.1	0.1	0.1	-
Management Analyst	-	1.0	1.0	1.0	-
Department Assistant	1.0	1.0	1.0	1.0	-
Senior Permit Technician	1.0	1.0	1.0	1.0	-
Permit Technician	-	-	-	-	-
Records Clerk	1.0	1.0	1.0	1.0	-
	14.1	15.1	16.1	19.1	3.0
Streets					
Streets and Traffic Manager	0.4	0.4	0.4	0.4	-
Senior Signal Technicial	1.0	1.0	1.0	1.0	-
Signs and Signals Technician	2.0	2.0	2.0	2.0	-
Street Maintenance Worker	2.0	2.0	2.0	1.5	(0.5)
Street Crew Leader	1.0	1.0	1.0	0.5	(0.5)
	6.4	6.4	6.4	5.4	(1.0)
Parks					
Director of Parks and Recreation	1.0	1.0	1.0	1.0	-
Assistant Director of Parks	1.0	1.0	1.0	1.0	-
Parks Superintendent	1.0	1.0	1.0	1.0	-
Parks Manager	2.0	2.0	2.0	2.0	-
Landscape Architect	-	-	-	1.0	1.0
Parks Supervisor	4.0	4.0	4.0	4.0	-
Parks Supervisor Trainee	1.0	1.0	1.0	1.0	-
Management Assistant	1.0	1.0	1.0	1.0	-
Electrician	1.0	1.0	1.0	1.0	-
Electrician Apprentice	1.0	1.0	1.0	1.0	-
Licensed Irrigator - II	1.0	1.0	1.0	1.0	-
Licensed Irrigator - I	1.0	1.0	1.0	1.0	-
Groundskeeper - II	4.0	4.0	4.0	4.0	-
Groundskeeper - I	6.0	6.0	6.0	6.0	-
	25.0	25.0	25.0	26.0	1.0

EXHIBIT A

TOWN OF ADDISON PERSONNEL SUMMARY FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24	DIFFERENCE 2023 to 2024
GENERAL FUND					
Recreation					
Assistant Director of Recreation	1.0	1.0	1.0	1.0	-
Recreation Manager	1.0	1.0	1.0	1.0	-
Recreation Supervisor	1.0	1.0	1.0	1.0	-
Recreation Member Services Supervisor	1.0	1.0	1.0	1.0	-
Fitness Supervisor	1.0	1.0	1.0	1.0	-
Recreation Coordinator	1.0	1.0	1.0	1.0	-
Pool Supervisor	0.2	0.2	0.2	0.2	-
Senior Lifeguard	0.2	0.2	0.2	0.2	-
Recreation Assistant	3.5	3.5	3.5	3.5	-
Childcare Assistant	1.0	1.0	1.0	1.0	-
Camp Counselor	0.8	0.8	0.8	0.8	-
Custodian	1.0	1.0	1.0	1.0	-
Lifeguard	2.0	2.0	2.0	2.0	-
Facility Attendant	1.0	1.0	1.0	1.0	-
	15.7	15.7	15.7	15.7	-
GENERAL FUND TOTAL	231.2	233.7	234.7	239.2	4.5
HOTEL FUND					
Communications & Marketing					
Director of Public Communications	1.0	1.0	1.0	1.0	-
Marketing and Communications Specialist	1.0	1.0	1.0	1.0	-
	2.0	2.0	2.0	2.0	-
Tourism Services					
Tourism Manager	-	-	-	1.0	1.0
	-	-	-	1.0	1.0
Special Events					
Director of Special Events	1.0	1.0	1.0	1.0	-
Special Events Supervisor	1.0	1.0	1.0	1.0	-
Special Events Coordinator	2.0	2.0	2.0	2.0	-
Sponsorship & Marketing Specialist	-	1.0	1.0	1.0	-
Department Assistant	0.5	1.0	1.0	1.0	-
	4.5	6.0	6.0	6.0	-
Addison Theatre Centre					
Theatre Centre Supervisor	1.0	1.0	1.0	1.0	-
Theatre Centre Attendant	0.5	0.5	0.5	0.5	-
	1.5	1.5	1.5	1.5	-
General Hotel Operations					
Senior Accountant	1.0	1.0	1.0	1.0	-
	1.0	1.0	1.0	1.0	-
HOTEL FUND TOTAL	9.0	10.5	10.5	11.5	1.0

EXHIBIT A

TOWN OF ADDISON
PERSONNEL SUMMARY
FY2023-24

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24	DIFFERENCE 2023 to 2024
ECONOMIC DEVELOPMENT FUND					
Economic Development					
Director of Economic Development	1.0	1.0	1.0	1.0	-
Economic Development Manager	1.0	1.0	1.0	1.0	-
Economic Development Coordinator	1.0	1.0	1.0	1.0	-
	3.0	3.0	3.0	3.0	-
Tourism Services					
Tourism Manager	1.0	1.0	1.0	-	(1.0)
	1.0	1.0	1.0	-	(1.0)
ECONOMIC DEVELOPMENT FUND TOTAL	4.0	4.0	4.0	3.0	(1.0)
AIRPORT FUND					
Deputy City Manager	0.5	0.5	0.5	0.5	-
Airport Director	1.0	1.0	1.0	1.0	-
Airport Assistant Director	2.0	2.0	2.0	2.0	-
GIS Manager	0.4	0.4	0.4	0.4	-
Asset Manager	1.0	1.0	1.0	1.0	-
Airport Maintenance Manager	1.0	1.0	1.0	1.0	-
Airport Operations Manager	1.0	1.0	1.0	1.0	-
Controller	-	-	0.5	0.5	-
Airport Accounting Manager	1.0	1.0	-	-	-
Accounting Manager	-	-	0.5	0.5	-
Accounting Supervisor	0.5	0.5	-	-	-
Police Officer	3.0	3.0	3.0	3.0	-
Leasing Manager	1.0	1.0	1.0	1.0	-
Talent Acquisition Partner	0.5	0.5	0.5	0.5	-
Management Assistant	1.0	1.0	1.0	1.0	-
Accountant	-	-	0.5	0.5	-
Senior Accounting Specialist	-	-	0.5	0.5	-
Airport Operations Specialist	-	1.0	1.0	1.0	-
Accounting Specialist	0.5	0.5	-	-	-
Airport Maintenance Technician III	1.0	1.0	1.0	1.0	-
Department Assistant	1.0	1.0	1.0	1.0	-
Airport Maintenance Technician II	3.0	3.0	3.0	3.0	-
Janitorial and Light Maintenance Worker	1.0	1.0	1.0	1.0	-
Airport Summer Management Intern	-	0.2	0.2	0.2	-
	20.4	21.6	21.6	21.6	-
AIRPORT FUND TOTAL	20.4	21.6	21.6	21.6	-
STORMWATER FUND					
Public Works Superintendent	-	-	-	1.0	1.0
GIS Manager	0.3	0.3	0.3	0.3	-
Streets and Traffic Manager	0.3	0.3	0.3	0.3	-
Stormwater and Operations Manager	1.0	1.0	1.0	1.0	-
Utility Billing Supervisor	0.2	0.2	0.2	0.2	-
Stormwater Operator	2.0	2.0	2.0	2.0	-
GIS Analyst	-	-	-	0.5	0.5
Accounting Specialist	0.2	0.2	0.2	0.2	-
Streets Crew Leader	-	-	-	0.5	0.5
Street Maintenance Worker	1.0	1.0	1.0	2.5	1.5
	5.0	5.0	5.0	8.5	3.5
STORMWATER FUND TOTAL	5.0	5.0	5.0	8.5	3.5

EXHIBIT A

TOWN OF ADDISON PERSONNEL SUMMARY FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24	DIFFERENCE 2023 to 2024
UTILITY FUND					
Utility Administration					
Deputy City Manager	0.5	0.5	0.5	0.5	-
Director of Public Works and Engineering	1.0	1.0	1.0	1.0	-
Assistant Director of Public Works & Engr.	1.0	1.0	1.0	1.0	-
GIS Manager	0.3	0.3	0.3	0.3	-
Capital Improvement Project Manager	1.0	1.0	1.0	1.0	-
Streets and Traffic Operations Manager	0.3	0.3	0.3	0.3	-
Utilities Manager	2.0	2.0	2.0	2.0	-
Right of Way Construction Manager	-	1.0	1.0	1.0	-
Talent Acquisition Partner	0.5	0.5	0.5	0.5	-
Water Quality Utility Supervisor	1.0	1.0	1.0	1.0	-
Senior Construction Inspector	1.0	-	-	-	-
Senior Accounting Specialist	-	-	0.5	0.5	-
Construction Inspector	2.0	2.0	2.0	2.0	-
Line Maintenance Utility Supervisor	1.0	1.0	1.0	1.0	-
Water Quality Specialist	2.0	2.0	2.0	2.0	-
Accounting Specialist	0.5	0.5	-	-	-
Utility Operator - III	4.0	4.0	4.0	4.0	-
GIS Analyst	-	-	-	0.5	0.5
Department Assistant	1.0	1.0	1.0	1.0	-
Utility Operator - II	2.0	2.0	2.0	2.0	-
Utility Operator - I	5.0	5.0	5.0	5.0	-
	26.1	26.1	26.1	26.6	0.5
Utility Billing					
Assistant Director of Finance	-	0.5	0.5	0.5	-
Controller	0.5	-	-	-	-
Utility Billing Supervisor	0.8	0.8	0.8	0.8	-
Accounting Specialist	0.8	0.8	0.8	0.8	-
	2.1	2.1	2.1	2.1	-
UTILITY FUND TOTAL	28.2	28.2	28.2	28.7	0.5
CAPITAL IMPROVEMENTS PROGRAM					
Bond Infrastructure Project Manager	1.0	1.0	2.0	2.0	-
Bond Contract Administrator	1.0	1.0	1.0	1.0	-
Major Capital Projects Construction Inspector	1.0	1.0	1.0	1.0	-
CAPITAL IMPROVEMENTS PROGRAM TOTAL	3.0	3.0	4.0	4.0	-
ALL FUNDS TOTAL	300.8	306.0	308.0	316.5	8.5

EXHIBIT A

TOWN OF ADDISON
GENERAL FUND BY DEPARTMENT
FY2023-24

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
EXPENDITURES:				
General Government:				
City Secretary	$ 187,884	$ 232,150	$ 230,989	$ 251,577
City Manager	1,246,441	1,309,782	1,253,444	1,144,346
Finance	1,742,329	1,861,940	1,856,272	2,041,177
General Services	1,271,406	1,108,609	1,124,433	1,594,198
Municipal Court	692,928	741,479	750,995	692,943
Human Resources	660,144	758,481	736,088	791,253
Information Technology	1,952,454	2,418,608	2,306,537	2,487,384
Combined Services	1,215,036	1,485,125	1,443,725	1,157,281
City Council	332,678	342,850	342,850	420,241
	$ 9,301,300	$ 10,259,024	$ 10,045,333	$ 10,580,400
Public Safety:				
Police	$ 10,597,376	$ 11,362,815	$ 11,048,969	$ 12,437,687
Emergency Communications	1,607,261	1,764,387	1,764,387	1,788,857
Fire	9,267,049	9,907,123	9,905,603	10,970,964
	$ 21,471,686	$ 23,034,325	$ 22,718,959	$ 25,197,508
Development Services	$ 1,643,483	$ 1,982,282	$ 1,933,153	$ 2,765,543
Streets	$ 2,047,734	$ 2,236,000	$ 2,372,000	$ 2,281,370
Parks and Recreation:				
Parks	$ 4,607,087	$ 4,751,045	$ 4,666,281	$ 5,332,218
Recreation	1,476,485	1,903,972	1,831,907	1,998,825
	$ 6,083,572	$ 6,655,017	$ 6,498,188	$ 7,331,043
Debt Service	$ 32,883	-	-	-
TOTAL OPERATIONAL EXPENDITURES	$ 40,580,658	$ 44,166,648	$ 43,567,633	$ 48,155,864
Transfers to other funds	1,841,875	-	1,900,000	-
TOTAL EXPENDITURES	$ 42,422,533	$ 44,166,648	$ 45,467,633	$ 48,155,864
ENDING FUND BALANCES	$ 20,515,381	$ 20,154,597	$ 20,661,068	$ 20,669,305
Fund Balance Percentage	50.6%	45.6%	47.4%	42.9%

EXHIBIT A

TOWN OF ADDISON
HOTEL SPECIAL REVENUE FUND BY DEPARTMENT
FY2023-24

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 2,710,600	$ 4,615,668	$ 4,641,300	$ 4,106,831
REVENUES:				
Hotel/Motel Occupancy Taxes	$ 4,353,355	$ 4,800,000	$ 5,100,000	$ 5,250,000
Proceeds from Special Events	1,051,805	1,127,000	1,135,000	1,127,000
Rental Income	115,545	30,000	50,000	70,000
Intergovernmental - Federal	2,018,853	-	-	-
Interest Earnings and Other	(89,725)	20,100	80,100	75,100
TOTAL OPERATIONAL REVENUE	$ 7,449,833	$ 5,977,100	$ 6,365,100	$ 6,522,100
Transfers from other funds	41,875	-	-	-
TOTAL REVENUES	$ 7,491,708	$ 5,977,100	$ 6,365,100	$ 6,522,100
TOTAL AVAILABLE RESOURCES	$ 10,202,308	$ 10,592,768	$ 11,006,400	$ 10,628,931
EXPENDITURES:				
Tourism	$ -	$ -	$ -	$ 644,711
Addison Theatre Centre	273,261	283,279	283,893	322,452
Conference Centre	229,056	220,510	220,510	274,752
General Hotel Operations	151,625	186,197	178,544	188,550
Marketing	887,942	1,193,362	1,193,524	1,070,682
Performing Arts	377,500	379,089	379,089	379,089
Special Events	2,431,962	2,757,275	2,757,275	2,715,937
Special Events Operations	825,662	1,088,337	1,088,734	1,139,888
TOTAL OPERATIONAL EXPENDITURES	$ 5,177,008	$ 6,108,049	$ 6,101,569	$ 6,736,061
Transfer to Economic Development Fund	384,000	768,000	768,000	-
One-Time Decision Packages	-	30,000	30,000	-
TOTAL EXPENDITURES	$ 5,561,008	$ 6,906,049	$ 6,899,569	$ 6,736,061
ENDING FUND BALANCES	$ 4,641,300	$ 3,686,719	$ 4,106,831	$ 3,892,871
Fund Balance Percentage	89.7%	60.4%	67.3%	57.8%

EXHIBIT A

TOWN OF ADDISON ECONOMIC DEVELOPMENT FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 2,012,219	$ 1,609,759	$ 1,980,287	$ 1,952,519
REVENUES:				
Ad valorem Taxes	$ 1,179,713	$ 1,280,691	$ 1,280,691	$ 1,401,782
Service Fees	32,450	60,000	60,000	60,000
Interest and Other Income	(91,704)	20,000	40,000	40,000
TOTAL OPERATIONAL REVENUE	$ 1,120,459	$ 1,360,691	$ 1,380,691	$ 1,501,782
Transfers from other funds	384,000	768,000	768,000	-
TOTAL REVENUES	$ 1,504,459	$ 2,128,691	$ 2,148,691	$ 1,501,782
TOTAL AVAILABLE RESOURCES	$ 3,516,678	$ 3,738,450	$ 4,128,978	$ 3,454,301
EXPENDITURES:				
Personnel Services	$ 516,409	$ 577,836	$ 577,836	$ 465,625
Supplies	15,843	18,371	18,371	15,317
Maintenance	20,582	30,720	30,720	10,040
Contractual Services	761,946	1,461,160	1,461,160	927,244
Capital Replacement / Lease	221,611	13,372	13,372	9,715
TOTAL OPERATIONAL EXPENDITURES	$ 1,536,391	$ 2,101,459	$ 2,101,459	$ 1,427,941
One-Time Decision Packages	-	75,000	75,000	175,000
TOTAL EXPENDITURES	$ 1,536,391	$ 2,176,459	$ 2,176,459	$ 1,602,941
ENDING FUND BALANCES	$ 1,980,287	$ 1,561,991	$ 1,952,519	$ 1,851,360
Fund Balance Percentage	128.9%	74.3%	92.9%	129.7%

EXHIBIT A

TOWN OF ADDISON GENERAL OBLIGATION DEBT SERVICE FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 573,411	$ 575,833	$ 652,117	$ 652,117
REVENUES:				
Ad valorem Taxes	$ 8,636,068	$ 8,936,749	$ 8,936,749	$ 9,465,895
Interest and Other Income	(61,146)	15,000	15,000	30,000
TOTAL OPERATIONAL REVENUE	$ 8,574,922	$ 8,951,749	$ 8,951,749	$ 9,495,895
Transfers from other funds	-	909,405	909,405	875,540
Premium on Bond Issuance	913,093	-	-	-
Refunding Bond Proceeds	8,670,000	-	-	-
TOTAL REVENUES	$ 18,158,015	$ 9,861,154	$ 9,861,154	$ 10,371,435
TOTAL AVAILABLE RESOURCES	$ 18,731,426	$ 10,436,987	$ 10,513,271	$ 11,023,552
EXPENDITURES:				
Contractual Services	$ -	$ 5,000	$ 5,000	$ 6,000
Debt Service	8,601,724	9,856,154	9,856,154	10,350,435
TOTAL OPERATIONAL EXPENDITURES	$ 8,601,724	$ 9,861,154	$ 9,861,154	$ 10,356,435
Payment to Escrow Agent	9,477,585	-	-	
TOTAL EXPENDITURES	$ 18,079,309	$ 9,861,154	$ 9,861,154	$ 10,356,435
ENDING FUND BALANCES	$ 652,117	$ 575,833	$ 652,117	$ 667,117
Fund Balance Percentage	7.6%	5.8%	6.6%	6.4%

EXHIBIT A

TOWN OF ADDISON UTILITY FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING WORKING CAPITAL	$ 6,510,582	$ 6,244,689	$ 7,466,956	$ 7,164,062
REVENUES:				
Water Sales	$ 9,115,862	$ 8,452,239	$ 8,452,239	$ 8,832,590
Sewer Charges	6,328,760	6,709,962	6,709,962	7,011,910
Tap Fees & Other	37,780	15,345	15,345	10,324
Penalties	125,985	91,874	91,874	93,711
Interest and Other Income	(241,134)	130,356	130,356	157,422
TOTAL OPERATIONAL REVENUE	$ 15,367,253	$ 15,399,776	$ 15,399,776	$ 16,105,957
TOTAL AVAILABLE RESOURCES	$ 21,877,835	$ 21,644,465	$ 22,866,732	$ 23,270,019
EXPENSES:				
Personnel Services	$ 2,451,670	$ 2,833,900	$ 2,833,900	$ 3,048,220
Supplies	240,249	232,112	232,112	238,671
Maintenance	936,177	803,462	803,462	925,922
Contractual Services				
Water Purchases	4,339,663	4,327,486	4,327,486	4,620,482
Wastewater Treatment	3,631,976	3,831,839	3,831,839	3,950,773
Other Services	1,053,241	1,337,058	1,383,258	1,282,972
Capital Replacement / Lease	231,584	206,584	206,584	206,584
Debt Service	1,526,320	1,744,029	1,744,029	1,744,170
Capital Outlay	-	-	-	-
TOTAL OPERATIONAL EXPENSES	$ 14,410,879	$ 15,316,470	$ 15,362,670	$ 16,017,794
One-Time Decision Packages	-	340,000	340,000	175,000
Capital Projects (Cash Funded)				
Beltway Drive/Belt Line Road Water Main Replacement	-	79,000	-	79,000
TOTAL EXPENSES	$ 14,410,879	$ 15,735,470	$ 15,702,670	$ 16,271,794
ENDING WORKING CAPITAL	$ 7,466,956	$ 5,908,995	$ 7,164,062	$ 6,998,225
Working Capital Percentage	51.8%	38.6%	46.6%	43.7%

EXHIBIT A

TOWN OF ADDISON STORMWATER FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING WORKING CAPITAL	$ 8,984,319	$ 9,128,538	$ 9,455,358	$ 8,101,159
REVENUES:				
Licenses and Permits	$ 2,266	$ -	$ -	$ -
Drainage Fees	2,558,788	2,554,023	2,554,023	2,575,000
Interest and Other Income	(368,284)	100,000	100,000	150,000
TOTAL OPERATIONAL REVENUE	$ 2,192,770	$ 2,654,023	$ 2,654,023	$ 2,725,000
TOTAL AVAILABLE RESOURCES	$ 11,177,089	$ 11,782,561	$ 12,109,381	$ 10,826,159
EXPENSES:				
Personnel Services	$ 374,451	$ 417,276	$ 416,585	$ 741,366
Supplies	16,903	16,100	16,100	38,999
Maintenance	101,042	166,280	166,280	615,052
Contractual Services	294,146	359,710	359,710	214,846
Capital Replacement / Lease	10,000	10,000	10,000	25,000
Debt Service	493,199	491,390	491,390	489,590
Capital Outlay	29,457	-	-	-
TOTAL OPERATIONAL EXPENSES	$ 1,319,198	$ 1,460,756	$ 1,460,065	$ 2,124,853
Transfer to Debt Service Fund	-	400,439	400,439	406,196
One-Time Decision Packages	-	215,000	215,000	1,061,000
Capital Projects (Cash Funded)				
Redding Trail Drainage Improvements	310,478	-	-	-
Rawhide Creek Basin Improvements - Les Lacs Area		2,011,033	1,750,000	-
Farmer's Branch Basin Improvements - Le Grande Drive		827,000	-	-
Keller Springs Reconstruction	-	-	-	2,800,000
Winnwood Road Bridge Class Culvert Outlet Armoring	92,055	-	182,718	-
TOTAL EXPENSES	$ 1,721,731	$ 4,914,228	$ 4,008,222	$ 6,392,049
ENDING WORKING CAPITAL	$ 9,455,358	$ 6,868,333	$ 8,101,159	$ 4,434,110
Working Capital Percentage	716.8%	470.2%	554.8%	208.7%

