



AGENDA

REGULAR MEETING OF THE CITY COUNCIL

**City of Garland
Council Chambers, City Hall
200 North Fifth Street
Garland, Texas
March 4, 2014
7:00 p.m.**

The City Council extends to each visitor a sincere welcome. We value your interest in your community and your participation in the meetings of this governing body. Regular meetings of the City Council are held the 1st and 3rd Tuesdays of each month, beginning at 7:00 p.m.; the City Council meets regularly in work sessions at 6:00 p.m. the Monday preceding each regular meeting.

The Garland City Hall and Council Chambers are wheelchair accessible. Special parking is available on the north side of City Hall and the building may be accessed by a sloped ramp from the parking area to the door facing Fifth Street. Persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services must contact the City Secretary's Office at (972) 205-2404 at least two working days prior to the meeting so that appropriate arrangements can be made. BRAILLE IS NOT AVAILABLE.

CITY COUNCIL GOALS 2020

- Sustainable quality development and redevelopment
- Financially stable government with tax base that supports community needs
- Embrace diversity
- Fully informed and engaged citizenry
- Consistent and safe delivery of reliable City services
- Safe, family-friendly neighborhoods
- Defends rightful powers of municipalities

MAYORAL PROCLAMATIONS, RECOGNITIONS AND ANNOUNCEMENTS

The Mayor may present proclamations and recognize attendees or award winners, and may make announcements regarding upcoming City events and matters of interest to citizens. There will be no Council deliberations or votes on these matters.

CONSENT AGENDA

All items under this section are recommended for approval by a single motion of Council, without discussion. Council has been briefed on these items at a previous work session and approval of the consent agenda authorizes the City Manager to implement each item. The Mayor will announce the agenda and provide an opportunity for members of the audience and the City Council to request that an item be removed and considered separately.

1. Consider approval of the minutes of the February 18, 2014 City Council Regular Meeting.
2. Consider approval of the following bids:

a. Switches, Line Trap, and Current Transformers **Bid No. 4073-14**

Techline, Inc	\$ 80,286.00
JH Davidson & Associates, Inc.	31,245.00
Optional Contingency	<u>11,200.00</u>
TOTAL	<u>\$122,731.00</u>

This request is to provide 138kV disconnect switches, line trap, and current transformers for the TMPA/GP&L Ben Davis Substation. Due to the complexity of the project, an optional contingency is included for unforeseen changes in the requirements. This is an approved GP&L Capital Improvement project.

b. Digger Derrick, Pressure Digger, & Aerial Trucks **Bid No. 4205-14**

Freightliner of Austin	\$1,967,248.00
Altec Industries, Inc.	<u>247,428.00</u>
TOTAL	<u>\$2,214,676.00</u>

This request is to purchase a digger derrick, a pressure digger, and aerial trucks for GP&L to be used in their daily operations. Funding was approved in both the 2012-13 and 2013-14 Equipment Replacement Fund.

c. Public Safety Mobile Computers **Bid No. 4211-14**

ARC	\$451,642.74
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This request is to replace the existing mobile computers in police vehicles. The existing units have been in service for over four years, and the processor and memory are causing data retrieval delays for officers. The new mobile computers require new mounting hardware that was not anticipated in the 2013-14 Budget. Therefore, the funding for the mounting hardware will be included in Budget Amendment No. 2 for FY 2013-14.

d. Upgrade for Police Department E911 Equipment **Bid No. 4158-14**

Century Link	\$496,486.00
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The Garland Police Department's current E911 equipment has been placed on product discontinuation notice and will, therefore, be obsolete. The current E911 equipment is based on analog technology that is not compatible with current communication media such as text and video messaging. The new system will meet current technology requirements and provide improved capabilities for the Police Department and the citizens of Garland. This is an approved capital improvement project request.

e. Police Vehicles **Bid No. 4206-14**

Reliable Chevrolet	\$1,008,259.20
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This request is for the purchase of thirty-four 2014 Chevrolet Caprice Pursuit vehicles and five Chevrolet Impalas to be used by the Garland Police Department in their everyday operations. Funding is provided through the Equipment Replacement Fund.

f. Apollo Water Pump Station Repairs

Bid No. 4217-14

Smith Pump Company

\$363,884.00

This request is to provide for the emergency repair of the Apollo Water Pump Station's Pumps #1 and #4. These pumps are an integral part of the Apollo Water Pump Station which delivers approximately 75% of the water consumed in the eastern part of the City. The pumps were sent to Smith Pump Company after suffering extensive wear beyond their safe and reliable operational limits.

3. Consider an ordinance amending Chapter 31, "Engineering", of the Code of Ordinances of the City of Garland.

This item was considered by Council at the February 3, 2014 Work Session. The proposed ordinance is modified to reflect options for reimbursement to the City by the residents participating in the 50/50 sidewalk program. The options include variable payment plans depending on the resident's total share owed to the City.

4. Consider approval by minute action authorizing the City Manager to execute an agreement with Freese and Nichols in the amount of \$200,000 to update the current Thoroughfare Plan.

This item was scheduled for consideration by Council at the March 3, 2014 Work Session. The Thoroughfare Plan is utilized to set the ultimate width and alignment of roadways within the city based on the transportation needs for projected growth.

ITEMS FOR INDIVIDUAL CONSIDERATION

Speaker Regulations:

Anyone wishing to speak for, against, or on agenda items must fill out a speaker card and give it to the City Secretary before speaking (cards located at the entrance to the Council Chambers). The Mayor will recognize speakers; he may impose a time limit and may provide for rebuttal. All comments and testimony are to be presented from the podium.