EXHIBIT A

TOWN OF ADDISON AIRPORT FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING WORKING CAPITAL	$ 6,235,527	$ 6,658,419	$ 7,919,152	$ 6,537,015
REVENUES:				
Intergovernmental	$ 198,000	$ 50,000	$ 50,000	$ 50,000
Service Fees	1,506,030	1,276,600	1,276,600	1,394,180
Rental Income	5,584,356	5,301,700	5,301,700	5,686,105
Interest and Other Income	(76,989)	60,000	60,000	125,000
TOTAL OPERATIONAL REVENUE	$ 7,211,397	$ 6,688,300	$ 6,688,300	$ 7,255,285
TOTAL AVAILABLE RESOURCES	$ 13,446,924	$ 13,346,719	$ 14,607,452	$ 13,792,300
EXPENSES:				
Personnel Services	$ 2,186,868	$ 2,517,439	$ 2,492,555	$ 2,735,486
Supplies	43,122	56,381	36,681	36,587
Maintenance	463,108	671,801	735,279	750,462
Contractual Services	1,031,296	1,164,992	1,142,890	1,376,399
Capital Replacement / Lease	257,928	232,928	232,928	157,928
Debt Service	712,246	885,718	885,718	1,073,541
Capital Outlay	468,629	35,000	35,000	-
TOTAL OPERATIONAL EXPENSES	$ 5,163,197	$ 5,564,259	$ 5,561,051	$ 6,130,403
Transfer to Debt Service Fund	-	508,966	508,966	469,344
Capital Projects (Cash Funded)				
Customs Facility	205,799	-	-	-
Bravo/Golf Taxiway Improvements	70,276	-	680,000	-
Airport Access & Security Improvements	-	12,000	-	-
Runway 15/33 Redesignation / Taxiway Alpha Rejuv.	-	-	85,250	-
Facility Repairs and Improvements	88,500	-	-	-
Airport Regulated Garbage Utility Building	-	-	-	275,000
West Perimeter Fencing Improvemnts	-	-	-	65,500
Wiley Post Building Improvements	-	-	-	120,000
Wiley Post Parking Lot Reconstruction	-	-	-	150,000
Metal Hangar Roof Replacements	-	270,000	170,170	-
Developer Participation Agreement - Sky Squared	-	-	315,000	-
Developer Participation Agreement - Atlantic Aviation	-	-	-	625,860
Developer Participation Agreement - Sky Harbour	-	-	-	75,000
Developer Participation Agreement - Tango Whiskey	-	-	-	250,000
Bulk Fuel Storage Design	-	750,000	750,000	-
Jimmy Doolittle Drive Reconstruction	-	1,550,000	-	-
TOTAL EXPENSES	$ 5,527,772	$ 8,655,225	$ 8,070,437	$ 8,161,107
ENDING WORKING CAPITAL	$ 7,919,152	$ 4,691,494	$ 6,537,015	$ 5,631,193
Working Capital Percentage	153.4%	84.3%	117.5%	91.9%

EXHIBIT A

TOWN OF ADDISON SELF-FUNDED PROJECTS FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 4,809,068	$ 4,816,553	$ 5,792,112	$ 4,481,306
REVENUES:				
Interest and Other Income	$ 44,657	$ 25,000	$ 256,672	$ 100,000
TOTAL OPERATIONAL REVENUE	$ 44,657	$ 25,000	$ 256,672	$ 100,000
Transfers from other funds	1,800,000	-	1,900,000	-
TOTAL REVENUES	$ 1,844,657	$ 25,000	$ 2,156,672	$ 100,000
TOTAL AVAILABLE RESOURCES	$ 6,653,725	$ 4,841,553	$ 7,948,784	$ 4,581,306
EXPENDITURES:				
Supplies	$ 63,838	$ 30,000	$ 30,000	$ 3,000
Maintenance	78,499	444,517	601,189	543,343
Contractual Services	552,395	619,900	1,370,050	69,900
Capital Outlay	166,881	1,144,239	1,466,239	1,477,041
TOTAL OPERATIONAL EXPENDITURES	$ 861,613	$ 2,238,656	$ 3,467,478	$ 2,093,284
TOTAL EXPENDITURES	$ 861,613	$ 2,238,656	$ 3,467,478	$ 2,093,284
TOD Reserve	$ -	$ -	$ -	$ 2,000,000
Available for Future Projects	$ -	$ -	$ -	$ 488,022
ENDING FUND BALANCES	$ 5,792,112	$ 2,602,897	$ 4,481,306	$ 2,488,022
Fund Balance Percentage	672.2%	116.3%	129.2%	118.9%

EXHIBIT A

TOWN OF ADDISON SELF-FUNDED PROJECTS FUND (CONTINUED) FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
Projects List				
Metrocrest Services Capital Contribution	$ 60,000	$ -	$ 60,000	$ -
TOD Real Estate Brokerage Services	152,667	-	120,000	-
Buildings - Repairs	53,374	-	-	-
TASSPP Consulting Fees	59,840	-	33,000	-
Tree Mitigation Plantings	60,630	-	156,672	-
Smoke Detector Battery Repl. Program	2,869	3,000	3,000	3,000
Ballistic Gear	14,444	-	-	-
Unified Development Code	35,265	-	-	-
Special Area Study	28,334	-	-	-
DART Engineering Review	4,390	-	50,000	-
Cotton Belt Railway Quiet Zone	900	-	-	-
Comprehensive Plan	-	-	100,000	-
Beltway Drive Trail Master Plan Implementation	43,645	-	-	-
Facility Study and Consolidation	110,500	-	-	-
Athletic Center Building Updates	10,156	-	-	-
Celestial Park Improvements	24,126	-	-	-
Bail Out Rescue System	29,960	-	-	-
Vehicle and Supplies Trash and Parks Crew	17,511	-	-	-
Les Lacs Park Court Conversion	102,452	-	-	-
HVAC Cleaning and Replacement	39,825	-	-	-
Oncor Transformer Removal	9,640	-	130,000	-
Redding Trail Improvements	1,086	-	-	-
OPEB Trust	-	500,000	500,000	-
Consulting Fees - GASB 96	-	7,500	7,500	-
Capital Budget Planning Software	-	2,400	2,400	-
Fire Facility Maintenance	-	347,000	347,000	-
Facility Lightning Protection	-	82,000	82,000	-
Animal Control Office Space	-	4,000	4,000	-
Records Clerk Police Department	-	11,517	11,517	-
Utilize TASSPP Funds	-	300,000	387,000	-
Management Analyst Development Services	-	3,000	3,000	-
2012 International Code Adoption	-	5,000	5,000	-
Wheeler Bridge Painting	-	110,000	145,000	-
Beltway Trail and Greenspace Construction Documents	-	223,000	223,000	-
Beckert Park Light Bollard Replacement and Electrical	-	55,280	55,280	-
Chipper Equipment	-	260,000	260,000	-
Park Land Dedication and Development Fee Study	-	132,500	132,500	-
TOD Cost of Service Study	-	-	25,000	-
General Services Operations Study	-	-	32,150	-
Carpet Replacement Police Department	-	-	40,000	-
Compensation - Market Update Study	-	-	50,000	-
AAC Fitness Wing Wall Treatments	-	192,459	192,459	-
Vitruvian Court Fitness Slab	-	-	235,000	-
Crosswalk Beacons and Intersection Improvements	-	-	75,000	-

EXHIBIT A

TOWN OF ADDISON SELF-FUNDED PROJECTS FUND (CONTINUED) FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
Projects List				
Emergency Management Coordinator	-	-	-	7,600
AED 123 Purchase and Monthly Inspections	-	-	-	75,000
Two (2) Fire Administration Vehicles	-	-	-	120,000
Assistant Director of Development Services	-	-	-	9,900
Code Enforcement Manager	-	-	-	51,400
Code Enforcement Officer	-	-	-	49,900
Neighborhood Services Startup Funding	-	-	-	60,000
Parks Planned Asset Replacement	-	-	-	196,000
Addison Circle Park Vision Plan	-	-	-	205,000
Pickleball Court Shade Structure	-	-	-	217,000
Spruill Dog Park Artificial Turf	-	-	-	235,287
Landscape Architect	-	-	-	62,180
Public Art Installation	-	-	-	150,000
NTTA Pedestrian Crossing, Gateway, and Landscape Plan	-	-	-	156,000
Recreation Van	-	-	-	98,274
Addison Athletic Club (AAC) Building Improvements	-	-	-	57,000
Addison Athletic Club Outdoor Pool Renovation	-	-	-	339,743
	$ 861,614	$ 2,238,656	$ 3,467,478	$ 2,093,284

EXHIBIT A

TOWN OF ADDISON
ADDISON GROVE ESCROW FUND
FY2023-24

Fund Description: The Addison Grove Escrow Fund receives transfers from other funds for future economic development incentive payments for the construction of the Addison Grove development.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 3,133,634	$ 3,131,722	$ 3,009,008	$ 3,209,008
REVENUES:				
Interest and Other Income	$ (124,626)	$ 10,000	$ 200,000	$ 50,000
TOTAL OPERATIONAL REVENUE	$ (124,626)	$ 10,000	$ 200,000	$ 50,000
TOTAL REVENUES	$ (124,626)	$ 10,000	$ 200,000	$ 50,000
TOTAL AVAILABLE RESOURCES	$ 3,009,008	$ 3,141,722	$ 3,209,008	$ 3,259,008
EXPENDITURES:				
Contractual Services	$ -	$ -	$ -	$ 3,250,000
TOTAL OPERATIONAL EXPENDITURES	$ -	$ -	$ -	$ 3,250,000
TOTAL EXPENDITURES	$ -	$ -	$ -	$ 3,250,000
ENDING FUND BALANCES	$ 3,009,008	$ 3,141,722	$ 3,209,008	$ 9,008
Fund Balance Percentage	0.0%	0.0%	0.0%	0.0%

EXHIBIT A

TOWN OF ADDISON
PUBLIC SAFETY FUND
FY2023-24

Fund Description: The Police forfeiture funds are awarded of monies or property by the courts related to cases that involve the Addison Police Department.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 64,362	$ 55,362	$ 63,964	$ 14,464
REVENUES:				
Intergovernmental	$ 9,527	$ -	$ -	$ -
Interest and Other Income	(2,596)	500	500	750
TOTAL OPERATIONAL REVENUE	$ 6,931	$ 500	$ 500	$ 750
Transfers from other funds	-	-	-	-
TOTAL REVENUES	$ 6,931	$ 500	$ 500	$ 750
TOTAL AVAILABLE RESOURCES	$ 71,293	$ 55,862	$ 64,464	$ 15,214
EXPENDITURES:				
Supplies	$ -	$ 50,000	$ 50,000	$ 10,000
Capital Outlay	7,329	-	-	-
TOTAL OPERATIONAL EXPENDITURES	$ 7,329	$ 50,000	$ 50,000	$ 10,000
TOTAL EXPENDITURES	$ 7,329	$ 50,000	$ 50,000	$ 10,000
ENDING FUND BALANCES	$ 63,964	$ 5,862	$ 14,464	$ 5,214
Fund Balance Percentage	872.8%	11.7%	28.9%	52.1%

EXHIBIT A

TOWN OF ADDISON
PEG FUND
FY2023-24

Fund Description: Public, Educational and Governmental (PEG) fees are a cable franchise fee. The funding is used to be used for any combination of television production equipment, training, and government acess airtime on a local cable system.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 402,711	$ 234,211	$ 218,003	$ 49,503
REVENUES:				
Franchise Fees	$ 37,845	$ 40,000	$ 40,000	$ 40,000
Interest and Other Income	(13,440)	1,500	1,500	1,500
TOTAL OPERATIONAL REVENUE	$ 24,405	$ 41,500	$ 41,500	$ 41,500
TOTAL REVENUES	$ 24,405	$ 41,500	$ 41,500	$ 41,500
TOTAL AVAILABLE RESOURCES	$ 427,116	$ 275,711	$ 259,503	$ 91,003
EXPENDITURES:				
Maintenance	$ 2,002	$ -	$ -	$ -
Capital Outlay	207,111	210,000	210,000	75,000
TOTAL OPERATIONAL EXPENDITURES	$ 209,113	$ 210,000	$ 210,000	$ 75,000
TOTAL EXPENDITURES	$ 209,113	$ 210,000	$ 210,000	$ 75,000
ENDING FUND BALANCES	$ 218,003	$ 65,711	$ 49,503	$ 16,003
Fund Balance Percentage	104.3%	31.3%	23.6%	21.3%

EXHIBIT A

TOWN OF ADDISON
COURT TECHNOLOGY FUND
FY2023-24

Fund Description: The court technology fees in this fund are generated from court costs paid by offenders. By law, these revenue amounts can only be spent on specified security or technology improvements for Addison's municipal court.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 32,421	$ 29,701	$ 41,069	$ 42,419
REVENUES:				
Fines and Penalties	$ 10,130	$ 7,260	$ 10,500	$ 10,500
Rental Income	-	-	-	-
Interest and Other Income	(1,482)	300	850	500
TOTAL OPERATIONAL REVENUE	$ 8,648	$ 7,560	$ 11,350	$ 11,000
TOTAL REVENUES	$ 8,648	$ 7,560	$ 11,350	$ 11,000
TOTAL AVAILABLE RESOURCES	$ 41,069	$ 37,261	$ 52,419	$ 53,419
EXPENDITURES:				
Contractual Services	-	25,000	10,000	25,000
TOTAL OPERATIONAL EXPENDITURES	$ -	$ 25,000	$ 10,000	$ 25,000
TOTAL EXPENDITURES	$ -	$ 25,000	$ 10,000	$ 25,000
ENDING FUND BALANCES	$ 41,069	$ 12,261	$ 42,419	$ 28,419
Fund Balance Percentage	0.0%	49.0%	424.2%	113.7%

EXHIBIT A

TOWN OF ADDISON
BUILDING SECURITY FUND
FY2023-24

Fund Description: The building security fees in this fund are generated from court costs paid by offenders. By law, these revenue amounts can only be spent on specified security or technology improvements for Addison's municipal court.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 38,503	$ 43,063	$ 46,639	$ 47,739
REVENUES:				
Fines and Penalties	$ 12,189	$ 8,582	$ 13,250	$ 13,250
Interest and Other Income	(1,727)	300	1,000	600
TOTAL OPERATIONAL REVENUE	$ 10,462	$ 8,882	$ 14,250	$ 13,850
TOTAL REVENUES	$ 10,462	$ 8,882	$ 14,250	$ 13,850
TOTAL AVAILABLE RESOURCES	$ 48,965	$ 51,945	$ 60,889	$ 61,589
EXPENDITURES:				
Personnel Services	$ 2,326	$ 25,671	$ 13,150	$ 29,171
TOTAL OPERATIONAL EXPENDITURES	$ 2,326	$ 25,671	$ 13,150	$ 29,171
TOTAL EXPENDITURES	$ 2,326	$ 25,671	$ 13,150	$ 29,171
ENDING FUND BALANCES	$ 46,639	$ 26,274	$ 47,739	$ 32,418
Fund Balance Percentage	2005.1%	102.3%	363.0%	111.1%

EXHIBIT A

TOWN OF ADDISON
CHILD SAFETY FUND
FY2023-24

Fund Description: This is a special court cost under Art. 102.014 Code of Criminal Procedure for convictions of moving traffic violations in school crossing zones and passing a school bus. For cities under 850,000 population, it shall be used first to fund school crossing guards, with any excess expended for programs designed to enhance public safety and security.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 126,062	$ 138,562	$ 140,935	$ 160,948
REVENUES:				
Fines and Penalties	$ 22,780	$ 11,000	$ 17,513	$ 11,000
Interest and Other Income	(5,407)	1,000	2,500	2,000
TOTAL OPERATIONAL REVENUE	$ 17,373	$ 12,000	$ 20,013	$ 13,000
TOTAL REVENUES	$ 17,373	$ 12,000	$ 20,013	$ 13,000
TOTAL AVAILABLE RESOURCES	$ 143,435	$ 150,562	$ 160,948	$ 173,948
EXPENDITURES:				
Contractual Services	$ 2,500	$ 2,500	$ -	$ 2,500
TOTAL OPERATIONAL EXPENDITURES	$ 2,500	$ 2,500	$ -	$ 2,500
TOTAL EXPENDITURES	$ 2,500	$ 2,500	$ -	$ 2,500
ENDING FUND BALANCES	$ 140,935	$ 148,062	$ 160,948	$ 171,448
Fund Balance Percentage	5637.4%	5922.5%	0.0%	6857.9%

EXHIBIT A

TOWN OF ADDISON
JUSTICE ADMINISTRATION FUND
FY2023-24

Fund Description: This fee is a $2.50 portion of the Time Payment Fee in Section 133.103 of the Local Government Code which shall be used for the purpose of improving the efficiency of the court.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 33,404	$ 36,770	$ 43,286	$ 52,536
REVENUES:				
Fines and Penalties	$ 12,639	$ 3,030	$ 12,250	$ 3,030
Interest and Other Income	(2,757)	200	2,000	1,000
TOTAL OPERATIONAL REVENUE	$ 9,882	$ 3,230	$ 14,250	$ 4,030
TOTAL REVENUES	$ 9,882	$ 3,230	$ 14,250	$ 4,030
TOTAL AVAILABLE RESOURCES	$ 43,286	$ 40,000	$ 57,536	$ 56,566
EXPENDITURES:				
Supplies	$ -	$ 4,000	$ 4,000	$ 4,000
Maintenance	-	1,000	1,000	1,000
TOTAL OPERATIONAL EXPENDITURES	$ -	$ 5,000	$ 5,000	$ 5,000
TOTAL EXPENDITURES	$ -	$ 5,000	$ 5,000	$ 5,000
ENDING FUND BALANCES	$ 43,286	$ 35,000	$ 52,536	$ 51,566
Fund Balance Percentage	0.0%	700.0%	1050.7%	1031.3%

EXHIBIT A

TOWN OF ADDISON
INFRASTRUCTURE INVESTMENT FUND
FY2023-24

Fund Description: The Infrastructure Investment Fund (IIF) accumulates resources to support pay-as-you-go capital projects or significant non-routine capital expenditures of not less than $500,000, building a reserve to reduce Addison's reliance on debt for capital projects.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 5,569,242	$ 5,999,617	$ 5,628,802	$ 4,789,057
REVENUES:				
Ad valorem Taxes	$ 308,458	$ 336,953	$ 336,953	$ 368,614
Interest and Other Income	(202,263)	226,667	276,667	276,667
TOTAL OPERATIONAL REVENUE	$ 106,195	$ 563,620	$ 613,620	$ 645,281
TOTAL REVENUES	$ 106,195	$ 563,620	$ 613,620	$ 645,281
TOTAL AVAILABLE RESOURCES	$ 5,675,437	$ 6,563,237	$ 6,242,422	$ 5,434,338
EXPENDITURES:				
Capital Projects (Cash Funded)				
Traffic Signal and ADA Improvements	46,635	1,400,000	1,453,365	-
Redding Trail Extension/Dog Park	-	-	-	550,000
TOTAL EXPENDITURES	$ 46,635	$ 1,400,000	$ 1,453,365	$ 550,000
ENDING FUND BALANCES	$ 5,628,802	$ 5,163,237	$ 4,789,057	$ 4,884,338
Fund Balance Percentage	12069.9%	368.8%	329.5%	888.1%

EXHIBIT A

TOWN OF ADDISON
STREETS SELF-FUNDED PROJECTS FUND
FY2023-24

Fund Description: The Streets Self-Funded Projects Fund accumulates resources to support pay-as-you-go streets capital projects or significant non-routine streets capital and maintenance expenditures, building a reserve to reduce Addison's reliance on debt for streets capital projects. The dollars for these one-time projects are intended to come from interest income generated, one-time reimbursements, and contributions from the General Fund.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 2,829,474	$ 1,746,174	$ 1,990,110	$ 2,636,610
REVENUES:				
Interest and Other Income	$ 1,875,309	$ 5,000	$ 646,500	$ 11,532,873
TOTAL OPERATIONAL REVENUE	$ 1,875,309	$ 5,000	$ 646,500	$ 11,532,873
TOTAL REVENUES	$ 1,875,309	$ 5,000	$ 646,500	$ 11,532,873
TOTAL AVAILABLE RESOURCES	$ 4,704,783	$ 1,751,174	$ 2,636,610	$ 14,169,483
EXPENDITURES:				
Maintenance	$ 2,714,673	$ -	$ -	$ 405,000
Contractual Services	-	-	-	4,100,000
TOTAL OPERATIONAL EXPENDITURES	$ 2,714,673	$ -	$ -	$ 4,505,000
Capital Projects (Cash Funded)				
Vitruvian West Streetscape and Bella Lane Extension	-	-	-	604,200
Vitruvian Park Phase 6, Blocks 301, 302 and 303	-	-	-	654,075
Keller Springs Reconstruction	-	-	-	2,000,000
Beltway Drive Trail	-	-	-	2,197,500
TOTAL EXPENDITURES	$ 2,714,673	$ -	$ -	$ 9,960,775
TOTAL EXPENDITURES	$ 2,714,673	$ -	$ -	$ 9,960,775
ENDING FUND BALANCES	$ 1,990,110	$ 1,751,174	$ 2,636,610	$ 4,208,708
Fund Balance Percentage	73.3%	0.0%	0.0%	42.3%

EXHIBIT A

TOWN OF ADDISON
GRANT FUNDS
FY2023-24

Fund Description: Two special revenue funds account for monies received from private and governmental agencies. Expenditures of these grant monies are also recorded in the grant funds. The Advanced Funding Grant Fund is utilized for grant monies that are received prior to the related expenditure. This fund may carry a balance from year to year if Addison does not expend the monies within the fiscal year. The Reimbursement Grant Fund will track expenditures for which the Town expects to be reimbursed. Addison will record a receivable for any reimbursements not received prior to the fiscal year end.