5. Hold public hearings on the following zoning cases:

- a. Consider the application of Claymore Engineering Inc., requesting approval of a Specific Use Permit for a Charter School on property zoned Single Family (SF-7) District and in the SH 190 Overlay. The property is located at 2302 Firewheel Parkway. (File 14-01) (District 1)**

The proposal is to allow a change in zoning to build a two-story school building on an existing charter school campus and increase the student enrollment. At the February 10, 2014 meeting, the Plan Commission recommended approval of the request.

- b. Consider the application of The Javelin Group, LLC, requesting approval of 1) an amendment to Planned Development District (85-5) for Complex for the Elderly, 2) a Detail Plan, and 3) a Specific Use Permit for a Nursing Home. The property is located northeast of the intersection of Broadway Boulevard and Colonel Drive. (File 14-02) (District 3)**

The proposal is to allow a change in zoning for a 120-bed Nursing Home. At the February 10, 2014 meeting, the Plan Commission recommended approval of the request.

6. Consider approval by minute action the adoption of the Strategic Transportation Enhancement Plan for IH-635 East, SH-78, and I-30.

This item was postponed from the February 4, 2014 Regular Meeting and was scheduled for consideration by Council at the March 3, 2014 Work Session.

7. Consider approval by minute action authorizing the City Manager to execute an amendment to the Consultation Services Retainer Agreement for Dean International, Inc.

This item was scheduled for consideration by Council at the March 3, 2014 Work Session. At the February 3, 2014 Work Session, Council considered an amendment to the Consultation Services Retainer Agreement for Dean International, Inc. At that time, Council agreed to postpone this item to the March 4, 2014 Regular Meeting for formal consideration.

8. Consider appointments to boards and commissions.

Board members are selected for two-year terms by the City Council. Terms are staggered whereby at least half of the membership has board experience. Board members are appointed based on qualifications.

Councilman Willis

- Alexander Lucian Giambasu – Community Multicultural Commission

9. Citizen comments.

Persons wishing to address issues not on the agenda may have three minutes to address Council at this time. Council is prohibited from discussing any item not posted according to the Texas Open Meetings Act.

10. Adjourn.

All Regular Council meetings are broadcast live on CGTV, Time Warner Cable Channel 16, and Verizon FIOS TV 44. Meetings are rebroadcast at 9:00 a.m. and 7:00 p.m. on Wednesday-Sunday and at 7:30 p.m. on Thursday. Live streaming and on-demand videos of the meetings are also available online at www.garlandtx.gov. Copies of the meetings can be purchased through the City Secretary's Office – audio CD's are \$1 each and DVD's are \$3 each.

The City Council of the City of Garland, Texas convened in regular session at 7:00 p.m. on Tuesday, February 18, 2014, in the Council Chambers at City Hall with the following members present:

Mayor	Douglas Athas
Mayor Pro Tem	Lori Barnett Dodson
Councilmember	Marvin 'Tim' Campbell
Councilmember	Anita Goebel
Councilmember	Stephen W. Stanley
Councilmember	B.J. Williams
Councilmember	John Willis
Councilmember	Scott LeMay
Councilmember	Jim Cahill

STAFF PRESENT:	City Manager	William E. Dollar
	City Attorney	Brad Neighbor
	City Secretary	Lisa Palomba

CALL TO ORDER: The meeting was called to order by Mayor Douglas Athas. Mayor Pro Tem Lori Dodson led the Invocation and Pledge of Allegiance.

ANNOUNCEMENTS: Mayor Athas commented on the following: (1) Due to construction around the north entrance to City Hall, the outdoor bulletin board where City meeting agendas are posted will be removed. A temporary bulletin board has been set up inside the lobby of City Hall during normal business hours. All official meeting agendas must be posted 72 hours prior to the start of the meeting. Those agendas are also posted to the City's website, GarlandTX-dot-gov. (2) February 28, 2014 at 5:00 pm is the deadline for filing for a place on the ballot for the May 10, 2014 General Election for City Officers. Qualified persons may apply to run for Councilmember in Districts in 1, 2, 4 and 5. Thursday, April 10 is the last day to register to be eligible to vote in the May 10 election. Early voting will be held at the Garland Campus of Richland College located at 675 W. Walnut Street. (3) Mayor Athas will host the next "Mayor's Evening Out" on Wednesday, Feb. 24 from 5-7 p.m. at the Audubon Recreation Center, 342 West Oates Road. It's not necessary to set an appointment and it is a come-and-go event. The Mayor will speak with residents on a first-come, first-served basis. (4) Garland Environmental Waste Services Department is hosting a free composting class this Saturday, February 22 from 8:30 a.m. to noon. Participants must register by February 20 at KeepGarlandBeautiful-dot-org or call 972-205-3500.

(5) Mayor Athas will be giving the State of the City Address at the Garland Chamber of Commerce Luncheon on Monday, February 24, 2014 at 11:30 a.m. at the Atrium. Tickets may be purchased by calling the Chamber at 972-272-7551 or may be viewed on CGTV and the city's website after Monday.

CONSENT AGENDA:

Mayor Athas noted Item 2f is pulled from the Consent Agenda for individual consideration and Item 2d is amended due to a typographical error to read "Reliable Chevrolet" rather than "optional contingency". All items marked with asterisks (**) on the Consent Agenda were voted on in a single motion at the beginning of the meeting. A motion was made by Mayor Pro Tem Dodson, seconded by Councilman Lemay, to approve Items: 1; 2a; 2b; 2c; 2d (as amended); 2e; 2e; 2f; 2g; 2h; 2i; 3a; 3b; 4; 5; 6; 7; and 8. A vote was cast and the motion carried with 9 Ayes; 0 Nays.

1. APPROVED**

City Council minutes of the February 4, 2014 Regular Meeting.

2a. APPROVED**

Award of Bid No. 3916-14 in the amount of \$263,984 to Supreme Roofing, LLC. to provide labor and materials to replace ten roofs at the Duck Creek Wastewater Treatment Plant which were damaged in a February 2012 hail storm.

2b. APPROVED**

Award of Bid No. 4070-14 in the amount of \$596,869 to Chapman Construction with an optional contingency amount of \$89,530.35 to provide for the removal and replacement of 345kV circuit breakers at the Gibbons Creek Substation including installation of new ground risers and the installation of a raceway and control cable.

2c. APPROVED**

Award of Bid No. 4081-14 in the amount of \$786,915 to Mitsubishi to provide for nine 145kV circuit breakers for GP&L's breaker replacement project.

2d. APPROVED**

Award of Bid No. 4116-14 in the amount of \$74,050 to Randall Reed's Prestige Ford in the amount of \$46,121 to Reliable Chevrolet for a total award of \$120,171.0 to purchase five replacement pickup trucks to be utilized by various departments within the City of Garland.

2e. APPROVED**

Award of Bid No. 4119-14 in the amount of \$247,500 to TXI Operations, LP to provide cement pneumatically mixed with water and additives to produce cement slurry. This is a term contract with two optional renewals.

7. APPROVED**

Minute action authorizing the City Manager to execute a proposed Design Contract with McManus & Johnson Consulting Engineers, LLC, in the amount of \$118,400 for the replacement of existing water lines in E. State, Garvon, and Commercial Streets. The project limits are Garvon Street from Bankhead to Commercial, Commercial Street from E. Avenue B to Garvon, and E. State Street from Lavon Drive to Garvon. Drainage and water improvements in the area will also be a part of this development.

8. APPROVED**

Minute action authorizing the City Manager to execute a proposed Design Contract, for Wynn Joyce lift station removal and new gravity sanitary sewer main, with Freese and Nichols, Inc. in an estimated amount of \$171,670. The contract will cover the design of a new gravity sanitary sewer along with the decommissioning on the existing lift station. The limits of the projects are along Wynn Joyce Road from Amy Lane to Oates Road.

ITEMS FOR INDIVIDUAL CONSIDERATION

9. APPROVED

Director of Planning and Development Anita Russelmann provided background information regarding the request by Genesis Systems, Inc. to waive the Roadway Impact Fee for development of property located at the northwest corner of Nicholson and Marquis Drive (Lot 2R, Block 4, Northgate Business Park V). Mayor Athas invited public comment. The following persons spoke in favor of the request: Paul Mayer representing the Garland Economic Development Partnership and Applicant Tom LeBlanc. Council discussion was held. Mayor Pro Tem Dodson, seconded by Councilman Campbell, moved to reduce the impact fee to \$3,000 due one year after issuance of a certificate of occupancy. A vote was cast and the motion carried with 9 ayes, and 0 nays.

10. APPOINTMENTS

Mayor Athas announced that Eric Stuyvesant is nominated to CENAC and Edward Moore is nominated to the Community Multicultural Commission. A vote was cast and the nominations carried with 9 ayes, 0 nays.

11. CITIZEN COMMENTS: Mary Ehlenfeldt commented regarding contracts and offered a prayer; and Michael Johnston commented regarding support for the Eastern Hills Country Club.

There being no further business to come before the City Council, Mayor Athas adjourned the meeting at 7:35 p.m.

CITY OF GARLAND

Signed:

Attest:



GARLAND
PURCHASING

Bid No.: 4073-14
Agenda Item: 2a.
Meeting: Council
Date: 03/04/14

Purchasing Report

SWITCHES, LINE TRAP, AND CURRENT TRANSFORMERS OPEN MARKET

PURCHASE JUSTIFICATION:

The purpose of this contract is to provide 138 kV disconnect switches, line trap, and current transformers for the TMPA/GP&L Ben Davis Substation. Due to the complexity of the project, an optional contingency is included for unforeseen changes in the requirements. This is an approved GP&L Capital Improvement project. Expenditures will not exceed appropriated funds.

AWARD RECOMMENDATION:

<u>Vendor</u>	<u>Item</u>	<u>Amount</u>
Techline, Inc.	1, 2, 3	\$ 80,286.00
JH Davidson & Associates, Inc.	4	31,245.00
Optional Contingency		11,200.00
	TOTAL:	\$122,731.00

BASIS FOR AWARD:

Lowest Responsible Bid

Submitted by:

Reviewed by:

Gary L. Holcomb, CPPO, C.P.M.
Director of Purchasing

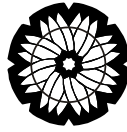
William E. Dollar
City Manager

Date: 02/24/14

Date: 02/26/14

FINANCIAL SUMMARY:

Total Project/Account: \$ 4,624,167	Operating Budget: <input type="checkbox"/> CIP: <input checked="" type="checkbox"/> Year: 2014
Expended/Encumbered to Date: 1,392,034	Document Location: Page E11
Balance: \$ 3,232,133	Account #: 215-3542-3175301-7111 \$93,631 217-3799-3174401-7111 29,100
This Item: 122,731	Fund/Agency/Project – Description: Electric CIP Funds – Substation Upgrades
Proposed Balance: \$ 3,109,402	Comments: Contract provides 138 kV disconnect switches, line trap, and current transformers for TMPA/GP&L Ben Davis Substation. A contingency is included for unforeseen changes in requirements.
Trent Schulze 02/24/14 Budget Analyst Date	
Ron Young 02/25/14 Budget Director Date	



GARLAND

PURCHASING

Executive Summary **Bid 4073-14** **Switches, Line Trap and Current Transformers**

Recommended Vendors:

Techline, Inc.	\$80,286.00
JH Davidson & Associates, Inc.	\$31,245.00
Optional Contingency	\$11,200.00

Total Recommended Award:	\$122,731.00
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Basis for Award:

Lowest Responsible Bid

Purpose:

The purpose of this contract is to purchase 138 kV disconnect switches, line trap and current transformers for the TMPA/GP&L Ben Davis Substation.

Evaluation:

Requests for bids were issued in accordance with Purchasing procedures. Five (5) bids were received and evaluated. Although Stuart Irby's alternate quote for item 2 was low, it did not meet the minimum 120 kA rating.

Recommendation:

Staff recommends awarding the purchase to Techline, Inc. and JH Davidson & Associates, Inc. as lowest responsible bidders meeting all specifications.

Funding Information:

\$29,100.00 217-3799-3174401-7111 Substation Upgrades for Transmission
\$93,631.00 215-3542-3175301-7111 TMPA CIP Breaker Replacement Project

Department Director:

Ross Owen, Transmission & Distribution Director, 972-205-3532



GARLAND
PURCHASING

Bid No.: 4205-14
Agenda Item: 2b.
Meeting: Council
Date: 03/04/14

Purchasing Report

DIGGER DERRICK, PRESSURE DIGGER, AND AERIAL TRUCKS OPEN MARKET

PURCHASE JUSTIFICATION:

The purpose of this contract is to purchase a digger derrick, a pressure digger, and aerial trucks for Garland Power & Light to be used in their daily operations. These trucks are being provided through the BuyBoard Purchasing Cooperative Contract 430-13 and the NJPA Purchasing Cooperative Contract 060311-A11. Funding was approved in both the 2012-13 and 2013-14 Equipment Replacement Fund.

AWARD RECOMMENDATION:

<u>Vendor</u>	<u>Item</u>	<u>Amount</u>
Freightliner of Austin	1-9	\$1,967,248.00
Altec Industries, Inc.	10, 11	247,428.00
TOTAL:		\$2,214,676.00

BASIS FOR AWARD:

Cooperative Purchase

Submitted by:

Reviewed by:

Gary L. Holcomb, CPPO, C.P.M.
Director of Purchasing

William E. Dollar
City Manager

Date: 02/21/14

Date: 02/26/14

FINANCIAL SUMMARY:

Total Project/Account: \$ 2,788,115
Expended/Encumbered to Date: 282,107
Balance: \$ 2,506,008
This Item: 2,214,676
Proposed Balance: \$ 291,332

Ron Tiffany 02/24/14
Budget Analyst Date

Ron Young 02/24/14
Budget Director Date

Operating Budget: ☒ CIP: ☐ Year: 2013-14

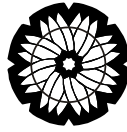
Document Location: Page 120

Account #: 444-3226-9009
444-3523-9009

Fund/Agency/Project – Description:
Equipment Replacement Fund – Digger Derrick,
Pressure Digger, and Aerial Trucks

Comments: A Budget Amendment is required due to the timing of the expenditures only. There is no additional financial impact.

[illegible]



GARLAND

PURCHASING

Executive Summary **Bid 4205-14**

Digger Derrick, Pressure Digger and Aerial Trucks

Recommended Vendors:

Freightliner of Austin	\$1,967,248.00
Altec Industries, Inc.	\$247,428.00

Total Recommended Award:	\$2,214,676.00
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Basis for Award:

Cooperative Purchase

Purpose:

The purpose of this contract is to purchase digger derrick, pressure digger and aerial trucks for Garland Power and Light to be used in their daily operations.

Evaluation:

These trucks are being provided through the BuyBoard Purchasing Cooperative Contract 430-13 and the NJPA Purchasing Cooperative Contract 060311-A11.

Recommendation:

Staff recommends awarding these trucks to Freightliner of Austin and Altec Industries, Inc.

Funding Information:

444-3226-9009, 444-3523-9009, 444-3226-9009,

Department Director:

Terry Anglin, Fleet Director, 972-205-3524



GARLAND
PURCHASING

Bid No.: 4211-14
Agenda Item: 2c.
Meeting: Council
Date: 03/04/14

Purchasing Report

PUBLIC SAFETY MOBILE COMPUTERS OPEN MARKET

PURCHASE JUSTIFICATION:

The purpose of this contract is to replace the existing mobile computers in the Police vehicles. The existing units have been in service for over four years, and the processor and memory are causing data retrieval delays for the Officers. The new mobile computers require new mounting hardware that was not anticipated in the 2013-14 Adopted Budget. Therefore, the funding for the mounting hardware will be included in Budget Amendment No. 2 for FY 2013-14.