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING BALANCES	$ 48,367	$ 43,167	$ 52,545	$ 38,961
REVENUES:				
Intergovernmental	$ 12,779	$ 8,100	$ 246,000	$ 8,100
Interest and Other Income	26,063	400	1,400	400
TOTAL OPERATIONAL REVENUE	$ 38,842	$ 8,500	$ 247,400	$ 8,500
TOTAL REVENUES	$ 38,842	$ 8,500	$ 247,400	$ 8,500
TOTAL AVAILABLE RESOURCES	$ 87,209	$ 51,667	$ 299,945	$ 47,461
EXPENDITURES:				
Supplies	$ 7,414	$ -	$ 4,327	$ -
Contractual Services	2,250	13,700	256,657	13,700
Capital Outlay	25,000	-	-	-
TOTAL OPERATIONAL EXPENDITURES	$ 34,664	$ 13,700	$ 260,984	$ 13,700
TOTAL EXPENDITURES	$ 34,664	$ 13,700	$ 260,984	$ 13,700
ENDING FUND BALANCES	$ 52,545	$ 37,967	$ 38,961	$ 33,761
Fund Balance Percentage	151.6%	277.1%	14.9%	246.4%

EXHIBIT A

TOWN OF ADDISON
INFORMATION TECHNOLOGY REPLACEMENT FUND
FY2023-24

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
BEGINNING WORKING CAPITAL	$ 3,879,987	$ 3,629,348	$ 3,719,946	$ 2,892,909
REVENUES:				
Service Fees	$ 573,963	$ 575,963	$ 575,963	$ 805,963
Interest and Other Income	(155,825)	20,000	20,000	57,750
TOTAL OPERATIONAL REVENUE	$ 418,138	$ 595,963	$ 595,963	$ 863,713
TOTAL REVENUES	$ 418,138	$ 595,963	$ 595,963	$ 863,713
TOTAL AVAILABLE RESOURCES	$ 4,298,125	$ 4,225,311	$ 4,315,909	$ 3,756,622
EXPENSES:				
Supplies	$ -	$ 710,000	$ 560,000	$ -
Maintenance	86,431	45,000	45,000	847,000
Capital Outlay	491,748	818,000	818,000	-
TOTAL OPERATIONAL EXPENSES	$ 578,179	$ 1,573,000	$ 1,423,000	$ 847,000
TOTAL EXPENSES	$ 578,179	$ 1,573,000	$ 1,423,000	$ 847,000
ENDING WORKING CAPITAL	$ 3,719,946	$ 2,652,311	$ 2,892,909	$ 2,909,622
Working Capital Percentage	643.4%	168.6%	203.3%	343.5%
Equipment List				
Shared Network Equipment	$ 34,809	$ -	$ -	$ -
Police Taser Upgrade	-	-	-	-
Police Replace In-Car Video/Body Cams	171,834	383,000	383,000	294,000
Microsoft License Upgrades	76,152	-	-	-
Replace Mobile Device Computers	-	260,000	260,000	300,000
Optical Security Cameras	295,384	-	-	-
Phone System Upgrade	-	300,000	300,000	-
EnerGov System Upgrade	-	150,000	-	150,000
Fire RMS	-	-	-	8,000
Internal Affairs Investigation Software	-	-	-	30,000
Airport Lease Management Software	-	-	-	65,000
PCs, iPads, and Laptops Upgrade	-	300,000	300,000	-
Anti-Virus Application Upgrade	-	50,000	50,000	-
Upgrade Managed Security Services	-	85,000	85,000	-
Security Camera Network Annual Support	-	45,000	45,000	-
	$ 578,179	$ 1,573,000	$ 1,423,000	$ 847,000

EXHIBIT A

TOWN OF ADDISON CAPITAL REPLACEMENT FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
WORKING CAPITAL	$ 3,976,723	$ 4,464,067	$ 4,693,776	$ 3,400,895
REVENUES:				
Service Fees	$ 1,215,000	$ 1,215,000	$ 1,215,000	$ 1,415,000
Interest and Other Income	(129,232)	50,000	50,000	97,200
TOTAL OPERATIONAL REVENUE	$ 1,085,768	$ 1,265,000	$ 1,265,000	$ 1,512,200
TOTAL REVENUES	$ 1,085,768	$ 1,265,000	$ 1,265,000	$ 1,512,200
TOTAL AVAILABLE RESOURCES	$ 5,062,491	$ 5,729,067	$ 5,958,776	$ 4,913,095
EXPENSES				
Capital Outlay	$ 368,715	$ 2,031,500	$ 2,557,881	$ 2,518,304
TOTAL OPERATIONAL EXPENSES	$ 368,715	$ 2,031,500	$ 2,557,881	$ 2,518,304
TOTAL EXPENSES	$ 368,715	$ 2,031,500	$ 2,557,881	$ 2,518,304
ENDING WORKING CAPITAL	$ 4,693,776	$ 3,697,567	$ 3,400,895	$ 2,394,791
Working Capital Percentage	1273.0%	182.0%	133.0%	95.1%

EXHIBIT A

TOWN OF ADDISON CAPITAL REPLACEMENT FUND (CONTINUED) FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
Equipment List				
Emergency Generator Replacement	-	826,000	750,000	-
General Services F150 Crew Cab	-	-	52,000	-
General Services (2) Ford C-Max	-	-	-	60,200
General Services Chevy Bolt	-	40,000	40,000	-
General Services Silverado	-	-	-	46,714
Police Motorcycles	55,252	35,000	58,262	-
Police Animal Control F250	63,301	-	95,366	-
Police (2) Admin Toyota Highlander	-	-	75,202	-
Police (18) Patrol Vehicles	-	-	-	950,400
Police Silverado	-	-	44,715	-
Police K9 Chevy Tahoe	-	59,000	73,222	-
Police (2) CID Chevy Tahoe	-	42,000	112,881	-
Police (2) CID Ford Explorer	-	76,000	-	-
Police (2) F150 CID	-	89,000	-	-
Police Prisoner Transport	-	-	-	52,800
Police Ford Crime Scene Van	-	65,000	-	52,800
Fire Ambulance	-	375,000	382,500	385,000
Fire Self Contained Breathing Apparatus	-	-	-	-
Fire Ford Interceptor	45,423	50,000	50,000	-
Fire (4) Thermal Imaging Cameras	-	23,000	23,000	-
Development Services F150 Supercab	-	-	47,000	95,660
Streets Ford F150	-	-	-	47,830
Streets (3) Ford F350 Extended Cab	-	-	-	206,700
Streets Ford F350 Dump Truck	-	-	-	74,520
Streets Ford F750 Aerial Body	-	-	165,033	-
Streets Backhoe	140,240	-	-	-
Parks Ford F350 Dump Body	-	83,000	83,000	-
Parks Trailer	-	-	-	6,500
Parks (3) Ford F350 Crew Cab	-	58,000	58,000	212,320
Parks Ford Transit Van	-	-	-	51,260
Parks (3) F250 Crew Cab	-	57,500	57,500	167,100
Recreation Advanced Exercise Weight Circuit	64,499	-	-	-
Recreation Life Fitness Treadmills	-	45,000	75,000	-
Airport Ford F250 Crew Cab	-	-	-	55,700
Airport Chevy Tahoe	-	-	-	52,800
Utilities Ford Lightning	-	50,000	50,000	-
Utilities Ford F350	-	58,000	59,500	-
Utilities Ford F150	-	-	55,700	-
Utilities PipeHunter Vacuum Truck	-	-	150,000	-
	$ 368,715	$ 2,031,500	$ 2,557,881	$ 2,518,304

EXHIBIT A

TOWN OF ADDISON FACILITY MAINTENANCE FUND FY2023-24	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
WORKING CAPITAL	$ 1,000,007	$ 1,300,000	$1,272,182	$ 1,008,182
REVENUES:				
Service Fees	$ 650,000	$ 350,000	$ 350,000	$ 450,000
Interest and Other Income	(35,070)	10,000	10,000	18,250
TOTAL OPERATIONAL REVENUE	$ 614,930	$ 360,000	$ 360,000	$ 468,250
TOTAL REVENUES	$ 614,930	$ 360,000	$ 360,000	$ 468,250
TOTAL AVAILABLE RESOURCES	$ 1,614,937	$ 1,660,000	$1,632,182	$ 1,476,432
EXPENSES				
Maintenance	$ 336,158	$ 579,000	$ 579,000	$ 506,800
Capital Outlay	6,597	45,000	45,000	-
TOTAL OPERATIONAL EXPENSES	$ 342,755	$ 624,000	$ 624,000	$ 506,800
TOTAL EXPENSES	$ 342,755	$ 624,000	$ 624,000	$ 506,800
ENDING WORKING CAPITAL	$ 1,272,182	$ 1,036,000	$1,008,182	$ 969,632
Working Capital Percentage	371.2%	166.0%	161.6%	191.3%

EXHIBIT A

TOWN OF ADDISON
FACILITY MAINTENANCE FUND (CONTINUED)
FY2023-24

	Actual 2021-22	Budget 2022-23	Estimated 2022-23	Budget 2023-24
Project List				
Emergency Maintenance	$ 282,599	$ 275,000	$ 275,000	$ 275,000
Fire Station 2 Restroom Accessibility	20,072	-	-	-
Vitruvian Restrooms Cracking Repair	18,795	-	-	-
Central Fire Cast Stone Repair	19,300	53,000	53,000	-
Athletic Club Monument Sign	1,989	-	-	-
Finance Wood Deck Repair	-	12,000	12,000	-
Police Range Flooring Replacement	-	5,000	5,000	-
Central Fire Sewer Drain Repair	-	15,000	15,000	-
Shingle Roofing Replacement	-	155,000	155,000	-
Police Metal Roof Dormer Replacement	-	40,000	40,000	-
Pavilion Exterior Drinking Fountains	-	45,000	45,000	-
Theatre Center Water Heater Replacement	-	17,000	17,000	-
Celestial Garage Water Heater Replacement	-	7,000	7,000	-
Atrium Skylight	-	-	-	23,000
Fire Station 1 Cast Stone - Phase 3	-	-	-	35,000
Replace Parking Lot at F1 - West Side	-	-	-	8,000
Replacement of Split System Unit #1	-	-	-	25,000
Replacement of Split System Unit #3	-	-	-	25,000
Resurface Exterior Balcony Area	-	-	-	8,500
Water Heater at Vitruvian	-	-	-	4,300
Duct Cleaning	-	-	-	53,000
Parking Lot Painting/Restriping	-	-	-	20,000
Gym Floor Resurfacing	-	-	-	30,000
	$ 342,755	$ 624,000	$ 624,000	$ 506,800

EXHIBIT A

TOWN OF ADDISON CAPITAL IMPROVEMENTS PROGRAM ALL FUNDS SUMMARY FY2023-24	Estimated 2022-23	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27	Project Total
FUNDS						
General Obligation & Cert. of Obligation	$21,567,691	$35,545,519	$17,800,000	$19,458,119	$ 3,627,706	$ 97,999,035
General Fund Self-Funded Projects	32,014	-	-	-	-	32,014
Streets Self-Funded Fund	-	5,455,775	2,000,000	489,409	-	7,945,184
Infrastructure Investment Fund	1,453,365	550,000	-	-	-	2,003,365
Utility Certificates of Obligation	774,639	3,527,892	1,091,700	1,450,000	3,987,800	10,832,031
Utility Fund Cash Reserves	-	79,000	76,000	138,000	166,000	459,000
Stormwater Certificates of Obligation	543,577	-	-	-	-	543,577
Stormwater Fund Cash Reserves	1,932,718	2,800,000	-	-	3,506,000	8,238,718
Airport Fund Certificates of Obligation	150,000	1,720,000	600,000	-	-	2,470,000
Airport Fund Grant Funds	4,227,484	4,000,000	108,000	1,008,000	-	9,343,484
Airport Fund Cash Reserves	1,701,112	610,500	12,000	112,000	-	2,435,612
TOTAL	$ 32,382,600	$ 54,288,686	$ 21,687,700	$ 22,655,528	$ 11,287,506	$ 142,302,020

EXHIBIT A

GENERAL GOVERNMENT CAPITAL IMPROVEMENTS PROGRAM FY2023-24	Actual Prior Years	Estimated 2022-23	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27	Project Total
FUNDING SOURCES:							
General Obligation Bonds Series 2012	$ 6,390,391	$ 1,714,131	$ -	$ -	$ -	$ -	
General Obligation Bonds Series 2013	206,176	-	-	-	-	-	
General Obligation Bonds Series 2014	1,742,797	-	-	-	-	-	
Streets Self-Funded Fund	-	-	5,455,775	2,000,000	489,409	-	
Certificates of Obligation Series 2019	15,978,932	2,337,233	-	-	-	-	
General Obligation Bonds Series 2020	2,099,246	2,177,830	9,939,511	318,413	-	-	
General Obligation Bonds Series 2021	8,143,122	8,101,878	-	-	-	-	
General Obligation Bonds Series 2022	135,373	6,336,619	4,046,008	-	-	-	
Certificates of Obligation Series 2022	-	-	10,000,000	-	-	-	
General Obligation Bonds Series 2023	-	900,000	4,160,000	-	-	-	
Certificates of Obligation Series 2023	-	-	2,000,000	-	-	-	
Future Bond Issuance	-	-	5,400,000	17,481,587	19,458,119	3,627,706	
	$ 34,696,037	$ 21,567,691	$ 41,001,294	$ 19,800,000	$ 19,947,528	$ 3,627,706	
PROJECTS							
Vitruvian West Streetscape and Bella Lane Extension	$ 2,886,264	$ 1,679,796	$ 604,200	$ -	$ -	$ -	$ 5,170,260
Quorum Drive Reconstruction	43,490	750,000	3,410,000	10,000,000	12,631,409	-	26,834,899
Pedestrian Connectivity - Cotton Belt/Silver Line	-	307,469	-	-	-	-	307,469
License Plate Recognition System Expansion	1,914,283	85,717	-	-	-	-	2,000,000
Midway Road Reconstruction	19,768,270	12,587,768	10,000,000	-	-	-	42,356,038
Belt Line Electronic Signage	503,228	11,858	-	-	-	-	515,086
Keller Springs Reconstruction	960,489	2,000,000	11,939,511	2,000,000	-	-	16,900,000
Airport Parkway Reconstruction	658,425	153,162	-	3,400,000	5,188,413	-	9,400,000
Improvements to Existing Buildings	1,788,233	2,007,303	1,500,000	-	-	-	5,295,536
Athletic Club Improvements	5,028,365	321,266	-	-	-	-	5,349,631
Trail Rehab, Expansion, Wayfinding	315,842	96,883	-	-	-	-	412,725
Montfort Drive Reconstruction	-	150,000	2,750,000	4,400,000	-	-	7,300,000
Les Lacs Pond Improvements	80,700	655,400	2,546,008	-	-	-	3,282,108
Vitruvian Park Phase 9, Block 701	788,434	793,083	-	-	-	-	1,581,517
Vitruvian Park Phase 6, Blocks 301, 302 and 303	-	-	2,654,075	-	-	-	2,654,075
Vitruvian Park Phase 7, Blocks 204, 210, 402 and 403	-	-	-	-	2,127,706	2,127,706	4,255,412
Vitruvian Park Phase 8, Remaining Blocks	-	-	-	-	-	1,500,000	1,500,000
Beltway Drive Trail	-	-	2,197,500	-	-	-	2,197,500
Transit-Oriented Development Parking Garage	-	-	3,400,000	-	-	-	3,400,000
TOTAL	$ 34,736,023	$ 21,599,705	$ 41,001,294	$ 19,800,000	$ 19,947,528	$ 3,627,706	$ 140,712,256

EXHIBIT A

TOWN OF ADDISON INFRASTRUCTURE INVESTMENT FUND FY2023-24	Actual Prior Years	Estimated 2022-23	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27	Project Total
BEGINNING BALANCES		$ 5,628,803	$ 4,789,058	$ 4,884,688	$5,366,565	$ 5,861,807	
FUNDING SOURCES:							
Ad valorem Taxes		$ 336,953	$ 368,963	$ 381,877	$ 395,242	$ 409,076	
Other Income		276,667	276,667	100,000	100,000	100,000	
TOTAL AVAILABLE RESOURCES		$ 6,242,423	$ 5,434,688	$ 5,366,565	$5,861,807	$ 6,370,883	
PROJECTS AND TRANSFERS							
Traffic Signal and ADA Improvements	$ 46,635	$ 1,453,365	$ -	$ -	$ -	$ -	$ 1,500,000
Redding Trail Extension/Dog Park	-	-	550,000	-	-	-	550,000
TOTAL	$ 46,635	$ 1,453,365	$ 550,000	$ -	$ -	$ -	$ 2,050,000
ENDING FUND BALANCE		$ 4,789,058	$ 4,884,688	$ 5,366,565	$5,861,807	$ 6,370,883	

EXHIBIT A

TOWN OF ADDISON
UTILITY CAPITAL IMPROVEMENTS PROGRAM
FY2023-24

	Actual Prior Years	Estimated 2022-23	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27	Project Total
FUNDING SOURCES:							
Certificates of Obligation	$ 2,542,548	$ 774,639	$ 3,527,892	$ 1,091,700	$ 1,450,000	$ 3,987,800	
Cash Reserves	-	-	79,000	76,000	138,000	166,000	
TOTAL AVAILABLE RESOURCES	$ 2,542,548	$ 774,639	$ 3,606,892	$ 1,167,700	$ 1,588,000	$ 4,153,800	
PROJECTS							
Kellway Lift Station Rehabilitation & Repair	$ 1,185,983	$ 6,758	$ -	$ -	$ -	$ -	$ 1,192,741
Chloramine Booster Station	1,217,760	115,809	-	-	-	-	1,333,569
Marsh Lane/Spring Valley Road Water Main Replacement	-	-	-	-	-	567,000	567,000
Lake Forest Drive Utility Improvements	117,736	452,072	938,647	-	-	-	1,508,455
Addison Road/Westgrove Drive Water Main Replacement	-	-	-	-	-	1,033,300	1,033,300
Excel Parkway/Addison Road Water Main Upsizing	-	-	-	-	-	268,500	268,500
New Water Main Loop - Excel Parkway / Addison Road	-	-	-	-	-	495,000	495,000
Beltway Drive/Belt Line Road Water Main Replacement	-	-	640,900	500,000	-	-	1,140,900
Sydney Drive/Marsh Lane Water Main Upsizing	-	-	-	667,700	400,000	-	1,067,700
Water Main Upsizing From Belt Line Road/George Bush Elementary	-	-	-	-	1,188,000	1,000,000	2,188,000
Excel Parkway/Addison Road Sewer Improvements	-	-	-	-	-	390,000	390,000
Addison Road/Belt Line Road and Addison Road/Edwin Lewis Drive Sewer Improvements	-	-	-	-	-	400,000	400,000
Celestial Pumpstation Pump #3 Replacement	-	-	450,000	-	-	-	450,000
Celestial Pumpstation Pump #1 Replacement	-	-	450,000	-	-	-	450,000
Surveyor Pump Station Electrical Upgrades	82,655	200,000	697,345	-	-	-	980,000
SCADA and Kellway Electrical Control Panel Upgrades	-	-	430,000	-	-	-	430,000
TOTAL	$ 2,604,134	$ 774,639	$ 3,606,892	$ 1,167,700	$ 1,588,000	$ 4,153,800	$ 13,895,165

EXHIBIT A

TOWN OF ADDISON STORMWATER CAPITAL IMPROVEMENTS PROGRAM FY2023-24	Actual Prior Years	Estimated 2022-23	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27	Project Total
FUNDING SOURCES:							
Cash Reserves	$ -	$ 1,932,718	$ 2,800,000	$ -	$ -	$ 3,506,000	
Certificates of Obligation Series 2013	398,843	543,577	-	-	-	-	
TOTAL AVAILABLE RESOURCES	$ 398,843	$ 2,476,295	$ 2,800,000	$ -	$ -	$ 3,506,000	
PROJECTS							
Rawhide Creek Basin Improvements - Les Lacs Area	$ 325,707	$ 2,269,031	$ -	$ -	$ -	$ -	$ 2,594,738
Whiterock Creek Basin Improvements - Bellbrook Drive	-	-	-	-	-	2,900,000	2,900,000
Whiterock Creek Basin Improvements - Maiden Court	-	-	-	-	-	606,000	606,000
Keller Springs Reconstruction	-	-	2,800,000	-	-	-	2,800,000
Winnwood Road Bridge Class Culvert Outlet Armoring	165,689	207,264	-	-	-	-	372,953
TOTAL	$ 491,396	$ 2,476,295	$ 2,800,000	$ -	$ -	$ 3,506,000	$ 9,273,691

EXHIBIT A

TOWN OF ADDISON AIRPORT CAPITAL IMPROVEMENTS PROGRAM FY2023-24	Actual Prior Years	Estimated 2022-23	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27	Project Total
FUNDING SOURCES:							
Cash Reserves	$ 860,659	$ 1,701,112	$ 610,500	$ 12,000	$ 112,000	$ -	
TXDOT Grant Funding	600,000	4,227,484	4,000,000	108,000	1,008,000	-	
Bond Funds	7,819,859	150,000	1,720,000	600,000	-	-	
TOTAL AVAILABLE RESOURCES	$ 9,280,518	$ 6,078,596	$ 6,330,500	$ 720,000	$ 1,120,000	$ -	
PROJECTS							
Customs Facility Construction	$ 9,195,492	$ 15,692	$ -	$ -	$ -	$ -	$ 9,211,184
Bravo/Golf Taxiway Improvements	70,276	3,432,484	4,000,000	-	-	-	7,502,760
Airport Access & Security Improvements	-	-	-	120,000	1,120,000	-	1,240,000
Runway 15/33 Redesignation & Taxiway Alpha Rejuvenation	14,750	1,560,250	-	-	-	-	1,575,000
Metal Hangar Roof Replacements	-	170,170	-	-	-	-	170,170
Bulk Fuel Storage Design	-	750,000	-	-	-	-	750,000
Jimmy Doolittle Drive Reconstruction	-	150,000	1,400,000	-	-	-	1,550,000
Eastside Airport Service Road Reconstruction	-	-	320,000	600,000	-	-	920,000
Airport Regulated Garbage Utility Building	-	-	275,000	-	-	-	275,000
West Perimeter Fencing Improvements	-	-	65,500	-	-	-	65,500
Wiley Post Building Improvements	-	-	120,000	-	-	-	120,000
Wiley Post Parking Lot Reconstruction	-	-	150,000	-	-	-	150,000
TOTAL	$ 9,280,518	$ 6,078,596	$ 6,330,500	$ 720,000	$ 1,120,000	$ -	$ 23,529,614

City Council **4. f.**

Meeting Date: 09/12/2023

Department: Finance

Pillars: Gold Standard in Financial Health

Milestones: Continuously improve processes and policies to include the voice of the customer and ensure the policies are easily accessible

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on an Ordinance to levy taxes for the Town of Addison, Texas, and to fix and adopt the tax rate of $0.609822 for the Town on all taxable property for the Fiscal Year beginning October 1, 2023 and ending September 30, 2024.