AWARD RECOMMENDATION:

<u>Vendor</u>	<u>Item</u>	<u>Amount</u>
ARC	All	\$451,642.74
TOTAL:		\$451,642.74

BASIS FOR AWARD:

Cooperative Purchase

Submitted by:

Reviewed by:

Gary L. Holcomb, CPPO, C.P.M.
Director of Purchasing

William E. Dollar
City Manager

Date: 02/21/14

Date: 02/26/14

FINANCIAL SUMMARY:

Total Project/Account:	\$ 3,514,686
Expended/Encumbered to Date:	1,320,730
Balance:	\$ 2,193,956
This Item:	451,643
Proposed Balance:	\$ 1,742,313

Ron Tiffany	02/24/14
Budget Analyst	Date

Ron Young	02/24/14
Budget Director	Date

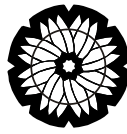
Operating Budget: ☒ CIP: ☐ Year: 2013-14

Document Location: Page 135

Account #:	413-1211-6011	\$321,642.74
	444-1245-9009	130,000.00

Fund/Agency/Project – Description:
IT Replacement and Equipment Replacement
Funds – Public Safety Mobile Computers

Comments: The mounting hardware for \$130,000 was not anticipated in the 2013-14 Adopted Budget. Therefore, the funding for the mounting hardware will be included in Budget Amendment No. 2 for FY 2013-14.



GARLAND

PURCHASING

Executive Summary
Bid 4211-14

Public Safety Mobile Computers and Mounting Equipment

Recommended Vendor:

ARC

Total Recommended Award:

\$451,642.74

Basis for Award:

Cooperative Purchase

Purpose:

The purpose of this contract is to replace the existing mobile computers in the Police vehicles. The existing units have been in service for over four years and the processor and memory are causing data retrieval delays for the officers.

Evaluation:

The Panasonic Toughbook computers have been utilized throughout the Public Safety departments and have proven to be a very reliable solution. ARC has the requested Panasonic Toughbook computers available through the Department of Information Resources Contract DIR-SDD-1365.

Recommendation:

Staff recommends awarding the contract for mobile computers and mounting equipment to ARC.

Funding Information:

\$321,642.74 from 413-1211-6011

\$130,000.00 from 444-1245-9009

Department Director:

Steven Niekamp, Chief Information Officer, 972-955-4439



GARLAND
PURCHASING

Bid No.: 4158-14
Agenda Item: 2d.
Meeting: Council
Date: 03/04/14

Purchasing Report

UPGRADE FOR POLICE DEPARTMENT E911 EQUIPMENT OPEN MARKET

PURCHASE JUSTIFICATION:

The Garland Police Department's current E911 equipment has been placed on product discontinuation notice and will, therefore, be obsolete. The current E911 equipment is based on analog technology that is not compatible with current communication media such as text and video messaging. The new system will meet current technology requirements and provide improved capabilities for the Police Department and the citizens of Garland. This is an approved Capital Improvement project request.

AWARD RECOMMENDATION:

<u>Vendor</u>	<u>Item</u>	<u>Amount</u>
Century Link	All	\$496,486.00
TOTAL:		\$496,486.00

BASIS FOR AWARD:

Cooperative Purchase

Submitted by:

Reviewed by:

Gary L. Holcomb, CPPO, C.P.M.
Director of Purchasing

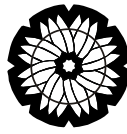
William E. Dollar
City Manager

Date: 02/24/14

Date: 02/26/14

FINANCIAL SUMMARY:

Total Project/Account: \$ 1,711,000		Operating Budget: <input type="checkbox"/>	CIP: <input checked="" type="checkbox"/>	Year: 2014
Expended/Encumbered to Date: 736,734		Document Location: _____		
Balance: \$ 974,266		Account #: 692-1299-1302500-7111		
This Item: 496,486		Fund/Agency/Project – Description: CIP / Police / Communications 911 System		
Proposed Balance: \$ 477,780		Comments:		
Matt Watson 02/24/14				
Budget Analyst Date				
Ron Young 02/24/14				
Budget Director Date				



GARLAND

PURCHASING

Executive Summary **Bid 4158-14** **Upgrade of Police Department E911 Equipment**

Recommended Vendor:

Century Link

Total Recommended Award:

\$496,486.00

Basis for Award:

Cooperative Purchase

Purpose:

The Garland Police Department's current Public Safety Answering Point E911 equipment has been placed on product discontinuation notice and will therefore be obsolete. The current E911 equipment is based on analog technology that is not compatible with current communication media such as text and video messaging. The new system will meet current technology requirements and provide improved capabilities for the Police Department and the citizens of Garland.

Evaluation:

Police and Information Technology Departments evaluated qualified providers of NG911 equipment. After extensive research of products, application, functionality and warranty service, Cassidian Communications was selected as the best solution. Century Link is an approved vendor for Cassidian Communications (formerly Plant/CML) under the Houston Galveston Area Council Contract EC07-11.

Recommendation:

Staff recommends awarding the NG911 equipment purchase to Century Link.

Funding Information:

The funding for this project was approved under the Public Safety Communications 911 System portion of the 2013 Capital Improvement Project Request.

Department Director:

Mitch Bates, Chief of Police, 972-205-2011



GARLAND
PURCHASING

Bid No.: 4206-14
Agenda Item: 2e.
Meeting: Council
Date: 03/04/14

Purchasing Report

POLICE VEHICLES OPEN MARKET

PURCHASE JUSTIFICATION:

This request is for the purchase of thirty-four (34) 2014 Chevrolet Caprice Pursuit vehicles and five (5) Chevrolet Impalas to be used by the Garland Police Department in their daily operations. These vehicles are being provided through the State of Texas Contract 071-072-A1 and an Interlocal Agreement with the City of Fort Worth Contract 12-0243. Funding is provided through the Equipment Replacement Fund.

AWARD RECOMMENDATION:

<u>Vendor</u>	<u>Item</u>	<u>Amount</u>
Reliable Chevrolet	All	\$1,008,259.20

TOTAL: \$1,008,259.20

BASIS FOR AWARD:

Cooperative Purchase

Submitted by:

Reviewed by:

Gary L. Holcomb, CPPO, C.P.M.
Director of Purchasing

William E. Dollar
City Manager

Date: 02/24/14

Date: 02/26/14

FINANCIAL SUMMARY:

Total Project/Account:	\$ 2,421,529
Expended/Encumbered to Date:	1,314,445
Balance:	\$ 1,107,084
This Item:	1,008,259
Proposed Balance:	\$ 98,825

Ron Tiffany 02/24/14
Budget Analyst Date

Ron Young 02/24/14
Budget Director Date

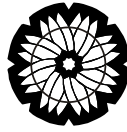
Operating Budget: ☒ CIP: ☐ Year: 2013-14

Document Location: Page 120

Account #: 444-1245-9009

Fund/Agency/Project – Description:
Equipment Replacement Fund – Police Vehicles

Comments:
ERF replacement funding in FY 2013-14



GARLAND

PURCHASING

Executive Summary **Bid 4206-14** **Police Vehicles**

Recommended Vendor:

Reliable Chevrolet

Total Recommended Award:

\$1,008,259.20

Basis for Award:

Cooperative Purchase

Purpose:

The purpose of this contract is to purchase thirty-four (34) 2014 Chevrolet Caprice Pursuit vehicles and five (5) Chevrolet Impalas to be used by the Garland Police Department in their daily operations.

Evaluation:

These vehicles are being provided by the State of Texas Contract #071-072-A1 and through an Interlocal Agreement with the City of Fort Worth, contract #12-0243.

Recommendation:

Staff recommends awarding these vehicles to Reliable Chevrolet.

Funding Information:

444-1245-9009

Department Director:

Terry Anglin, Fleet Director, 972-205-3524



GARLAND
PURCHASING

Bid No.: 4217-14
Agenda Item: 2f.
Meeting: Council
Date: 03/04/14

Purchasing Report

APOLLO WATER PUMP STATION PUMP REPAIRS OPEN MARKET

PURCHASE JUSTIFICATION:

The purpose of this contract is to provide for the emergency repair of the Apollo Water Pump Station's Pumps #1 and #4. These pumps are an integral part of the Apollo Water Pump Station which delivers approximately 75% of the water consumed in the eastern part of the City. The pumps were sent to Smith Pump Company, Inc., after suffering extensive wear beyond their safe and reliable operational limits.

AWARD RECOMMENDATION:

<u>Vendor</u>	<u>Item</u>	<u>Amount</u>
Smith Pump Company	All	\$363,884.00
TOTAL:		\$363,884.00

BASIS FOR AWARD:

Emergency

Submitted by:

Gary L. Holcomb, CPPO, C.P.M.
Director of Purchasing

Reviewed by:

William E. Dollar
City Manager

Date: 02/24/14

Date: 02/26/14

FINANCIAL SUMMARY:

Total Project/Account: \$ 2,772,489

Expended/Encumbered to Date: 1,736,019

Balance: \$ 1,036,470

This Item: 363,884

Proposed Balance: \$ 672,586

Matt Watson 02/24/14
Budget Analyst Date

Ron Young 02/24/14
Budget Director Date

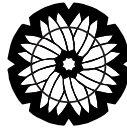
Operating Budget: ☐ CIP: ☒ Year: 2014

Document Location: Page W05

Account #: 227-4049-3019700-9203

Fund/Agency/Project – Description:
Water CIP / Water Pump Station Rehab –
Replacement Equipment

Comments:



GARLAND

PURCHASING

Executive Summary **Bid 4217-14** **Apollo Water Pump Station Pump Repairs**

Recommended Vendor:

Smith Pump Company, Inc.

Total Recommended Award:

\$363,884.00

Basis for Award:

Emergency

Purpose:

The purpose of this contract is to provide for the emergency repair of the Apollo Water Pump Station pumps 1 and 4. These pumps are an integral part of the Apollo Water Pump Station which delivers approximately 75% of the water consumed in the western part of the City.

Evaluation:

The Apollo Water Pump Station pumps were sent to Smith Pump Company, Inc. after suffering extensive wear beyond their safe and reliable operational limits. Smith Pump Company, Inc. an authorized repair facility and is therefore qualified to perform the necessary repairs.

Recommendation:

Staff recommends awarding the emergency repair contract to Smith Pump Company, Inc.

Funding Information:

CIP Project - 227-4049-3019700

Department Director:

John Baker, P.E., Managing Director of Water Utilities, 972-205-3283



City Council Item Summary Sheet

☐ Work Session

Date: March 4, 2014

☒ Agenda Item

Ordinance Revision – Chapter 31, “Engineering”, Section 31.138

Summary of Request/Problem

At the February 3, 2014 Work Session, the Community Services Committee presented proposed modifications to the existing City Ordinance, Section 31.138 City participation in sidewalk/curb and gutter reconstruction. The Ordinance is modified to reflect options for reimbursement to the City by the residents participating in the 50/50 sidewalk program. The options include variable payment plans depending on the residents total share owed the City.

The ordinance, as shown, reflects modifications as discussed in the Work Session.