BACKGROUND:

This is the second public hearing regarding the proposed tax rate for the Town of Addison.

The proposed property tax rate for the Fiscal Year 2024 is $0.609822 per $100 of valuation. The proposed rate is made of the following components:

Tax Rate Component	**Amount (per $100 of valuation)**
Maintenance & Operations: General Fund	$0.420413
Maintenance & Operations: Economic Development	$0.023716
Maintenance & Operations: Infrastructure Investment	$0.006201
Interest & Sinking (Debt)	$0.159492
Total Proposed Rate for the FY 2024	**$0.609822**

The State's Truth-in-Taxation law also requires calculation and publication of each taxing entity's no-new revenue tax rate, voter-approval tax rate, and de minimus rate:

Tax Rate	**Definition**	**Amount (per $100 of valuation)**
No-New Revenue Tax Rate	The no-new-revenue tax rate is the tax rate for the 2023 tax year that will raise the same amount of property tax revenue for Town of Addison from the same properties in both the 2022 tax year and the 2023 tax year.	$0.562728
Voter-Approval Tax Rate	The voter-approval tax rate is the highest tax rate that Town of Addison may adopt without holding an election to seek voter approval of the rate, unless the de minimis rate for Town of Addison exceeds the voter-approval tax rate for Town of Addison.	$0.636365

De Minimis Rate	The de minimis rate is the rate equal to the sum of the no-new-revenue maintenance and operations rate for Town of Addison, the rate that will raise $500,000, and the current debt rate for Town of Addison.	$0.579183

Notice of this public hearing was published in the Dallas Morning News on August 25, 2023 and August 30, 2023. Included with this agenda item are copies of the publication notices.

The proposed budget recommends a property tax rate of $0.609822 per $100 valuation, which exceeds the no-new revenue tax rate. This proposed rate is the same rate that was adopted for fiscal year 2023.

The average taxable home value for the Town of Addison is $429,731, which generates a tax bill of $2,620.59. Last year, the average taxable home value was $380,057 which generated a tax bill of $2,317.67. The average tax payer would pay about $302.92 more in property taxes than last year. Individual taxes may increase or decrease depending on the change in the taxable value of each property.

Of the total tax rate, $0.450330 is dedicated to maintenance and operations, which is a slight increase from the Fiscal Year 2023 tax rate for maintenance and operations, and $0.159492 is dedicated to debt service payments. The debt service portion of the tax rate is decreasing despite the issuance of General Obligation Bonds that were approved by voters in the 2019 Bond Election as well as Certificates of Obligation.

RECOMMENDATION:

Administration recommends approval.

Attachments

Presentation - Fiscal Year 2024 Tax Rate Adoption

Notice of Public Hearing on Taxes Advertisement

Notice of Public Hearing Advertisement

Ordinance - Tax Rate

FY2024 2nd Public Hearing Tax Rate

September 12, 2023

Important Dates

Key Dates	Council Action
Friday, Aug. 25th	Publish notice of hearing on tax rate
Tuesday, Sept. 5th	1st Public hearing on Tax Rate and Budget
Tuesday, Sept. 12th	2nd Public hearing on Tax Rate and Budget
Tuesday, Sept. 12th	Adoption of FY2023 Budget and Tax Rate
Sunday, Oct. 1st	Begin Fiscal Year

Tax Rate Definitions

Tax Rate

1. M&O Rate – Maintenance and Operations Rate, General Fund, Infrastructure Investment Fund, Economic Development Fund
2. I&S Rate – Interest and Sinking Rate, also referred to as debt rate, General Government debt service

No-New-Revenue: Calculated rate that would provide the City with about the same amount of revenue it received in the year before on properties taxed in both years. If property values rise, the NNR tax rate goes down and vice versa.

Voter Approval Rate: Calculated maximum rate allowed by law without voter approval.

Property Tax Values and Rate

Certified Taxable Value FY2024
~$6.16B

Certified Taxable Value FY2023
~$5.63B

Proposed Property Tax Rate
FY2024 $.609822/100

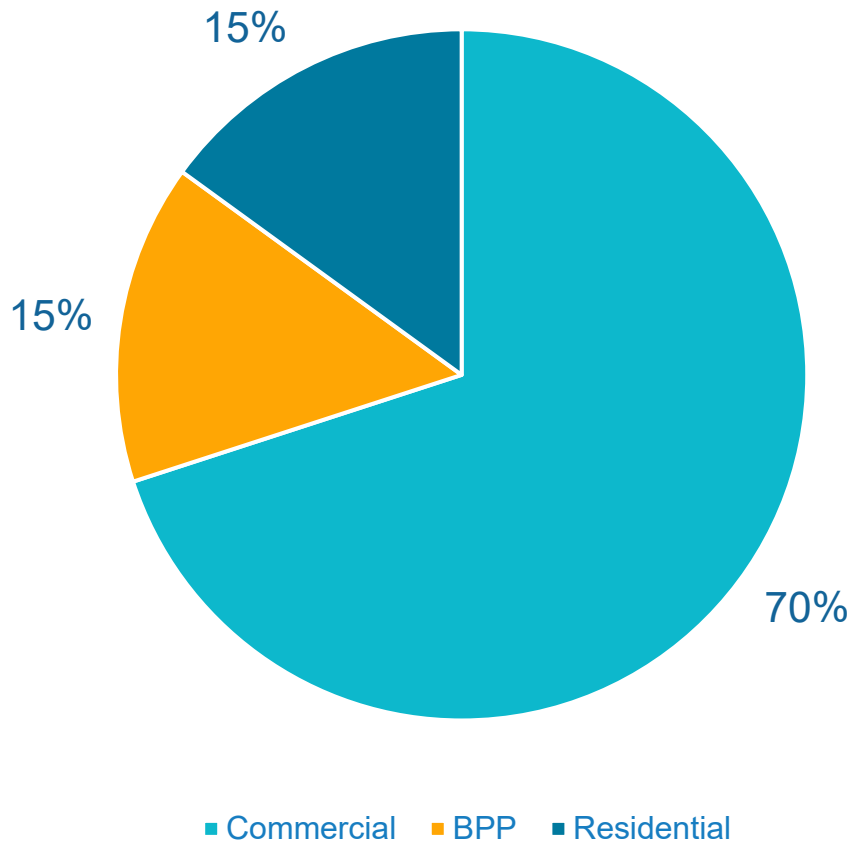
Current Property Tax Rate
FY2023 $.609822/100

Tax Rate Information

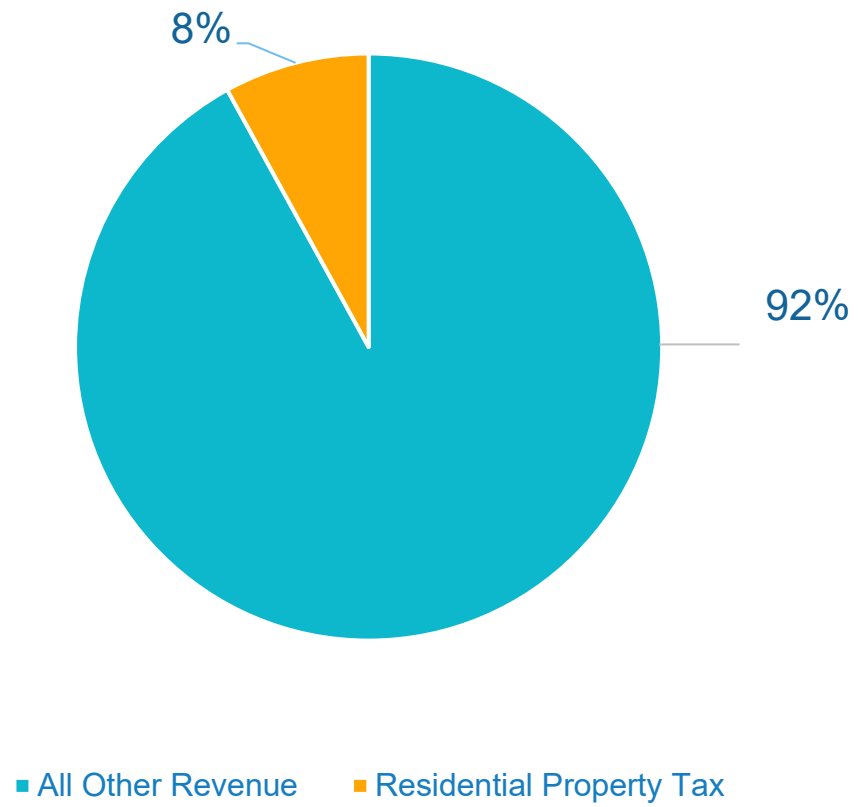
	FY2023	FY2024	Difference
No-New-Revenue	$0.563865/100	$0.562728/100	$0.001137 /100
Voter-approval	$0.689157/100	$0.636365/100	$0.052792/100
Adopted/Proposed	$0.609822/100	$0.609822/100	$-

Additionally, the Town offers a 20% general homestead exemption and a $50,000 exemption for seniors and $60,000 for disabled persons.

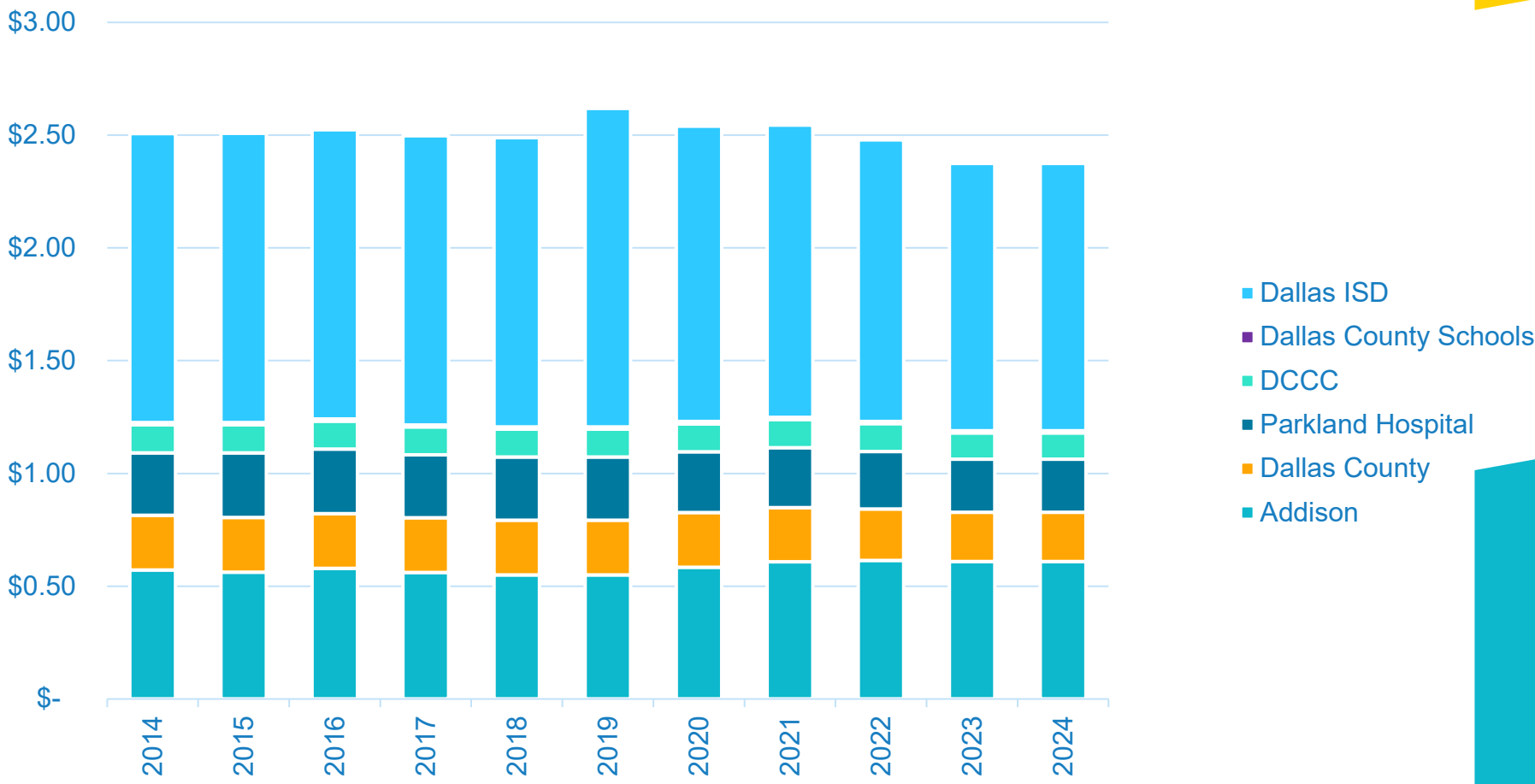
Property Tax-Payer Distribution in Addison (Percentage)



Residential Property Tax Portion of General Fund Revenue



Total Tax Rate



Impact on Average Homeowner

	FY2023	FY2023	Increase
Property Tax	$193.14	$218.38	$25.24
Water (5,000 gallons)	$27.15	$28.37	$1.22
Sewer (5,000 gallons)	$37.10	$38.77	$1.67
Total Average Monthly Increase			$28.13

Questions?

"I move that the property tax rate be increased by the adoption of a tax rate of $0.609822 per $100 valuation, which is effectively an 8.37 percent increase in the tax rate".

(This ordinance must be adopted by a roll call vote)

NOTICE OF PUBLIC HEARING ON TAX INCREASE

A tax rate of $0.609822 per $100 valuation has been proposed by the governing body of Town of Addison.

PROPOSED TAX RATE	$0.609822 per $100
NO-NEW-REVENUE TAX RATE	$0.562728 per $100
VOTER-APPROVAL TAX RATE	$0.636365 per $100

The no-new-revenue tax rate is the tax rate for the 2023 tax year that will raise the same amount of property tax revenue for Town of Addison from the same properties in both the 2022 tax year and the 2023 tax year.

The voter-approval rate is the highest tax rate that Town of Addison may adopt without holding an election to seek voter approval of the rate.

The proposed tax rate is greater than the no-new-revenue tax rate. This means that Town of Addison is proposing to increase property taxes for the 2023 tax year.

A PUBLIC HEARING ON THE PROPOSED TAX RATE WILL BE HELD ON September 12, 2023 AT 07:30 PM AT 15650 Addison Rd, Addison, TX 75001.

The proposed tax rate is not greater than the voter-approval tax rate. As a result, Town of Addison is not required to hold an election at which voters may accept or reject the proposed tax rate. However, you may express your support for or opposition to the proposed tax rate by contacting the members of the Town of Addison City Council of Town of Addison at their offices or by attending the public hearing mentioned above.

YOUR TAXES OWED UNDER ANY OF THE RATES MENTIONED ABOVE CAN BE CALCULATED AS FOLLOWS:

Property tax amount= (tax rate) x (taxable value of your property)/100

FOR the proposal:

AGAINST the proposal:

PRESENT and not voting:

ABSENT:

Visit Texas.gov/PropertyTaxes to find a link to your local property tax database on which you can easily access information regarding your property taxes, including information about proposed tax rates and scheduled public hearings of each entity that taxes your property.

The 86th Texas Legislature modified the manner in which the voter-approval tax rate is calculated to limit the rate of growth of property taxes in the state.

The following table compares the taxes imposed on the average residence homestead by Town of Addison last year to the taxes proposed to be imposed on the average residence homestead by Town of Addison this year.

	2022	2023	Change
Total tax rate (per $100 of value)	$0.609822	$0.609822	increase of 0.000000, or 0.00%
Average homestead taxable value	$380,057	$429,731	increase of 49,674, or 13.07%
Tax on average homestead	$2,317.67	$2,620.59	increase of 302.92, or 13.07%
Total tax levy on all properties	$34,034,702	$37,565,243	increase of 3,530,541, or 10.37%

For assistance with tax calculations, please contact the tax assessor for Town of Addison at 972.450.7051 or visit https://addisontexas.net/ for more information.

medium giant
A MEDIA + MARKETING COMPANY

Remit Payments (with Acct Number) to:
Medium Giant, P.O. BOX 660040, DALLAS, TX 75266-0040

Order Confirmation / Invoice

Customer:	TOWN OF ADDISON PURCHASING	**Customer Account:**	100007649
Ad Order #:	0001856158	**PO Number:**	
Sales Rep:	Max (Mert) Tezkol	**Order Taker:**	Max (Mert) Tezkol

Net Amount:	$378.25	**Tax Amount:**	$0.00	**Total Amount:**	$378.25
Payment Method:	Check/Money Order	**Payment Amount:**	$0.00	**Amount Due:**	**$378.25**

Ad Order #: 0001856158

Ad Number: 0001856158-01

Color:

Ad Size: 2 X 44.00 Li

Ad Content

ADDISON

NOTICE OF PUBLIC HEARINGS ON FISCAL YEAR 2024 BUDGET AND TAX RATE

The Town of Addison will hold two Public Hearings on the Town's annual budget and tax rate for the fiscal year beginning October 1, 2023 and ending September 30, 2024. The Public Hearings will be conducted at a Special Meeting of the City Council at 5:30 pm on Tuesday, September 5, 2023 and at a Regular Meeting of the City Council at 7:30 pm on Tuesday, September 12, 2023. Both meetings will be held at the Addison Conference Centre, 15650 Addison Road, Addison, TX 75001. This budget will raise more total property taxes that last year's budget by $3,072,758 or 9.27 percent, and of that amount $673,566 is tax revenue to be raised from new property added to the tax roll this year.