Council action is required to adopt the ordinance.

Recommendation/Action Requested and Justification

Approve the ordinance reflecting the proposed changes.

Attachments:

Proposed Ordinance

Submitted By:

Michael C. Polocek
Director of Engineering

Approved By:

William E. Dollar
City Manager

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 31, "ENGINEERING", OF THE CODE OF ORDINANCES OF THE CITY OF GARLAND, TEXAS; PROVIDING A PENALTY UNDER THE PROVISIONS OF SEC. 10.05 OF THE CODE OF ORDINANCES OF THE CITY OF GARLAND, TEXAS; PROVIDING A SAVINGS CLAUSE AND A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GARLAND, TEXAS:

Section 1

That Chapter 31, "Engineering", of the Code of Ordinances of the City of Garland, Texas, is hereby amended to read as follows:

"Sec. 31.138 City participation in sidewalk/curb and gutter reconstruction

The City may participate in the reconstruction provided monies are available for this program from bond funds. If monies are available, City participation in the cost of improvements will be on a 50/50 basis with the abutting property owner as provided for in section 31.76. If the property owner's share of the cost of improvements is equal to or greater than the amounts shown below, payment may be made in not more than the corresponding number of equal monthly payments for that amount as shown below at an interest rate not to exceed the maximum interest rate paid by the City on the bond funds from which the reconstruction monies are obtained.

Property owner's share	Monthly payment
\$250 - \$499	36 equal monthly payments
\$500 - \$999	48 equal monthly payments
\$1000 and more	60 equal monthly payments"

Section 2

That Chapter 31, "Engineering", of the Code of Ordinances of the City of Garland, Texas, as amended, shall be and remain in full force and effect save and except as amended by this Ordinance.

Section 3

That the terms and provisions of this Ordinance are severable and are governed by Sec. 10.06 of the Code of Ordinances of the City of Garland, Texas.

ordinances/sidewalk assessment

Section 4

That this Ordinance shall be and become effective immediately upon and after its passage and approval.

PASSED AND APPROVED this the _____ day of _____, 2014.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary



City Council Item Summary Sheet

☐ Work Session

Date: March 4, 2014

☒ Agenda Item

Update of Thoroughfare Plan

Summary of Request/Problem

At the March 3, 2014 Work Session, Council was scheduled to consider authorizing an agreement with Freese and Nichols in the amount of \$200,000 to perform a major update to the current Thoroughfare Plan.

Recommendation/Action Requested and Justification

Authorize by minute action the City Manager to execute an agreement with Freese and Nichols in the amount of \$200,000 to update the current Thoroughfare Plan.

Submitted By:

Paul Luedtke
Director of Transportation

Approved By:

William E. Dollar
City Manager



Planning Report

File No. 14-01/District 1

Agenda Item:

Meeting: City Council

Date: March 4, 2014

Claymoore Engineering

2302 Firewheel Parkway

REQUEST

Approval of 1) a Specific Use Permit for a Charter School on property zoned Single Family (SF-7) District and in the SH 190 Overlay and 2) a variance to Section 18-340 of the Comprehensive Zoning Ordinance regarding the maximum allowable building height.

OWNER

Cosmos Foundation

PLAN COMMISSION RECOMMENDATION

On February 10, 2014 the Plan Commission, by a vote of six (6) to zero (0), recommended approval of a Specific Use Permit for a Charter School for a period of 20 years and tied to Harmony Science Academy per Staff recommendation and a variance to section 18-340 of the Comprehensive Zoning Ordinance to allow the maximum allowable building height to be increased to 49 feet. Additionally, the Plan Commission approved a variance to Section 34.20(C)(2) of the 190 Development Standards to forego the required screening from the residentially zoned property located to the east of the subject property.

STAFF RECOMMENDATION

Approval of a Specific Use Permit for a Charter School for a period of 20 years and tied to Harmony Science Academy. The addition of a second building and the increase of the student enrollment will intensify the school activity on the subject property; however, by following the recommendations of the Transportation Department and complying with the screening and landscape requirements in the 190 Development Standards, such as the installation of a masonry wall to screen the charter school campus from adjacent residential districts, the charter school should remain compatible with the surrounding land uses.

Approval of a variance to section 18-340 of the Comprehensive Zoning Ordinance to allow the maximum allowable building height to be increased to 49

feet. Staff believes the proposed building height will not have a negative visual impact on the neighboring residences given the large setbacks between the proposed school building and these residential properties.

BACKGROUND

The subject property was developed in 1998 with a 2-story building originally occupied by a church. In 2010, City Council approved a Specific Use Permit (S 10-14) for a period of 15 years to allow a charter school to operate from the existing building. In August of 2013 City Council approved an amendment to the SUP to allow an increase in the student enrollment from 600 students to a maximum of 750 students. The applicant requests approval of a Specific Use Permit to construct a new building on the same school campus and increase the student enrollment to 1,352 students. Additionally, the applicant requests a variance to allow the new building to exceed the established maximum building height.

SITE DATA

The subject property contains 20.5 acres with approximately 1,350 linear feet of frontage along Firewheel Parkway. The site can only be accessed from Firewheel Parkway.

USE OF PROPERTY UNDER CURRENT ZONING

Development of this property is restricted to only the uses permitted in the Single Family-7 (SF/7/E/3) District within the SH190 Overlay. The uses permitted are single family residential and a limited number of non-residential uses allowed by Specific Use Permit, including Charter School.