The Town of Addison is accessible to persons with disabilities. Please call 972-450-2819 at least 48 hours in advance of the meeting if you need assistance. The budget document is on file with the City Secretary and is available for public inspection or may be accessed on the Town's website at: https://addisontexas.net/finance/budget
Publication Date: August 25, 2023
/s/ Steven Glickman, CFO

Run Dates				Product	Placement/Classification - Position
Publish Date:	08/25/2023	Stop Date:	08/25/2023	Dallas Morning News	Legals Bids Notices - LN Legal Notices
Publish Date:	08/25/2023	Stop Date:	08/31/2023	DallasNews.com	Legals Bids Notices - LN Legal Notices

ORDINANCE NO. O-23-_____

AN ORDINANCE LEVYING TAXES FOR THE TOWN OF ADDISON, TEXAS AND FIXING AND ADOPTING THE TAX RATE ON ALL TAXABLE PROPERTY FOR THE YEAR 2023 AT A RATE OF $0.609822 PER ONE HUNDRED DOLLARS ($100.00) VALUATION ON ALL TAXABLE PROPERTY WITHIN THE CORPORATE LIMITS OF THE TOWN OF ADDISON AS OF JANUARY 1, 2023, THE SAID TAX RATE HAVING A MAINTENANCE AND OPERATIONS COMPONENT AND A DEBT SERVICE COMPONENT; PROVIDING FOR A PENALTY AND INTEREST FOR DELINQUENT TAXES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Texas Tax Code Chapter 26, the Tax Assessor-Collector for the Town of Addison, Texas (the "City") has calculated the tax rate for the fiscal year 2023-2024 which cannot be exceeded without requisite publications and public hearings; and

WHEREAS, the tax rate for the fiscal year 2023-2024 as initially contemplated (proposed) by the City Council does, and as adopted herein does, exceed the said rate calculated by the Tax Assessor-Collector; and

WHEREAS, the Town of Addison complied with the State of Texas Truth-in-Taxation laws and advertised the proposed tax rate and conducted two public hearings on the tax rate, and all notices and hearings and other applicable steps required by law as a prerequisite to the passage, approval, and adoption of this Ordinance have been timely and properly given and held; and

WHEREAS, Section 26.05(a), Tex. Tax Code, provides that the tax rate consists of two components (one of which will impose the amount of taxes needed to pay debt service, and the other of which will impose the amount of taxes needed to fund maintenance and operation expenses for the next year), and each of such components must be approved separately, the tax rate set forth herein consists of those two components and they are approved separately; and

WHEREAS, THIS TAX RATE WILL RAISE MORE TAXES FOR MAINTENANCE AND OPERATIONS THAN LAST YEAR'S TAX RATE. THE TAX RATE WILL EFFECTIVELY BE RAISED BY 9.60 PERCENT AND WILL RAISE TAXES FOR MAINTENANCE AND OPERATIONS ON A $100,000 HOME BY APPROXIMATELY $5.25; and

WHEREAS, upon full review and consideration of the matter, the City Council is of the opinion that the tax rate for the year 2023 set, fixed and adopted herein below is proper.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. That there is hereby levied and ordered to be assessed and collected an ad valorem tax rate of $0.609822 on each One Hundred Dollars ($100.00) of assessed valuation for all taxable property located in the Town of Addison on the 1st day of January 2023, and not exempted from taxation by the constitution and laws of the State of Texas to provide for

the expenses of the Town of Addison for the Fiscal Year beginning October 1, 2023 and ending September 30, 2024. The said tax is made up of two components, as set forth in Section 2 and Section 3 of this Ordinance.

SECTION 2. That $0.450330 of said taxes shall be for the maintenance and operations of the Town of Addison, of which $0.420413 of said taxes shall be for the purposes of the General Fund, $0.023716 shall be for the purposes of the Economic Development Fund, and $0.006201 shall be for the purposes of the Infrastructure Investment Fund.

SECTION 3. That $0.159492 of said taxes shall be for the purpose of paying interest and principal on the General Obligation and Certificates of Obligation debt for the Town of Addison.

SECTION 4. That the Tax Assessor-Collector or their designee is hereby authorized to assess and collect the tax rates and amounts herein levied.

SECTION 5. That the taxes levied by this Ordinance shall be due and payable on October 1, 2023 and shall become delinquent on February 1, 2024. Penalty and interest will attach and accrue on delinquent taxes as provided by Section 33.01 of the Texas Tax Code.

SECTION 6. Taxes that are and remain delinquent on July 1, 2024 incur an additional penalty not to exceed twenty percent (20%) of the amount of delinquent taxes, penalty and interest collected; such additional penalty is to defray the costs of collection due pursuant to the contract with the Town's attorney authorized by Section 6.30 of the Texas Tax Code, as amended.

SECTION 7. The above and foregoing recitals are true and correct and are incorporated into this Ordinance and made a part hereof for all purposes.

SECTION 8. That this Ordinance shall take effect and be in force from and after its adoption and publication as may be required by applicable law, including the Town Charter.

On the following motion by_____: "*I move that the property tax rate be increased by the adoption of a tax rate of $0.609822 per $100 valuation, which is effectively a 8.37 percent increase in the tax rate*"; seconded by_____, the above and foregoing ordinance was passed and approved by roll call vote as follows:

Mayor Bruce Arfsten	_____
Mayor Pro Tempore Eileen Resnik	_____
Deputy Mayor Pro Tempore Guillermo Quintanilla	_____
Councilmember Nancy Craig	_____
Councilmember Darren Gardner	_____
Councilmember Dan Liscio	_____
Councilmember Marlin Willesen	_____

_____ voted in favor of the motion and _____ voted against the motion

Motion carried _____

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the ***12th*** day of ***SEPTEMBER***, ***2023***.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Irma G. Parker, City Secretary

APPROVED AS TO FORM:

Whitt Wyatt, City Attorney

City Council **5. a.**

Meeting Date: 09/12/2023

Department: Development Services

AGENDA CAPTION:

Present, discuss, and consider action on a Resolution approving a Memorandum of Understanding (MOU) between the Town of Addison and High Street Residential, Inc., adopting general development terms for the Trammell Crow Mixed Use project, providing for negotiation of Definitive Agreements that will set forth the specific obligations of the parties with regard to the project, and authorizing the City Manager to execute the MOU.

BACKGROUND:

In the review of Zoning Case 1877-Z (Trammell Crow Mixed Use), both Town staff and the applicant have acknowledged the need to establish more restrictive performance standards above and beyond what may typically be established through the zoning process. Based on feedback received from the community, the applicant and Town staff began negotiating a MOU that would define key performance standards for the execution of this project if the rezoning request were to be approved.

Key components of this MOU include:

- Property Owner's Association & Covenants requirements.
- Performance standards for the development of the fee simple townhomes that enhance the Town's capacity to ensure that those dwelling units are completed in a timely manner.
- More restrictive construction work hours that limit work during the evening and on weekends.
- Performance standards for property management.
- Commitment to allow periodic private and publicly facilitated community events within the project.
- Commitment to achieve, at a minimum, Silver rating in the National Green Building Standards (NGBS) system for the multifamily building.
- Commitment to construct and maintain a bus shelter on Belt Line Road and to construct a median within Surveyor Boulevard and to maintain landscape within said median.
- The donation of $250,000 to the Addison Arbor Foundation to support the installation of public art within the project.
- The provision of 30 electric vehicle charging stations and the installation of additional service to allow for future EV infrastructure expansion.

- The memorialization of a statement of support for the permanent existence of Beltway Drive access restrictions for the Addison Grove neighborhood.

If this MOU is approved, the applicant and staff would begin drafting more detailed, definitive agreements to be considered and acted on by the City Council prior to issuance of a building permit for this project.

RECOMMENDATION:

Administration recommends approval.

Attachments

Presentation - Trammell Crow Mixed Use MOU

Resolution - Trammell Crow Mixed Use MOU

Trammell Crow Mixed Use Project Memorandum of Understanding (MOU)

Trammell Crow Mixed Use Project MOU

Proposed Concept Plan

PURPOSE:

- Establish more restrictive performance standards than what would typically be accomplished via the zoning process

GOALS:

- Achieve a true mix of uses and housing types within the project
- Execute the development phasing plan in a timely manner
- Define developer obligations to enhance, manage, and maintain the site
- Achieve enhanced sustainability features within the development

Trammell Crow Mixed Use Project MOU

COMPONENTS:

- POA and Covenant Requirements
- Town options if developer fails to develop fee simple townhomes, developer intent to restrict townhomes
- Reduced construction work hours (hours permitted by right = 7 am – 10 pm, daily)
- Performance standards for property management
- Opportunity for community events on site
- $250K donation for public art
- NGBS certification, EV stations
- Belt Line bus shelter, Surveyor Boulevard median construction
- Statement of support for Addison Grove Beltway Drive access restrictions

Trammell Crow Mixed Use Project MOU

RECOMMENDATION:

Staff recommends **approval**, pending action on Case 1877-Z.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS APPROVING A MEMORANDUM OF UNDERSTANDING BETWEEN THE TOWN OF ADDISON AND HIGH STREET RESIDENTIAL, LLC, ADOPTING GENERAL DEVELOPMENT TERMS FOR THE TRAMMELL CROW MIXED USE DEVELOPMENT PROJECT; PROVIDING FOR NEGOTATION OF A DEVELOPMENT AGREEMENT THAT WILL SET FORTH THE SPECIFIC OBLIGATIONS OF THE PARTIES WITH REGARD TO THE PROJECT; AUTHORIZING THE CITY MANAGER TO EXECUTE THE FOREGOING MEMORANDUM OF UNDERSTANDING; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, High Street Residential, LLC ("Trammell Crow Company") has submitted an application for the rezoning of certain real property consisting of approximately 10.1 acres of land generally located at the southeast corner of Belt Line Road and Surveyor Boulevard, ("Case 1877-Z") in the Town of Addison (the "Town") which Trammell Crow Company intends to acquire and develop as a mixed use development (the "Project"); and

WHEREAS, subject to final approval of Case 1877-Z, Trammell Crow Company and the Town intend to establish specific development terms and conditions for the construction, completion, and ongoing operation of the Project; and

WHEREAS, the City Council therefore desires to authorize execution of a Memorandum of Understanding between the Town and Trammell Crow Company (the "MOU") establishing specific development terms and authorizing the City Manager to enter into negotiations with Trammell Crow Company to finalize the development agreements necessary for the Project.

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

SECTION 1. The City Council hereby approves the MOU between the Town and Trammell Crow Company for the Trammell Crow Mixed Use Development Project, a copy of which is attached to this Resolution as **Exhibit A**. The City Manager is hereby authorized to execute the MOU.

SECTION 2. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the ***12TH*** day of ***SEPTEMBER 2023.***

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Irma Parker, City Secretary

APPROVED AS TO FORM:

Whitt L. Wyatt, City Attorney

Exhibit A

MEMORANDUM OF UNDERSTANDING
BETWEEN THE TOWN OF ADDISON AND HIGH STREET RESIDENTIAL, LLC
FOR THE TRAMMELL CROW MIXED USE DEVELOPMENT PROJECT

This Memorandum of Understanding ("MOU") is effective as of September ____, 2023 (the "Effective Date") between the Town of Addison, Texas ("City"), and High Street Residential, LLC, ("Trammell Crow Company") (each a "party" and collectively the "parties"), acting by and through their authorized representatives.

RECITALS

WHEREAS, Trammell Crow Company has submitted an application under Case No. 1877-Z for the rezoning of certain real property consisting of approximately 10.1 acres of land as more particularly described and depicted in the Concept Plan attached as **Exhibit A** to this MOU (the "Property"), which Trammell Crow Company intends to acquire and develop as a mixed-use development project, as more particularly described below (the "Project"); and

WHEREAS, the purpose of this MOU is to set forth the general understanding of the parties with regard to the Project which will be further defined in one or more definitive agreements setting forth the the terms and conditions that will ultimately govern the development of the Project (the "Definitive Agreements"), as further described in Section 13 of this MOU.

NOW, THEREFORE, in consideration of the expressions of intent and representations set forth herein, the parties agree as follows:

1. The Project. The Project will be a mixed-use development to be developed in general conformance with **Exhibit A** (the "Concept Plan") and ultimately in accordance with a final Development Plan approved by the City during the civil engineering plan review process (the "Development Plan") in conformance with the Definitive Agreements. The Project is anticipated to include (i) a mixed-use multifamily building with live/work units and ground floor retail, restaurant, leasing and amenity space facing Belt Line Road, (ii) a restaurant plaza comprised of three freestanding restaurant buildings and associated civic space, and (iv) twenty-five townhome lots to be developed for sale as individual three-story townhome units (referred to on the Concept Plan and herein as "Fee Simple Townhomes") and associated private open space, subject in each case to adjustment per the Development Plan.

The intent of the Project is to timely execute a Class A mixed-use development in two phases. Site Development Permits shall be obtained and construction shall be substantially commenced on the retail plaza prior to issuance of a Certificate of Occupancy (CO) for the multifamily component of the Project. Substantial commencement of construction shall be defined by the installation of common utilities, paving, landscape, and hardscape site amenities for the restaurant plaza and the acquisition of a building permit for at least one of the three planned freestanding buildings in the restaurant plaza.

2. Property Owner's Association & Covenants. At time of platting, a Property Owner's Association ("POA") and Covenants, Conditions & Restrictions ("Covenants") shall be established. The POA and Covenants shall define access rights and maintenance responsibilities for the properties. The Covenants will set out the parties' respective obligations with respect to any conveyance necessitated by the City's election and any required modifications to the Covenants, Development Plan and/or approved zoning, as well as the formal process and timing for the ROFR described in Section 4. In addition, the Covenants will impose standard insurance, maintenance and other mutually beneficial restrictive covenants

for architectural control and upkeep of exterior and common areas and establish an HOA for administration of the foregoing.

In addition, the multifamily component of the project shall be responsible for maintaining all paving, utilities, drainage, landscape, irrigation, and site furnishings on the property. Exceptions for those features that exclusively serve single-family or nonresidential POA members may be defined by the POA. Access to Project common areas shall be granted to all residents and tenants of the Project, and their authorized guests and customers. Use of on-street parking and designated retail parking within the parking structure, by multifamily residential tenants, shall be prohibited and actively enforced by the multifamily property manager. Parking management for the nonresidential uses shall be defined by the Covenants or by separate agreement.

3. Fee Simple Townhomes. Trammell Crow Company will complete the infrastructure and site work for twenty-five (25) Fee Simple Townhome lots (the "Lots") simultaneous with the construction of other Phase 1 site improvements, subject to adjustment per the Development Plan. The location of the Lots will be in the general conformance with the Concept Plan. Trammell Crow Company will engage an unaffiliated third-party developer ("Townhome Developer") to construct the Fee Simple Townhomes on the Lots in conformance with the approved Development Plan, which shall be developed for sale. Prior to issuance of buildings permits for the Lots, Trammell Crow Company will record against the Lots restrictive covenants mutually agreeable to Trammell Crow Company and the City. The restrictive covenants will prohibit the construction of rental units on the Lots and will require the approval of the architectural plans for the Fee Simple Townhomes by both Trammell Crow Company and the City, said approval not to be unreasonably withheld or delayed by either party.

4. City's Right of First Refusal. The Definitive Agreements will contain provisions granting and conveying to City the exclusive and irrevocable rights and options set forth in this section (the "ROFR"). Specifically, if the Townhome Developer has not obtained building permits for construction of the Fee Simple Townhomes within two (2) years after issuance of the final certificate of occupancy for the residential component of the multifamily building, the City may, upon approval of the City Council, elect one or more of the following options:

(a) Purchase all or a portion of the undeveloped Lots from Trammell Crow Company at a price of $50,000.00 per Lot (providing credit to the Town for the mutually agreed upon cost to develop the private open space situated within the Townhome block), and select another developer to construct the Fee Simple Townhomes, subject to the adopted Property Owner's Association and Covenants (if applicable);

(b) Grant Trammell Crow Company one or more extensions to continue to market the Lots to a potential Townhome Developer; and/or

(c) If and only if the City has granted Trammell Crow Company one or more extensions to continue to market the Lots to a potential Townhome Developer as provided above and the selected Townhome Developer has not obtained building permits for the construction of Fee Simple Townhomes within the extended time period(s), require Trammell Crow Company to improve and dedicate the undeveloped Lots as public open space in general conformance with a mutually agreed upon open space design; provided that the City will not construct any improvements within this open space that would unreasonably interfere with Trammell Crow Company's development of the other portions of the Project.

5. Construction Hours. Trammell Crow Company agrees to impose upon the Project (including all contractors and subcontractors) the following construction hours on all site work and exterior construction activities:

(a) Construction hours will be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturday.

(b) Excavation shall be prohibited daily before 8:00 a.m. and from 12:00 p.m. Friday until 8:00 a.m. Monday.

(c) No construction shall be allowed on Sunday or City-observed holidays.

(d) Any exceptions will require City review and approval, including outreach to the immediately adjacent residential property owners and property management, prior to obtaining written approval from the City.

(e) Upon transition from site and exterior work to interior work, the City's standard construction hours will apply.

6. Property Management Operator Standards; Deed Restrictions. Trammell Crow Company shall place a deed restriction on the multifamily portion of the Project requiring that, if at any time after the initial development of the apartments and for a period of 20 years after the date the deed restriction is recorded, the Operator of the apartments is not Trammell Crow Company, an Affiliate of Trammell Crow Company, or an Affiliate of the then-current Owner, the Operator must be a "Qualified Operator", which shall be defined as an Operator who satisfies the following requirements:

(a) The Operator manages a minimum of 20 multifamily projects and 2,000 multi-family units, a majority of which are deemed to be luxury properties and units operated in a first-class manner in their market;

(b) The Operator is a member in good standing of a nationally-recognized apartments association or the Texas Apartment Association (TAA); and

(c) The Operator (or its employee designated as primary manager for the apartments) is either a Certified Apartment Manager, National Apartment Leasing Professional, Certified Apartment Portfolio Supervisor, accredited Residential Manager or has at least 5 years' experience as a community manager with an operator that satisfies (A) and (B) of this subsection.

The deed restriction shall provide that an Owner (defined herein) shall be deemed to be in compliance with the Deed Restriction for so long as the multifamily portion of the Project is consistently maintained in a first-class manner consistent with other luxury multifamily properties in the Addison-North Dallas, Texas submarket. For purposes of this section, an "Operator" is the person or entity charged with day-to-day management, leasing, operation and maintenance of the multifamily portion of the Project; the "Owner" is the then-current owner of fee-simple title to the multifamily portion of the Project; and an "Affiliate" is an entity that directly or indirectly owns an interest in or controls, or is owned or controlled by, or is under common ownership or control with, Trammell Crow Company, or the applicable Owner.

7. Dispute Process for the Multifamily Project; Arbitration. In the event of a dispute regarding whether the multifamily portion of the Project is consistently maintained in a first-class manner, the City will provide the Owner written notice of a dispute and such dispute shall be resolved by the following arbitration process. No later than thirty (30) days following the Owner's receipt of such notice, the City and Owner shall each appoint one arbitrator who shall, by profession, be a real estate appraiser (with the professional designation of M.A.I. or, if M.A.I. ceases to exist, a comparable designation from an equivalent professional appraisal organization) who shall have been active over the ten (10) year period ending on the date of such appointment in appraisal of similar multifamily properties in the in the Addison-North Dallas, Texas submarket, who shall not have previously been employed by either the City or Owner. The determination of the arbitrators shall be limited solely to the issue of whether the multi-family portion of the Project is consistently maintained in a first-class manner. The two arbitrators so appointed shall,

within ten (10) days of the date of the appointment of the last appointed arbitrator, agree upon and appoint a third arbitrator who shall be qualified under the same criteria set forth hereinabove for qualification of the initial two arbitrators.

The three arbitrators shall, within thirty (30) days of the appointment of the third arbitrator, reach a decision as to whether the multifamily portion of the Project is consistently maintained in a first-class manner, and shall notify the City and Owner thereof in writing. The decision of the majority of the three arbitrators shall be binding upon the City and Owner and judgment upon such decision may be entered in by any court having jurisdiction over the City and Owner. If the two arbitrators fail to agree upon and appoint a third arbitrator, both arbitrators shall be dismissed and the City and Owner each shall promptly select and appoint one new arbitrator each possessing the qualifications described above therefor. Such new arbitrators shall promptly follow the procedure set forth above.

The cost of arbitration shall be paid by the City if the arbitrators determine the multifamily portion of the Project is consistently maintained in a first-class manner and by Owner if the arbitrators determine the multifamily portion of the Project is not consistently maintained in a first-class manner. The deed restriction shall provide Owner with at least one hundred twenty (120) days' notice and cure period. The deed restriction shall require every Operator to perform a criminal background check, income verification and credit check on each prospective tenant prior to execution of a residential apartment lease. The deed restriction described herein shall give the City the ability to enforce the restriction.

8. Community Event Facilitation and Partnership Opportunities. The intent of this project is to periodically utilize project civic spaces (to include streets) for neighborhood compatible community events such as farmers markets. Trammell Crow Company may coordinate and facilitate said events through the Town's event permitting process. Trammell Crow Company shall also extend an option to the City to utilize property features to host and/or to partner on the facilitation of said events. This option is anticipated to include periodic community events no more than one day in duration and regularly scheduled community events as mutually agreed to by the City and Trammell Crow Company and as further defined in the Definitive Agreements.

9. Sustainability. Trammell Crow Company shall achieve, at a minimum, a Silver rating in the National Green Building Standards (NGBS) system for the multifamily building. A minimum of 30 EV charging stations shall be installed in the parking structure and utility services shall be installed to allow for future expansion. Alternative power sources such as wind and solar energy in the common areas as and when available and feasible.

10. Additional Right-of-Way Improvements. In accordance with the Concept Plan, Trammell Crow Company shall install a bus shelter at the Belt Line Road frontage and a new median within the Surveyor Boulevard right-of-way. Both the bus shelter and the landscape improvements within said median shall be maintained by Trammell Crow Company.

11. Addison Arbor Foundation Contribution. Upon commencement of construction of the Project, or at another mutually agreeable time, Trammell Crow Company will contribute $250,000.00 to the Addison Arbor Foundation to fund public art in the Project. Such contribution may be addressed in a separate agreement between Trammell Crow Company and the Addison Arbor Foundation.

12. Addison Grove Beltway Drive Access Restrictions. Trammell Crow Company wishes to memorialize a position of support for the permanent existence of Beltway Drive access restrictions (bollards limiting access to emergency service access only) for the Addison Grove neighborhood. This position of support shall vest in the successors and assigns of Trammell Crow Company, for this Property.

13. Binding Definitive Agreements. Following the City's approval of the rezoning, the parties will negotiate in good faith to finalize the Definitive Agreements evidencing their understanding with respect to each of the matters set forth herein, which will include, but may not be limited to, the Property Owner's Association (POA) and Covenants. This MOU is intended to establish a basic framework for such negotiation and to bind the parties to negotiate in good faith with respect to the form and content of the Definitive Agreements. The parties agree that execution of the Definitive Agreement(s) is subject to the City having approved the rezoning and Trammell Crow Company having acquired fee simple title to the property covered thereby.

14. Term. This MOU shall become effective as of the Effective Date set forth above and shall terminate upon (i) the parties' final execution of the Definitive Agreement(s) concerning the subject matters set forth herein; or (ii) mutual written agreement of the parties. Prior to termination, Trammell Crow Company shall not have the right to assign this MOU without the prior written consent of City, which may be given or withheld in the City's sole discretion.

15. Costs and Expenses. Unless expressly provided otherwise herein, each party shall be responsible for all costs and expenses associated with the preparation of this MOU, the preparation and negotiation of the Definitive Agreements, and future actions related thereto.

16. Public Information Act. Trammell Crow Company acknowledges that this MOU is subject to the legal requirements of the Texas Public Information Act and that City will have no obligation to protect or otherwise limit disclosure of any confidential or proprietary information received by City in connection with the same unless a party has previously notified City in writing that it considers the information to be confidential or proprietary trade secrets and has clearly marked all such information as "Confidential" and/or "Proprietary – Trade Secret" at the time it is delivered or made accessible to City (including City's officers, officials, employees, consultants, attorneys and/or other authorized representatives). In the event City delivers to Trammell Crow Company information that it has expressly marked "Confidential" or has notified Trammell Crow Company is confidential or is the proprietary information of a third-party, Trammell Crow Company agrees its shall not disclose to anyone directly or indirectly during the term of this MOU or at any time thereafter, any such information, nor shall either use any such information for any purpose other than in connection with the Project contemplated in this MOU.

17. Certification of No Conflicts. Trammell Crow Company hereby warrants to City that it has made full disclosure in writing of any existing or potential conflicts of interest related to the Project as contemplated in this MOU. In the event that any conflicts of interest arise after the Effective Date of this MOU, Trammell Crow Company agrees to immediately disclose the same to City.

18. Notice. All notices required by this MOU shall be in writing and addressed to the parties at the addresses set forth on the signature page hereto (or to such other address that may be designated by the receiving party from time to time in accordance with this section). All notices shall be delivered by personal delivery, nationally recognized overnight courier (with all fees pre-paid), or e-mail of a PDF document (with confirmation of transmission) or certified or registered mail (in each case, return receipt requested, postage prepaid). Except as otherwise provided in this Agreement, a notice is effective only (i) upon receipt by the receiving party, and (ii) if the party giving the notice has complied with the requirements of this section.

19. Governing Law. This MOU shall be construed and governed by the laws of the State of Texas; and venue for any action concerning this MOU shall be in the state district courts of Dallas County, Texas. The parties agree to submit to the personal and subject matter jurisdiction of said court.

Exhibit A

20. No Joint Venture; Immunity. the parties that, in connection with the subject matters of this MOU, each party is acting independently, and that neither party shall assume the other's responsibility or liabilities to any third party in connection with the other's actions. Nothing herein shall be deemed to waive, modify, or amend any legal defense available at law or in equity to City, its past or present officials, officers, employees, or agents, and the City does not waive, modify or alter the availability of the defense of governmental immunity under the laws of the State of Texas and the United States.

21. Amendment. This MOU may only be amended by mutual written agreement executed by the parties.

22. Counterparts. This MOU may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK -
SIGNATURE PAGE FOLLOWS]

Exhibit A

IN WITNESS WHEREOF, the parties have executed and delivered this Agreement as of the Effective Date.

For City:

TOWN OF ADDISON, TEXAS

By:_____
David Gaines, City Manager

Date: _____

NOTICE ADDRESS:

Town of Addison
Attn: David Gaines
5300 Belt Line Rd.
Addison, Texas 75254
E: dgaines@addisontx.gov

For Trammell Crow Company:

High Street Residential, LLC

By:_____
Joel Behrens, Authorized Signatory

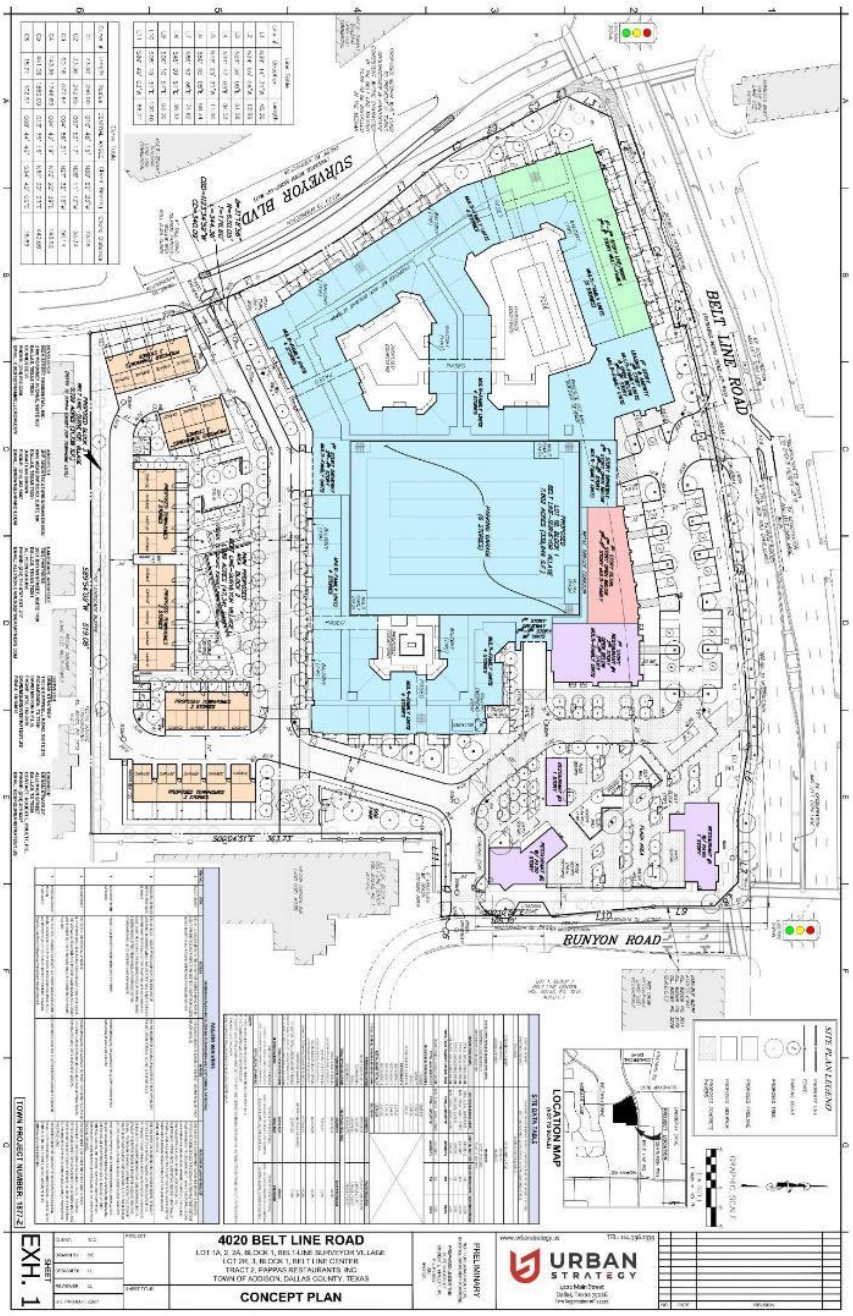
Date: _____

NOTICE ADDRESS:

High Street Residential, LLC
2100 McKinney Avenue, Suite 800
Dallas, TX 75201
Attn: Joel Behrens and Kevin Hickman
E: jbehrens@trammellcrow.com and khickman@trammellcrow.com

Exhibit A

EXHIBIT A
Concept Plan



City Council **5. b.**

Meeting Date: 09/12/2023

Department: Finance

Pillars: Gold Standard in Financial Health

Milestones: Continuously improve processes and policies to include the voice of the customer and ensure the policies are easily accessible

---

AGENDA CAPTION:

Present, discuss, and consider action on the Fiscal Year 2023-24 Property Tax Revenue Ratification Ordinance.

BACKGROUND:

As required by Local Government Code 102.007, adoption of a Budget that raises more property tax revenue than was generated the previous year requires three votes by the City Council (a) one vote to adopt the Budget, and (b) one vote to adopt the tax rate, and (c) a separate vote to "ratify" the property tax revenue increase reflected in the Budget.

This Ordinance ratifies the property tax revenue increase as reflected in the Fiscal Year 2023-24 Budget by adding the following statement:

THIS BUDGET WILL RAISE MORE TOTAL PROPERTY TAXES THAN LAST YEAR'S BUDGET BY $3,530,541 OR 10.37%, AND OF THAT AMOUNT $706,197 IS TAX REVENUE TO BE RAISED FROM NEW PROPERTY ADDED TO THE TAX ROLL THIS YEAR.

RECOMMENDATION:

Administration recommends approval.

Attachments

Ordinance - Property Tax Ratification

ORDINANCE NO. O-23-_____

AN ORDINANCE FOR THE TOWN OF ADDISON, TEXAS RATIFYING THE PROPERTY TAX REVENUE IN THE 2023-2024 BUDGET AS A RESULT OF THE TOWN RECEIVING MORE REVENUES FROM PROPERTY TAXES IN THE 2023-2024 BUDGET THAN IN THE PREVIOUS FISCAL YEAR; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Texas Local Government Code 102.007 relating to Adoption of the Budget, requires the City Council to ratify by a separate vote and providing the necessary disclosure language in the ratification, when there is an increase to the property tax revenues in the proposed budget as compared to the previous year; and

WHEREAS, the Town's 2023-24 Budget has an increase in property tax revenues as compared to the previous year; and

WHEREAS, as a result of the approval of the 2023-24 Budget, the City Council finds that it must ratify the increased revenue from property taxes.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The increased revenue from property taxes in the 2023-24 Town Budget is hereby ratified, with the following declaration:

"THIS BUDGET WILL RAISE MORE TOTAL PROPERTY TAXES THAN LAST YEAR'S BUDGET BY $3,530,541 OR 10.37%, AND OF THAT AMOUNT $706,197 IS TAX REVENUE TO BE RAISED FROM NEW PROPERTY ADDED TO THE TAX ROLL THIS YEAR."

SECTION 2. This Ordinance shall become effective immediately upon its passage.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the ***12th*** day of ***SEPTEMBER***, ***2023***.

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma G. Parker, City Secretary

APPROVED AS TO FORM:

_____
Whitt Wyatt, City Attorney

City Council **5. c.**

Meeting Date: 09/12/2023

Department: Finance

Pillars: Gold Standard in Financial Health

Milestones: Continuously improve processes and policies to include the voice of the customer and ensure the policies are easily accessible

---

AGENDA CAPTION:

Present, discuss, and consider action on an Ordinance amending Chapter 82 (Utilities), Section 82-76 and Section 82-77 of the Code of Ordinances of the Town by amending sewer rates and water rates for all customer classifications and providing that the changes to the sewer rates and water rates made herein shall be applied to monthly customer bills beginning with the November 2023 billing cycle.

BACKGROUND:

An update to the utility rate model for fiscal years 2024-2028 was adopted by Council on July 12, 2022. Staff reviews this utility rate model on an annual basis to ensure the rate adjustments are appropriate. The utility rate model anticipated a 5.5% increase for fiscal year 2024, however rhea anticipated increase was reduced to 4.5% which maintains long-term sustainability of the fund.

The Town purchases water and sewage treatment from Dallas Water Utility (DWU) as well as sewage treatment services from the Trinity River Authority (TRA). Charges from both entities are included in the financial plan and rate model. Sec. 82-78 of the Town's code of ordinances provides that the pass-through of wholesale cost increases for water purchases and sewer treatment services be included in water and sewer rates, which shall reflect changes in the costs of water purchases, sewer treatment, and transportation services, which are paid by the Town to other governmental entities. This means that the cost increases from these two entities are directly passed to the Town of Addison customers.

Below are examples of the increase in a water and sewer bill for a single-family:

Consumption	Existing	New Rate (10/1/23)	% Increase
5,000 gallons	$64.25	$67.14	4.5%
8,000 gallons	$94.48	$98.73	4.5%
10,000 gallons	$114.63	$119.79	4.5%

The specific rates for each customer class are listed in the attached ordinance.

RECOMMENDATION:
Administration recommends approval.

Attachments

Ordinance - Utility Rates

ORDINANCE NO. O-23-_____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS AMENDING CHAPTER 82, SECTION 82-76 AND SECTION 82-77 OF THE CODE OF ORDINANCES OF THE TOWN BY AMENDING SEWER RATES AND WATER RATES FOR ALL CUSTOMER CLASSIFICATIONS; PROVIDING THAT THE CHANGES TO THE SEWER RATES AND WATER RATES MADE HEREIN SHALL BE APPLIED TO MONTHLY CUSTOMER BILLS BEGINNING WITH THE NOVEMBER 2023 BILLING CYCLE; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Addison, Texas (the "City") is a home rule municipality having full power of local self-government pursuant to Article 11, Section 5 of the Texas Constitution and its Home Rule Charter; and

WHEREAS, the City Council is authorized by Section 2.08.p. of the City Charter to provide for a sanitary sewer and water system, and the City is authorized by law (including, without limitation, Sections 552.001 and 552.017, Tex. Loc. Gov. Code) to own, construct and operate a water and sewer system and to prescribe rates therefor; and

WHEREAS, adjustments to the City's water and sewer utility rates have been proposed by the Town of Addison's Rate Model, Dallas Water Utilities and Trinity River Authority; and

WHEREAS, the City has conducted a review and evaluation of the City's water utility rates and has determined therefrom that the rates need to be adjusted as set forth herein to support the operating, maintenance, and capital needs of the City's water utility system.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The Code of Ordinances of the Town of Addison, Texas, Chapter 82 (Utilities), Article I (In General), Division 5 (Rates and Charges), Section 82-76 (Sewage Rates) is hereby amended in part to change the monthly sewage rates effective October 1, 2023 and to be applied to the November 2023 customer bill as follows:

"**Sec. 82-76. - Sewage rates.**

The customer classifications, minimum bills, and consumption charges shall be as follows:

(1) *Sewer minimum bills.* Minimum monthly bills shall be applied to all customers based upon customer classification and shall include an allowance for volume based upon water consumed as follows:

Customer Classification:	Minimum Monthly Bill	Volume Included
Single-Family Residential	19.28	2,000
Multifamily Residential Large (meter size greater than or equal to two inches)	246.44	37,000
Multifamily Residential Small (meter size less than two inches)	103.67	15,000
Schools	136.13	20,000
Municipal	71.21	10,000
Commercial Large (meter size greater than or equal to two inches)	246.44	37,000
Commercial Small (meter size less than two inches)	38.75	5,000
Industrial Large (meter size greater than or equal to two inches)	246.44	37,000
Industrial Small (meter size less than two inches)	25.78	3,000
Hotel/Motel	655.33	100,000

(2) *Sewer volume rate*. All volume which exceeds the amount allowed in the minimum bill shall be charged at a rate of $6.51 per 1,000 gallons of water consumed for all customer classifications.

…"

SECTION 2. The Code of Ordinances of the Town of Addison, Texas, Chapter 82 (Utilities), Article I (In General), Division 5 (Rates and Charges), Section 82-77 (Water Rates) is hereby amended in part to increase water rates effective October 1, 2023 and to be applied to the November 2023 customer bill as follows:

"**Sec. 82-77. - Water rates**

The customer classifications, minimum bills, and consumption charges shall be as follows:

(1) *Water minimum bills*. Minimum monthly bill shall be applied to all customers based upon customer classification and shall include an allowance for volume based upon water consumed as follows:

Customer Classification:	Minimum Monthly Bill	Volume Included (Gallons)
Single-Family Residential	16.30	2,000
Multifamily Residential Large (meter size greater than or equal to two inches)	157.62	37,000
Multifamily Residential Small (meter size less than two inches)	68.79	15,000
Schools	88.99	20,000

Municipal	48.61	10,000
Commercial Large (meter size greater than or equal to two inches)	157.62	37,000
Commercial Small (meter size less than two inches)	28.41	5,000
Industrial Large (meter size greater than or equal to two inches)	157.62	37,000
Industrial Small (meter size less than two inches)	20.35	3,000
Hotel/Motel	411.98	100,000
Irrigation Large (meter size greater than or equal to two inches)	295.33	40,000
Irrigation Small (meter size less than two inches)	115.90	15,000
Fire Meters	40.53	8,000

(2) *Water volume rate*. All volume which exceeds the amount allowed in the minimum bill shall be charged at a rate of $4.03 per 1,000 gallons of water consumed for all customer classifications, with the exceptions as noted in subsection (3) below.

(3) *Water conservation volume rate*. Single-family residential customers shall be charged a rate of $7.18 per 1,000 gallons of water for all water consumed in excess of 15,000 gallons. Irrigation (large and small) customers shall be charged for all volume, which exceeds the amount allowed in the minimum bill, at a rate of $7.18 per 1,000 gallons of water consumed."

SECTION 3. This Ordinance shall be cumulative of all other ordinances of the City and shall not repeal any of the provisions of those ordinances except in those instances where the provisions of those Ordinances are in direct conflict with the provisions of this Ordinance. Provided, however, that the repeal of such ordinances or parts of such ordinances, and the amendments and changes made by this Ordinance, shall not affect any right, property or claim which was or is vested in the City, or any act done, or right accruing or accrued, or established, or any suit, action or proceeding had or commenced before the time when this Ordinance shall take effect; nor shall said repeals, amendments or changes affect any offense committed, or any penalty or forfeiture incurred, or any suit or prosecution pending at the time when this Ordinance shall take effect under any of the ordinances or sections thereof so repealed, amended or changed; and to that extent and for that purpose the provisions of such ordinances or parts of such ordinances shall be deemed to remain and continue in full force and effect.

SECTION 4. The sections, paragraphs, sentences, phrases, clauses and words of this Ordinance are severable, and if any section, paragraph, sentence, phrase, clause or word in this Ordinance or application thereof to any person or circumstance is held invalid or unconstitutional by a Court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining portions of this Ordinance despite such invalidity, which remaining portions shall remain in full force and effect.

SECTION 5. The above and foregoing recitals to this Ordinance are true and correct and

are incorporated herein and made a part of this Ordinance for all purposes.

SECTION 6. This Ordinance shall be effective from and after its date of passage.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the ***12th*** day of ***SEPTEMBER 2023***.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Irma G. Parker, City Secretary

APPROVED AS TO FORM:

Whitt Wyatt, City Attorney

City Council **5. d.**

Meeting Date: 09/12/2023

Department: Finance

Milestones: Promote and protect the Addison Way

AGENDA CAPTION:

Present, discuss, and consider action on an Ordinance regarding the Town of Addison's Texas Municipal Retirement System benefits, adopting a non-retroactive repeating Cost of Living Adjustment (COLA) for retirees and their beneficiaries and authorizing Annually Accruing Update Service Credits and Transfer Updated Service Credits.

BACKGROUND:

During the FY2023 budget process, the City Council adopted a repeating 30% COLA for retirees effective January 1, 2023. The Town previously offered a 70% COLA, but has not done so since 2015. At the 88th Texas Legislative Session in 2023, House Bill 2464 (HB 2464) added subsections to the TMRS Act to add an option for a non-retroactive repeating COLA. The new option applies COLAs based on the previous 12-month change in the Consumer Price Index for All Urban Consumers. Previously, the TMRS Act only allowed retroactive COLAs from the retiree's original retirement date.

Since the Town offered a 70% COLA until 2015, the retroactive method would leave 50 current retirees (that retired prior to 2015) out of receiving an increase in pension benefits for 2024. Under the non-retroactive method, all retirees receive a pension benefit increase each year. In total, Town retirees will receive $723 more in pension benefits per month than under the non-retroactive plan.

Staff presented the non-retroactive option to Council during the August 22nd Council meeting and received direction to move forward. The non-retroactive plan reduces the Town's contribution rate, creating $100,000 in General Fund savings from the original proposed budget.

The Town will not have to adopt an Ordinance each year to re-authorize the calculation of these benefits and the COLAs will remain in effect for future years until such time as they are discontinued by an Ordinance adopted by the City Council. After adoption, this benefit will go into effect January 1, 2024, and is included in the Fiscal Year 2024 Budget.

RECOMMENDATION:

Administration recommends approval.

Attachments

Ordinance - TMRS

ORDINANCE NO. O-23-_____

AN ORDINANCE REGARDING THE CITY OF ADDISON'S TEXAS MUNICIPAL RETIREMENT SYSTEM BENEFITS: (1) ADOPTING NON-RETROACTIVE REPEATING COLAS, FOR RETIREES AND THEIR BENEFICIARIES UNDER TMRS ACT §853.404(f) AND (f-1), AND (2) AUTHORIZING ANNUALLY ACCRUING UPDATED SERVICE CREDITS AND TRANSFER UPDATED SERVICE CREDITS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Addison, Texas (the "City"), elected to participate in the Texas Municipal Retirement System (the "System" or "TMRS") pursuant to Subtitle G of Title 8, Texas Government Code, as amended (which subtitle is referred to as the "TMRS Act"); and

WHEREAS, House Bill 2464, 88th Texas Legislature, R.S., 2023 ("HB 2464"), added Subsections 853.404(f) and (f-1) to the TMRS Act and authorized cities participating in the System to provide certain retirees and their beneficiaries with an annually accruing ("repeating") annuity increase (also known as a cost of living adjustment, or "COLA") based on the change in the Consumer Price Index for All Urban Consumers for the one-year period that ends 12 months before the January 1 effective date of the applicable COLA (a "non-retroactive repeating COLA"); and

WHEREAS, new TMRS Act §853.404(f) and (f-1) allow participating cities to elect to provide non-retroactive repeating COLAs under certain circumstances, as further described by this Ordinance, by adopting an ordinance to be effective January 1 of 2024, 2025 or 2026, in accordance with TMRS Act §854.203 and §853.404; and

WHEREAS, TMRS Act §853.404(f-1) provides the non-retroactive repeating COLA option applies only to a participating city that, as of January 1, 2023, either (1) has not passed an annually repeating COLA ordinance under TMRS Act §853.404(c) or had previously passed a repeating COLA ordinance and then, before January 1, 2023, passed an ordinance rescinding such repeating COLA, or (2) does provide an annually repeating COLA under §853.404(c) and elects to provide a non-retroactive repeating COLA under §853.404(f) for purposes of maintaining or increasing the percentage amount of the COLA; and

WHEREAS, the City Council acknowledges that the City meets the above-described criteria under §853.404(f-1) and is eligible to elect a non-retroactive repeating COLA under §853.404(f) and that such election must occur before January 1, 2026, and after that date future benefit changes approved by the City may require reversion to a retroactive repeating COLA; and

WHEREAS, the City Council finds that it is in the public interest to: (1) adopt annually accruing non-retroactive COLAs for retirees and their beneficiaries under TMRS Act §853.404(f) and (f-1); and (2) in accordance with TMRS Act §853.404 and §854.203(h), reauthorize annually accruing Updated Service Credits and transfer Updated Service Credits, now:

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. Adoption of Non-Retroactive Repeating COLAs.

(a) On the terms and conditions set out in TMRS Act §854.203 and §853.404, the City authorizes and provides for payment of the increases described by this Section to the annuities paid to retired City employees and beneficiaries of deceased City retirees (such increases also called COLAs). An annuity increased under this Section replaces any annuity or increased annuity previously granted to the same person.

(b) The amount of the annuity increase under this Section is computed in accordance with TMRS Act §853.404(f) as the sum of the prior service and current service annuities, as increased in subsequent years under TMRS Act §854.203 or TMRS Act §853.404(c), of the person on whose service the annuities are based on the effective date of the annuity increase, multiplied by **30%** of the percentage change in the Consumer Price Index for All Urban Consumers during the 12-month period ending in December of the year that is 13 months before the effective date of the increase under this Section.

(c) An increase in an annuity that was reduced because of an option selection is reducible in the same proportion and in the same manner that the original annuity was reduced.

(d) If a computation under this Section does not result in an increase in the amount of an annuity, the amount of the annuity will not be changed under this Section.

(e) In accordance with TMRS Act §853.404(f-1)(2), an increase under this Section only applies with respect to an annuity payable to a TMRS member, or their beneficiary(ies), which annuity is based on the service of a TMRS member who retired, or who is deemed to have retired under TMRS Act §854.003, not later than the last day of December of the year that is 13 months before the effective date of the increase under this Section.

(f) The amount of an increase under this Section is an obligation of this City and of its account in the benefit accumulation fund of the System.

(g) The initial increase in annuities authorized by this Section shall be effective on January 1 immediately following the year in which this Ordinance is approved, subject to receipt by the System prior to such January 1 and approval by the Board of Trustees of the System ("Board"). Pursuant to TMRS Act §853.404, an increase in retirement annuities shall be made on January 1 of each subsequent year, provided that, as to such subsequent year, the actuary for the System has made the determination set forth in TMRS Act §853.404(d), until this Ordinance ceases to be in effect as provided in TMRS Act §853.404(e).

SECTION 2. Authorization of Annually Accruing Updated Service Credits and Transfer Updated Service Credits.

(a) As authorized by TMRS Act §854.203(h) and §853.404, and on the terms and conditions set out in TMRS Act §§853.401 through 853.404, the City authorizes each member of the System who on the first day of January of the calendar year immediately preceding the January 1 on which the Updated Service Credits will take effect (i) has current service credit or prior service credit in the System by reason of service to the City, (ii) has at least 36 months of credited service

with the System, and (iii) is a TMRS-contributing employee of the City, to receive "Updated Service Credit," as that term is defined and calculated in accordance with TMRS Act §853.402.

(b) The City authorizes and provides that each employee of the City who (i) is eligible for Updated Service Credits under Subsection (a) above, and (ii) who has unforfeited prior service credit and/or current service credit with another System-participating municipality or municipalities by reason of previous employment, shall be credited with Updated Service Credits pursuant to, calculated in accordance with, and subject to adjustment as set forth in TMRS Act §853.601, both as to the initial grant and all future grants under this Ordinance.

(c) The Updated Service Credit authorized and provided under this Ordinance shall be **100%** of the "base Updated Service Credit" of the TMRS member calculated as provided in TMRS Act §853.402.

(d) Each Updated Service Credit authorized and provided by this Ordinance shall replace any Updated Service Credit, prior service credit, special prior service credit, or antecedent service credit previously authorized for part of the same service.

(e) The initial Updated Service Credit authorized by this Section shall be effective on January 1 immediately following the year in which this Ordinance is approved, subject to receipt by the System prior to such January 1 and approval by the System's Board. Pursuant to TMRS Act §853.404, the authorization and grant of Updated Service Credits in this Section shall be effective on January 1 of each subsequent year, using the same percentage of the "base Updated Service Credit" stated in Subsection (c) in computing Updated Service Credits for each future year, provided that, as to such subsequent year, the actuary for the System has made the determination set forth in TMRS Act §853.404(d), until this Ordinance ceases to be in effect as provided in TMRS Act §853.404(e).

SECTION 3. This Ordinance shall be effective from and after its date of passage.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the ***12th*** day of ***SEPTEMBER 2023***.

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma G. Parker, City Secretary

APPROVED AS TO FORM:

_____
Whitt Wyatt, City Attorney

City Council **5. e.**

Meeting Date: 09/12/2023

Department: Public Works

Pillars: Excellence in Asset Management
Excellence in Transportation Systems

Milestones: Implement the Asset Management Plan in accordance with the Asset Management Policy, utilizing information systems
Improve all modes of transportation with infrastructure in an acceptable condition and well maintained

---

AGENDA CAPTION:

Present, discuss, and consider action on a Resolution approving a contract agreement between the Town of Addison and Tiseo Paving Company, Inc. for construction services for the Keller Springs Drainage, Utility, and Paving Improvements Project and authorize the City Manager to execute the agreement in an amount not to exceed $16,422,095.75.

BACKGROUND:

The purpose of this item is to authorize a contract agreement with Tiseo Paving Company, Inc. for the reconstruction of Keller Springs Road. Keller Springs Road was included in Proposition A of the 2019 Bond Program election that Addison voters approved on November 5, 2019, for $12.9M.

In November 2022, the Town opened proposals for the Keller Springs Road Reconstruction Project and received two proposals, $18.3 and $19.3M. Due to the cost of the proposals received, the proposals were rejected, and staff worked with the design engineer to reissue the RFP with design and scope changes aimed at reducing the project cost.

The RFP was advertised again in May 2023 with six alternates included. The proposals were closed on June 29, 2023, and one proposal was received from Tiseo Paving Company for $16,612,211.30.

Since the proposal was received, Town staff has worked closely with Tiseo to find additional cost savings in the proposal. These negotiations resulted in a total savings of $600,513.65. Staff also recommends the approval of alternates C, D, and E in the proposal for an additional cost of $410,398.10. These savings and additional costs bring the contract total to $16,422,095.75.

The project manual and other information can be found at the following link: https://addisontexas.net/publicworks-engineering/keller-springs-reconstruction

The funding for this project will come from the remaining funds from the 2019 bond election, Dallas County's reimbursement, interest earnings, and the Stormwater Fund. The total amount available for construction services is $16,698,129.53.

If approved, staff will work with the contractor to determine the start date. Once construction begins, it is anticipated to take 750 calendar days to complete.

RECOMMENDATION:

Administration recommends approval.

Attachments

Resolution - Tiseo Paving Company

Presentation - Keller Springs Construction Award

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS APPROVING AN AGREEMENT WITH TISEO PAVING COMPANY, INC. FOR THE KELLER SPRINGS ROAD DRAINAGE, UTILITY, AND PAVEMENT IMPROVEMENTS IN AN AMOUNT NOT TO EXCEED $16,422,095.75; AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council desires to authorize an agreement with Tiseo Paving Company, Inc. for the Keller Springs Road Drainage, Utility, and Pavement Improvements in conformance with the project documents for City Bid No. RFP 23-126.

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

SECTION 1. The City Council hereby approves the contract agreement between the Town of Addison and Tiseo Paving Company, Inc. for the Keller Springs Road Drainage, Utility, and Pavement Improvements in conformance with the project documents identified in the agenda memorandum for this Resolution, in an amount not-to-exceed of $16,422,095.75, a copy of which is attached to this Resolution as **Exhibit A**. The City Manager is hereby authorized to execute the agreement.

SECTION 2. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the ***12th*** day of ***SEPTEMBER***, 2023.

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma Parker, City Secretary

EXHIBIT A

CONSTRUCTION SERVICES AGREEMENT
KELLER SPRINGS ROAD DRAINAGE, UTILITY, AND PAVEMENT IMPROVEMENTS
(Bid # RFP 23-126)

This CONSTRUCTION SERVICES AGREEMENT ("Agreement") is made as of the Effective Date by and between **Tiseo Paving Company, Inc.**, a Michigan Corporation, hereinafter called "Contractor", and the **Town of Addison, Texas**, hereinafter called "City".

RECITALS

WHEREAS, City desires Contractor to perform certain work and services set forth in Section 1, below; and

WHEREAS, Contractor has expressed a willingness to perform said work and services, hereinafter referred to only as "services", specified in the Contract Documents and Section 1 of this Agreement.

NOW, THEREFORE, for and in consideration of the covenants and promises made one to the other herein, City and Contractor agree as follows:

Section 1. Scope of Services

Upon issuance of a written notice to proceed by City, Contractor agrees to provide to City the necessary services, labor, materials, equipment, and supplies to perform the Keller Springs Road Drainage, Utility, and Pavement Improvements (the "Project"), such services being more fully described herein and pursuant to the plans and specifications identified in the Contract Documents (defined below).

Section 2. Term of Agreement

The term of this Agreement shall begin on the last date of execution hereof (the "Effective Date") and shall continue until Contractor completes the services required herein to the satisfaction of City and has been paid in full by City, unless sooner terminated in conformance with this Agreement.

Section 3. Contract Documents

(a) This Agreement is a part of the "Contract Documents", which include:

(1) This Agreement, including all exhibits and addenda hereto;
(2) City's plans, specifications, and all other contract documents for the Project contained in City's Bid #RFP 23-126;
(3) City's written notice(s) to proceed to the Contractor;
(4) Properly authorized change orders;
(5) Contractor's Bid Proposal ("Proposal" and/or "Response"); and
(6) Any other materials distributed by the City that relate to the Project.

In the event there exists a conflict between any term, provision, and/or interpretation of the Contract Documents, the documents shall take precedent and control in the order listed above in this section (which shall supersede any conflicting provision concerning priority of contract documents contained in the Bid Packet). If discrepancies are found that may impact Contractor's performance of the services for the Project, it shall be the Contractor's obligation to seek clarification as to which requirements or provisions control before undertaking any work on that component of the Project. Should the Contractor fail or refuse to seek a clarification of such conflicting or inconsistent requirements or provisions prior to any work on that component of the Project, the Contractor shall be solely responsible for the costs and expenses - including additional time - necessary to cure, repair and/or correct that component of the Project.

Section 4. Contractor Obligations

(a) Performance of Services. To the extent reasonably necessary for Contractor to perform the services under this Agreement, Contractor shall be authorized to engage the services of any agents, assistants, persons, or corporations that Contractor may deem proper to aid or assist in the performance of the services under this Agreement with the prior written approval of City. The cost of such personnel and assistance shall be a reimbursable expense to Contractor only if authorized in writing in advance by City. Unless otherwise agreed, Contractor shall provide and pay for all materials, supplies, machinery, equipment, tools, superintendence, labor, insurance, and all water, light, power, fuel, transportation and all other facilities necessary for the execution and completion of the Project.

(b) Quality Materials. Contractor shall be responsible for the professional quality, technical accuracy, and the coordination of all materials, construction, installation and other services furnished by Contractor under this Agreement. Unless otherwise specified in writing by City, all materials shall be new and both workmanship and materials shall be of a good quality. Contractor shall, if required, furnish satisfactory evidence as to the kind and quality of materials. Materials or work described in the Contract Documents that, so applied, have well known, technical or trade meaning shall be held to refer to such recognized standards. Contractor shall, without additional compensation, correct or revise any errors or deficiencies in the installation and construction of the Project components to conform as shown in the Project drawings and specifications.

(c) Additional Services. All minor details of the work not specifically mentioned in the Contract Documents but obviously necessary for the proper completion of the work, such as the proper connection of new work to old, shall be considered as incidental to and a part of the work for which the prices are set forth in this Agreement. Contractor will not be entitled to any additional compensation therefor unless specifically stated otherwise. Should City require additional services not included under this Agreement, Contractor shall make reasonable effort to provide such additional services at mutually agreed charges or rates, and within the time schedule prescribed by City, and without decreasing the effectiveness of the performance of services required under this Agreement. The terms "extra work" and “additional services” as used in this Agreement shall be understood to mean and include all work that may be required by City to be done by Contractor to accomplish any alteration or addition to the work as shown on the Project plans and drawings. It is agreed that Contractor shall perform all extra work under the direction of the City's representative when presented with a written work/change order signed by the City’s representative, subject, however, to the right of Contractor to require written confirmation of such extra work order by City. No claims for extra services, additional services or changes in the services whatsoever, including any change in pricing or time for performance related to the services will be made by Contractor without first obtaining the City’s written agreement and approval of a work/change order reflecting the same.

(d) Independent Contractor. It is understood and agreed by and between the parties that Contractor, while performing under this Agreement, is acting independently, and that City assumes no responsibility or liabilities to any third party in connection with Contractor’s acts or omissions. All services to be performed by Contractor pursuant to this Agreement shall be in the capacity of an independent contractor, and not as an agent or employee of City. Contractor shall supervise the performance of its services and shall be entitled to control the manner and means by which its services are to be performed, subject to the terms of this Agreement. There is no intended third-party beneficiary to this Agreement.

(e) Inspection of Records. Contractor grants City and its designees the right to audit, examine, or inspect, at City’s election, all of Contractor's Records relating to the performance of services under this Agreement, during the term of the Agreement and any retention period herein. City’s audit, examination, or inspection of Contractor’s Records may be performed by a City designee, which may include its internal auditors or an outside representative engaged by City. Contractor agrees to retain Contractor’s Records for

a minimum of four (4) years following termination of the Agreement, unless there is an ongoing dispute under the contract; then, such retention period shall extend until final resolution of the dispute. "Contractor's Records" shall include any and all information, materials and data of every kind and character generated as a result of the services under this Agreement. City agrees that it will exercise its right to audit, examine or inspect Contractor's Records only during regular business hours unless City has provided advance written notice of an alternate time. Contractor agrees to allow City and its designees access to all of Contractor's Records, Contractor's facilities and the current or former employees of Contractor, deemed necessary by City or its designee(s), to perform such audit, inspection, or examination.

(f) Certification of No Conflicts. Contractor hereby warrants to the City that Contractor has made full disclosure in writing of any existing or potential conflicts of interest related to Contractor's services under this Agreement. In the event that any conflicts of interest arise after the Effective Date of this Agreement, Contractor hereby agrees immediately to make full disclosure to the City in writing.

(g) No Waiver of City's Rights. Neither City's review, approval or acceptance of, nor payment for any of the materials or services required under this Agreement, shall be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement, and Contractor shall be and remain liable to City in accordance with applicable law for all damages to City caused by Contractor's negligent performance of any of the services furnished under this Agreement.

(h) Rights-of-Access. City will endeavor to provide such rights of access on any project site as may be reasonably necessary for Contractor to perform any required preliminary site studies, surveys, tests, or other necessary investigations prior to mobilization for the Project. Contractor will take all necessary and reasonable precautions to minimize damage to all personal and real property in the performance of such surveys, tests, studies and investigations.

(i) Compliance with Laws. Contractor shall comply with all laws, ordinances, rules, policies, orders, directives, and other regulations governing Contractor's performance of this Agreement.

Section 5. Payment

(a) Compensation. City agrees to pay Contractor for all services authorized in writing and properly performed by Contractor in a total amount not to exceed SIXTEEN MILLION, FOUR HUNDRED AND TWENTY TWO THOUSAND AND NINETY-FIVE DOLLARS AND SEVENTY-FIVE CENTS ($16,422,095.75) ("Contract Price"), subject to additions or deletions for change orders and/or extra work agreed upon in writing. The Contract Price for the Project includes the following components, as more particularly described in the Contract Documents:

Component	Description	Price
Base Proposal (BAF)		16,011,697.65
Alternate C	Grout Water Lines Instead of Removal	(317,581.00)
Alternate D	Grout Sanitary Sewer Lines Instead of Removal	(130,130.00)
Alternate E	Enhanced Town of Addison Street Lights	858,109.10
	Total Contract Price	**$16,422,095.75**

(b) Method of Payment. Unless otherwise agreed by the parties in writing, payment to Contractor shall be monthly based on a monthly progress report and detailed monthly itemized statement for services submitted by Contractor that shows the names of the Contractor's employees, agents, or subcontactors performing the services, the time worked, the actual services performed, and the rates charged for such services, in a form acceptable to City. City shall pay such monthly statements within thirty (30) days after receipt of a completed submission and City's verification of the services performed.

(c) Deductions; Withholding. City may deduct from any amounts due or to become due to Contractor any sum or sums owing by Contractor to City. In the event of any breach by Contractor of any provision or obligation of this Agreement, or in the event of the assertion by any third-party of a claim or lien against City, or the City's premises, arising out of Contractor's performance under this Agreement, City shall have the right to retain out of any payments due or to become due to Contractor an amount sufficient to completely protect the City from any and all loss, damage or expense therefrom, until the breach, claim, or lien has been satisfactorily remedied by Contractor. Additionally, City may, on account of subsequently discovered evidence, withhold the whole or part of any payment to such extent as may be necessary to protect itself from loss on account of:

(1) defective work not remedied;
(2) claims filed or reasonable evidence indicating possible filing of claims;
(3) failure of Contractor to make payments promptly to subcontractors or for material or labor which City may pay as an agent for the Contractor; or
(4) damages to another contractor or subcontractor.

When the above grounds are removed, or Contractor provides a letter of credit, or similar guaranty satisfactory to City (to be determined in City's sole discretion) which will protect City in the amount withheld because of said grounds, City will release the amounts withheld.

Section 6. Performance Schedule

(a) Time for Performance. Contractor shall perform all services as provided for under this Agreement in a proper, efficient, timely, and professional manner in accordance with City's requirements. The time for performance under this Agreement is seven hundred fifty (750) calendar days. Accordingly, Contractor shall complete all work related to the Project on or before seven hundred fifty (750) calendar days following the date of City's written notice to proceed to Contractor.

(b) Extensions; Written Request Required. No allowance of any extension of time, for any cause whatever (including an event of Force Majeure), shall be claimed by or granted to Contractor, unless (i) Contractor shall have made written request to City for such extension within forty-eight (48) hours after the cause for such extension occurred, and (ii) City and Contractor have agreed in writing that such additional time shall be granted. As used in this section, the term "Force Majeure" shall mean that Contractor's performance of the services under this Agreement is prevented or delayed, in whole or in part, to such an extent that Contractor would not be able to complete the services (or any partial component thereof) within the time for performance set forth herein by reason of or through work strikes, stoppage of labor, riot, fire, flood, acts of war, insurrection, court judgment, act of God, pandemic, or other specific cause reasonably beyond Contractor's control and not attributable to its malfeasance, neglect or nonfeasance. Should Contractor timely request an extension of time due to an event of force majeure under this section, City and Contractor may agree in writing to suspended Contractor's performance until such disability to perform (other than a payment obligation) is removed; provided, that Contractor shall use commercially reasonable efforts to remove any such causes and resume performance of the services under this Agreement as soon as reasonably practicable.

(c) Costs of Delay. Contractor understands and agrees that time is of the essence of this contract, and that for each day of delay beyond the number of calendar days agreed upon for the completion of the work herein specified and contracted for (after due allowance for such extension of time as may otherwise be provided for extension of time herein), the Owner may withhold permanently from the Contract Price an amount equal to $1,000.00 per day, which the parties agree represents a reasonable estimation of the actual costs that would be incurred by the City in the event of such delay. In the event Contractor's performance under this Agreement is delayed or interfered with, regardless of reason, Contractor shall not be entitled to any increase in fee or price, or to damages or additional compensation as a consequence of such delays.

Section 7. Ownership of Project; Bill of Sale; No Liens

(a) Title of Ownership. Contractor warrants that title to all services, including all equipment and materials incorporated into the Project, will pass to City no later than the time of final payment. Contractor further warrants that upon payment by City, all services for which payments have been received from City shall be free and clear of liens, claims, security interests or other encumbrances in favor of Contractor or any other person or entity whatsoever.

(b) Assignment; Bill of Sale. Contractor agrees, no later than the time of completion of the Project, to assign to City all manufacturer's warranties relating to equipment, materials and labor used in the Project and further agrees it will at all times perform the services in a manner that will, to the greatest extent possible, preserve all manufacturer's warranties. If necessary as a matter of law, Contractor may retain the right to enforce directly any such manufacturers' warranties during the one year period following the date of acceptance of the Project by City; provided, that City's rights related to the same shall not be subordinate to Contractor's enforcement rights.

CONTRACTOR AGREES TO INDEMNIFY, DEFEND, AND SAVE CITY HARMLESS FROM ALL CLAIMS RELATED TO ANY DEMANDS OF SUBCONTRACTORS, LABORERS, WORKMEN, MECHANICS, MATERIALMEN, AND SUPPLIERS OF MACHINERY AND PARTS THEREOF, EQUIPMENT, POWER TOOLS, ALL SUPPLIES ARISING OUT OF THE PERFORMANCE OF THIS AGREEMENT. CONTRACTOR SHALL FURNISH SATISFACTORY EVIDENCE THAT ALL OBLIGATIONS DESCRIBED HEREIN HAVE BEEN PAID, DISCHARGED OR WAIVED UPON CITY'S WRITTEN REQUEST.

Section 8. Default; Termination; Abandonment

(a) Default by Contractor. Should Contractor fail to comply with any term or condition this Agreement applicable to Contractor, or become disabled and unable to comply with any provisions of this Agreement related to the quality or character of the services or time of performance, Contractor shall be deemed in default of this Agreement. If such default is not corrected within ten (10) days after written notice by City to Contractor, City may, at its sole discretion and without prejudice to any other right or remedy:

(1) terminate this Agreement and be relieved of any further payment or consideration to Contractor except for all services determined by City to be satisfactorily completed prior to such termination. Payment for work satisfactorily completed shall be for actual costs incurred and non-refundable, including reasonable salaries and travel expenses of Contractor to and from meetings called by City at which Contractor is required to attend, but shall not include any loss of profit of Contractor. City may further proceed to complete the services in any manner deemed proper by City, either by the use of its own forces or by resubletting to others; or

(2) City may, without terminating this Agreement or taking over the services, furnish the necessary materials, equipment, supplies and/or help necessary to remedy the situation, at Contractor's sole expense.

(b) Suspension or Termination by City. City may suspend or terminate this Agreement for cause or without cause at any time by giving written notice to Contractor. In the event suspension or termination is without cause, payment to Contractor, in accordance with the terms of this Agreement, will be made based on services reasonably determined by City to be satisfactorily performed as of the date of suspension or termination. Such payment will become payable upon delivery of all instruments of service to City and City's acceptance of the same. If City requires a modification of the services under this

Agreement, and in the event City and Contractor fail to agree upon such modification(s), City shall have the option of terminating this Agreement and Contractor's services hereunder at no additional cost other than the payment to Contractor in accordance with the terms of this Agreement for the services reasonably determined by City to be properly performed prior to such termination date.

(c) Abandonment. If Contractor should abandon and fail or refuse to resume work within ten (10) days after written notification from the City, or if Contractor fails to timely comply with the orders of the City, when such orders are consistent with the Contract Documents, then, and in that case, where a performance bond(s) exists, the surety on the bond(s) may be notified in writing by City and directed to complete the work (at City's sole discretion), and a copy of said notice shall be delivered to Contractor. After receiving said notice of abandonment, Contractor shall not remove from the work any machinery, equipment, tools, materials or supplies then on the job, but the same, together with any materials and equipment under contract for the work, may be held for use on the work by the City or the surety on the performance bond, or another Contractor in completion of the work; and Contractor shall not receive any rental or credit therefor, having hereby acknowledged that the use of such equipment and materials will ultimately reduce the cost to complete the work and be reflected in the final settlement. In the event a surety fails to comply with City's written notice provided for herein, then the City may provide for completion of the work in either of the following elective manners:

(1) the City may employ such labor and use such machinery, equipment, tools, materials and supplies as said City may deem necessary to complete the work and charge the expense of such labor, machinery, equipment, tools, materials and supplies to Contractor, which shall be deducted and paid by City out of such amounts as may be due, or that may thereafter at any time become due to the Contractor under this Agreement. In case such expense is less than the sum which would have been payable under this Agreement if the same had been completed by the Contractor, then Contractor shall receive the difference. In case such expense is greater than the sum which would have been payable under this Agreement if the same had been completed by said Contractor, then the Contractor and/or its surety (ies) shall pay the amount of such excess to the City; or

(2) the City may (under sealed bids when and in the manner required by law) let the contract to another Contractor for the completion of the work under substantially the same terms and conditions which are provided in this Agreement. In the case of any increase in cost to the City under the new contract as compared to what would have been the cost under this Agreement, such increase shall be charged to the Contractor and its surety (ies) shall be and remain bound therefor. However, should the cost to complete any such new contract prove to be less than what would have been the cost to complete under this Agreement, the Contractor and/or its surety (ies) shall be credited therewith.

(d) Remedies Cumulative. The remedies in this section are cumulative and nothing herein shall be deemed a waiver of any other remedy available to the City under this Agreement, including its remedies upon default provided herein above.

Section 9. Insurance

Contractor shall during the term hereof maintain in full force and effect all policies of insurance reasonably required by City and in compliance with the Contract Documents. Contractor's obligation to provide acceptable certificates of insurance is a material condition of this Agreement, and services under this Agreement shall not commence until certificates of insurance have been received, reviewed, and accepted by City. The minimum coverages and limits of liability for the policies of insurance required under this Agreement are maintained by and accessible through the City's purchasing department.

Section 10. Indemnification

(a) Release of liability. CITY SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE, OR INJURY OF ANY KIND OR CHARACTER TO ANY PERSON OR PROPERTY ARISING FROM THE SERVICES OF CONTRACTOR PURSUANT TO THIS AGREEMENT. CONTRACTOR HEREBY WAIVES ALL CLAIMS AGAINST CITY, ITS OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY REFERRED TO IN THIS SECTION AS "CITY") FOR DAMAGE TO ANY PROPERTY OR INJURY TO, OR DEATH OF, ANY PERSON ARISING AT ANY TIME AND FROM ANY CAUSE OTHER THAN THE GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF CITY OR BREACH OF CITY'S OBLIGATIONS HEREUNDER.

(b) Contractor's Indemnity Obligation. CONTRACTOR AGREES TO INDEMNIFY AND SAVE HARMLESS CITY FROM AND AGAINST ANY AND ALL LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING COURT COSTS, REASONABLE ATTORNEYS' FEES AND COSTS OF INVESTIGATION) AND ACTIONS OF ANY KIND BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY CONTRACTOR'S PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY REASON OF ANY NEGLIGENT ACT OR OMISSION ON THE PART OF CONTRACTOR, ITS OFFICERS, DIRECTORS, SERVANTS, EMPLOYEES, REPRESENTATIVES, CONSULTANTS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE, IN WHOLE OR IN PART, FROM OR ARE ATTRIBUTED TO THE GROSS NEGLIGENCE OF CITY, IN WHICH CASE CONTRACTOR SHALL INDEMNIFY CITY ONLY TO THE EXTENT OR PROPORTION OF NEGLIGENCE ATTRIBUTED TO CONTRACTOR AND/OR ITS OFFICERS, DIRECTORS, SERVANTS, EMPLOYEES, REPRESENTATIVES, CONSULTANTS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS AS DETERMINED BY A COURT OR OTHER FORUM OF COMPETENT JURISDICTION).

(c) Notice of Claim(s). Contractor shall promptly advise City in writing of any claim or demand against the City, related to or arising out of Contractor's acts or omissions under this Agreement and shall see to the investigation and defense of such claims or demand at Contractor's sole cost and expense; provided, that City, at its option and at its own expense, may participate in such defense without relieving Contractor of any of its obligations hereunder.

CONTRACTOR'S OBLIGATIONS UNDER THIS SECTION SHALL NOT BE LIMITED TO THE LIMITS OF COVERAGE OF INSURANCE MAINTAINED OR REQUIRED TO BE MAINTAINED BY CONTRACTOR UNDER THIS AGREEMENT. THE PROVISIONS OF THIS SECTION 11 SHALL SURVIVE TERMINATION OF THIS AGREEMENT.

Section 11. Notice

All notices required by this Agreement shall be in writing and addressed to the parties at the addresses set forth on the signature page(s) of this Agreement (or to such other address that may be designated by the receiving party from time to time in accordance with this section). All notices shall be delivered by (a) personal delivery, (b) certified or registered mail (in each case, return receipt requested, postage prepaid), (c) nationally recognized overnight courier (with all fees pre-paid), or (d) email of a pdf document containing the required notice. Such notice or document shall be deemed to be delivered or given, whether actually received or not, (i) when received if delivered or given in person, (ii) if sent by United States mail, three (3) business days after being deposited in the United States mail as set forth above, (iii) on the next business day after the day the notice or document is provided to a nationally recognized carrier to be delivered as set forth above, or (iv) if sent by email, the next business day. A confirmation of delivery report which reflects the time that the email was delivered to the recipient's last notified email address is

prima facie evidence of its receipt by the recipient, unless the sender receives a delivery failure notification, indicating that the email has not been delivered to the recipient.

Section 12. Sales and Use Taxes

Contractor understands and acknowledges that City is a governmental entity and exempt from the payment of sales and use taxes for certain materials and equipment conveyed to City as part of this Project or otherwise incorporated into the Project. City agrees to provide Contractor such documentation as may otherwise be required by state law to allow Contractor to avoid payment of sales and uses taxes for materials and equipment with respect to the Project to the extent allowed by law.

Section 13. Texas Government Code Verifications

(a) Contractor's execution of this Agreement shall serve as its acknowledgement and written verification that:

(1) the requirements of Subchapter J, Chapter 552, Government Code, apply to this Agreement and Contractor agrees that the Agreement can be terminated if Contractor knowingly or intentionally fails to comply with a requirement of that subchapter;

(2) pursuant to Texas Government Code Chapter 2270, that Contractor's organization does not presently boycott Israel and will not boycott Israel during the term of this Agreement; and

(3) pursuant to Texas Government Code Chapter 2251, that Contractor's organization does not current discriminate against firearm and ammunition industries and will not for the term of the contract. Discriminating means refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with the firearm or ammunition industry or with a person or entity doing business in the firearm or ammunition industry, but does not include an action made for ordinary business purposes.

Section 14. Miscellaneous

(a) Contractor shall not assign or sublet this Agreement, in whole or in part, without the prior written consent of City. (b) Contractor shall comply with all federal, state, county and municipal laws, ordinances, resolutions, regulations, rules, policies, orders, and directives applicable to the services under this Agreement. (c) The laws of the State of Texas shall govern this Agreement; and venue for any action concerning this Agreement shall be in the state district courts of Dallas County, Texas. The parties agree to submit to the personal and subject matter jurisdiction of said courts. (d) This Agreement contains the entire understanding of the parties with respect to the subject matter hereof and there are no oral understandings, statements or stipulations bearing upon the meaning or effect of this Agreement which have not been incorporated herein. (e) The exhibits attached hereto, if any, are incorporated herein and made a part hereof for all purposes. (f) Unless expressly provided otherwise herein, this Agreement may only be modified, amended, supplemented or waived by a mutual written agreement of the parties. (g) In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions, and the Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in it. (h) Any of the representations and obligations of the parties, as well as any rights and benefits of the parties pertaining to a period of time following the termination of this Agreement shall survive termination. (i) This Agreement may be executed by the parties in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument. Each counterpart may consist of any number of copies hereof each signed by less than all, but together signed by all of the parties. (j) Each party represents that it has full capacity and authority to grant all rights and assume all obligations granted and assumed

under this Agreement. (k) Subject to the provisions regarding assignment, this Agreement shall be binding on and inure to the benefit of the parties to it and their respective heirs, executors, administrators, legal representatives, successors and assigns.

[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY –
SIGNATURES ON FOLLOWING PAGE(S)]

IN WITNESS WHEREOF, the parties have executed and delivered this Agreement as of the Effective Date.

For City:	For Contractor:
TOWN OF ADDISION, TEXAS	TISEO PAVING COMPANY, INC.
By:_____ David Gaines City Manager	By:_____ Louis Tiseo President
Date:_____	Date: _____
Notice Address:	Notice Address:
Town of Addison Attn: City Manager P.O. Box 9010 Town of Addison, Texas 75001 E: dgaines@addisontx.gov	Tiseo Paving Company, Inc. Attn: Louis Tiseo, President 419 US-80 Mesquite, Texas 75150 E: _____

Addison Contract ID:
CSA_STW_September 12, 2023_v1.20220628

Keller Springs Road Construction Award

City Council

September 12, 2023

Keller Springs Road Reconstruction

Approved as a part of the 2019 Bond Election for $12.9M.
First set of proposals were received and opened by the Town in November 2022.

- Received two proposals $18.3M and $19.3M.
- City Council rejected proposals in January 2023 and to reissued the RFP with design and scope changes to reduce cost.

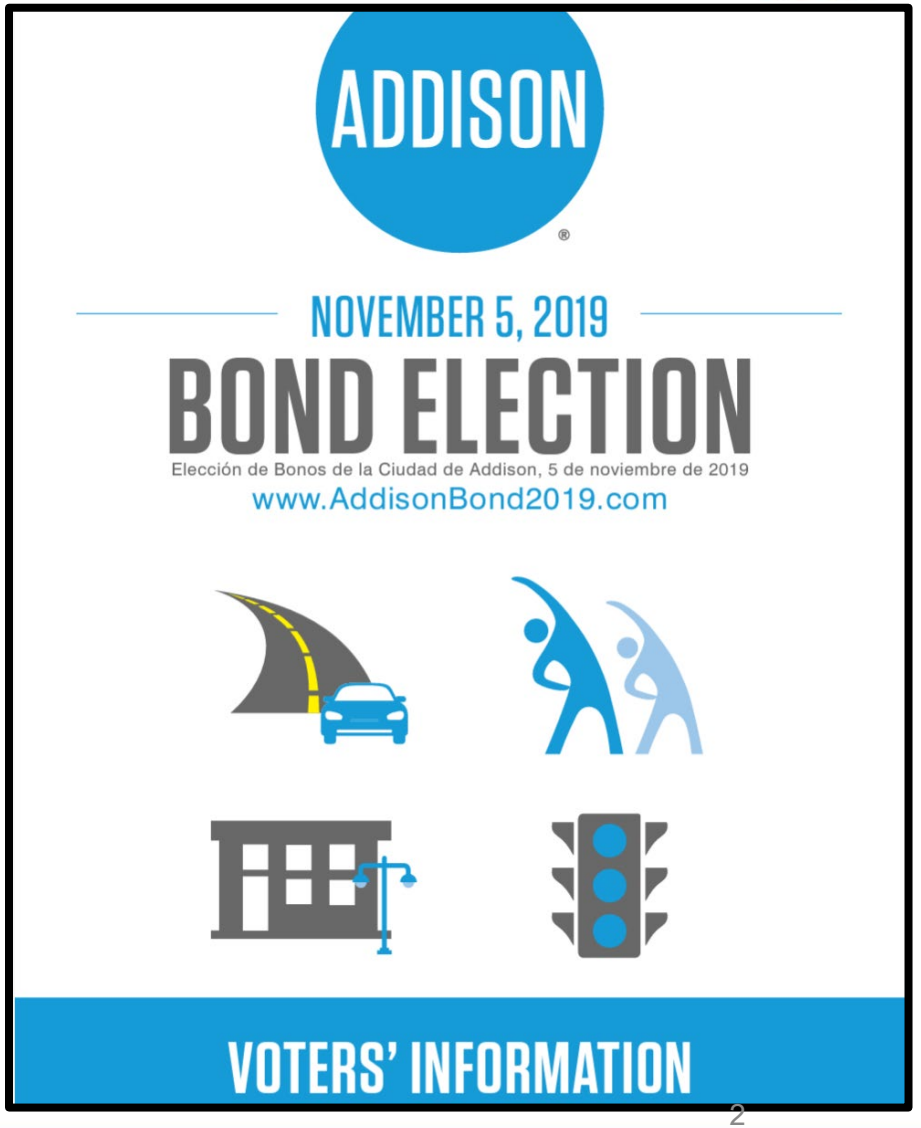
RFP for Keller Springs Road Utility, Storm, and Pavement Improvements Project was re-advertised in May 2023. Six alternates were included in the RFP.

Proposals were closed on June 29, 2023.

- One Proposal was received.

Proposal was received from Tiseo Paving.

- Base Proposal was for $16,612,211.30.
- 720 Calendar Days for Contract Time.



Keller Springs Road Reconstruction

Estimated and Encumbered Costs Outside of Construction	
Design Costs	$953,662.47
ROW and Easement Acquisitions Estimate	$1,300,000.00
Marketing Costs Estimate	$50,000.00
Construction Soft Costs Estimate (Material Testing, Construction Management, and Design Support During Construction)	$1,000,000.00
Total	**$3,303,662.47**
Total Funding Available for Construction	
Remaining Bond Funds Available For Construction Contract	$9,596,337.53
Dallas County Reimbursement for Paving	$3,900,000.00
Interest Earnings	$375,000.00
Stormwater Cash Funded for SWMP Portion	$2,826,792.00
Total Funding Available For Construction	**$16,698,129.53**

Keller Springs Road Reconstruction

Alternates Included in the revised RFP

- Grouting and abandoning water lines instead of removal (Recommended)
  - -$317,581
- Grouting and abandoning sanitary sewer lines instead of removal (Recommended)
  - -$130,130
- Upgraded street lighting, curved Belt Line Road poles instead of standard Oncor poles (Recommended)
  - $858,109.10 and 30 calendar days
- Addition for maintaining two-way traffic (Not Recommended)
  - $1,631,300
- Use of HDPE in lieu of RCCP (Not Recommended)
  - $74,497.50
- Town provides irrigation controllers to contractor (Not Recommended)
  - -$15,000

Total for Recommended Alternates $410,398.10

Keller Springs Road Reconstruction

Contract Negotiations and Cost Savings

Stamped concrete instead of brick pavers

- -$96,668

Revise construction sequencing

- -$378,742.65

Removal of bus shelter from project

- -$93,500

Other miscellaneous cost savings

- -$31,603

Total Cost Savings from negotiations $600,513.65

Keller Springs Road Reconstruction

Construction Cost Breakdown

Recommended Alternates and Contract Negotiations Cost Breakdown	
Best and Final Offer After Negotiations	$16,011,697.65
Alternate C – Grout Water Lines	-$317,581.00
Alternate D – Grout Sanitary Sewer Lines	-$130,130.00
Alternate E – Enhanced Street Lighting	$858,109.10
Total Contract Amount	**$16,422,095.75**

Keller Springs Road Update

Questions?

City Council **5. f.**

Meeting Date: 09/12/2023

Department: Development Services

AGENDA CAPTION:

Consider action on a Resolution accepting the Place 5 Planning & Zoning Commissioner resignation and appointing a new Place 5 member to fill the unexpired term.

BACKGROUND:

On August 20, 2023, Place 5 Planning & Zoning Commissioner Juli Branson notified Mayor Arfsten of her intent to resign from the Planning & Zoning Commission. Commissioner Branson's term was due to expire on December 31, 2023. The Place 5 appointment(s) are appointed by Council Member Marlin Willesen. A resolution has been prepared to accept the resignation and to facilitate Council Member Willesen's appointment of an individual to fill Place 5 through the end of the year.

RECOMMENDATION:

Administration recommends approval.

Attachments

Resolution - Place 5 Planning & Zoning Commissioner

RESOLUTION NO. R23-

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS ACCEPTING THE RESIGNATION OF PLANNING & ZONING COMMISSION MEMBER PLACE 5 AND APPOINTING A NEW COMMISSIONER FOR A TERM ENDING ON DECEMBER 31, 2023.

WHEREAS, pursuant to Chapter 2 of the Town of Addison Code of Ordinances, the Addison Planning & Zoning Commission (the "Commission") is comprised of seven (7) members appointed by the individual members of the City Council to serve two-year terms; and

WHEREAS, the Commissioner currently serving in Place 5 on the Commission, Juli Branson, tendered her resignation effective September 12, 2023, with her current term expiring on December 31, 2023; and

WHEREAS, Council Member Willesen is the Council Member responsible for appointing persons serving in Place 5 on the Commission.

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

SECTION 1. The City Council accepts the resignation of Commissioner Juli Branson (Place 5) from the Planning & Zoning Commission, effective September 12, 2023.

SECTION 2. Council Member Willesen has nominated _____ to fill the unexpired term for Place 5 on the Planning & Zoning Commission and the City Council hereby approves the appointment of the foregoing person to fill the unexpired term beginning on September 12, 2023 and ending upon expiration of the current term.

SECTION 3. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the ***12TH*** day of ***SEPTEMBER 2023*****.**

TOWN OF ADDISON, TEXAS

_____
Bruce Arfsten, Mayor

ATTEST:

_____
Irma Parker, City Secretary

APPROVED AS TO FORM:

_____
Whitt L. Wyatt, City Attorney