CONSIDERATIONS

1. The applicant proposes the addition of a 48,000-square foot 2-story building on an existing charter school campus that currently consists of a 53,742-square foot 2-story building and a number of outdoor athletic fields. The proposed building will provide space for additional classrooms, increasing the student enrollment from 750 to 1,352. The new building will also house administrative offices, a cafeteria, and restrooms. The proposed expansion also includes an outdoor basketball court. The new building will be utilized by 7th-12th grade students who will start school at 8:30 a.m. and be dismissed at 4:20 p.m.; while the elementary students, whose classrooms will remain in the existing building, will begin classes at 7:45 a.m. and be dismissed at 3:00 p.m. It should

be noted that the proposed expansion is not introducing additional school grades.

2. A Traffic Impact Analysis has been prepared and provided to the Transportation Department to determine the impact the proposed increase in student enrollment could have on the existing roadway system and site. The Traffic Impact Analysis revealed that the anticipated increase in traffic volume will have an impact on the existing roadway system and site, and unless additional measures are taken the level of service will be inadequate.

The Transportation Department concurred with the findings reflected on the Traffic Impact Analysis and has identified the following as necessary measures to mitigate the impact the additional school traffic will have on the site and immediate roadway system:

- The Harmony Science Academy is responsible for the design and construction cost of a traffic signal at the main driveway located at the Firewheel Parkway and Dalewood Trail.
- Also, the main (south) driveway is to be widened to provide two exit lanes (one left only and one thru-right) and two entry lanes onto the site.
- A minimum 45 minute separation between the two schools' start times and a minimum 60 minute separation between the two schools' dismissal times.
- All pavement markings, signage and designated drop-off/pick-up lanes to be installed in accordance with the approved TIA.
- Develop a school Operation Procedure to include on-site traffic circulation for morning drop-off and afternoon pick-up for the different grade levels, dismissal times, and during inclement weather.
- A map of the traffic circulation and instructions for pick-up/drop-off should be included in the student/parent information package.
- Any deviation from the approved pick-up/drop-off procedure will require approval from the City of Garland's Transportation Department.

The applicant has revised the plans to meet all the aforementioned conditions from the Transportation Department. They will also implement varied start and end times to reduce the concentration of vehicles at any one time. The applicant has worked closely with the Transportation Department to devise a traffic

circulation plan that will minimize the impacts on the adjacent thoroughfares and surrounding area.

3. The proposed building elevations are compatible with the existing school building. The proposed elevations as well as the attached signage are in compliance with the exterior wall and sign regulations in the 190 Development Standards.

4. With the exception of the provision requiring the subject property to be screened from the property located to the east, to which the Plan Commission approved a variance, the proposed landscape plan meets all the applicable screening and landscape requirements from the 190 Development Standards.

5. The parking requirement for a charter school is based on the age and number of students. One parking space is required for each 20 elementary students, one space for each 15 middle school students, and one space for each 3 high school students. The applicant projects that there will be approximately 624 elementary school students, 312 middle school students and up to 416 high school students, resulting in a parking requirement of 192 parking spaces. There are 291 existing parking spaces and the applicant is proposing to add 62 new parking spaces, resulting in a total of 353 parking spaces for the entire site.

6. The applicant requests a variance to section 18-340 of the Comprehensive Zoning Ordinance which establishes a maximum building height of 30 feet. The proposed building has a maximum height of 48 feet and 10 inches and it will be located approximately 430 feet from the residential development to the north and 255 feet from the residential development to the south. It should be noted that the existing building is 2 stories with an approximate height of 41 feet and setback 206 feet from the residential development to the north and 435 feet from the residential development to the south.

Given the ample proposed setbacks of the new building from the residential properties and that the subject site is already developed with a 2 story building with similar setbacks, Staff believes that the proposed height of the new building will not represent a visual nuisance to the adjacent residential properties.

7. The applicant is requesting approval of the Specific Use Permit for a 20 year period tied to **Harmony Science Academy**.

COMPREHENSIVE PLAN

The Future Land Use Map of the Envision Garland Plan designates the subject property as Compact Neighborhood. Compact neighborhoods provide areas for moderate increases in residential density, including single-family attached and single-family detached housing. These areas provide transitions between

traditional residential neighborhoods and higher density residential neighborhoods and non-residential developments. These areas accommodate uses such as convenience retail (goods and services), office space, and public services.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The properties to the north are zoned Duplex (D/F/4) District and are developed with single family and duplex residences. The property to the east is zoned Single Family (SF-7) District and is undeveloped and is part of the Rowlett Creek Preserve. The properties to the south across Firewheel Parkway are zoned Duplex (D/H/4) District and are developed with duplexes. The property to the west is zoned Planned Development (PD) District 06-26 for Shopping Center Uses and is developed with a multi-tenant building accommodating retail/personal services.

The objective of the charter school expansion is to meet the demand of additional classrooms and administrative office space. The construction of a second building and the increase in student enrollment will not lessen the compatibility of the charter school campus as a whole provided all the recommendations by Staff are followed.

Prepared By:

Josue De La Vega
Development Planner

Date: February 20, 2014

Reviewed By:

Anita Russelmann
Director of Planning

Date: February 24, 2014

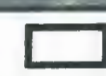
Reviewed By:

William E. Dollar
City Manager

Date: February 25, 2014



ZONING Z 14-01

 INDICATES AREA OF REQUEST

SPECIFIC USE PERMIT CONDITIONS

ZONING FILE 14-01

2302 Firewheel Parkway

- I. **Statement of Purpose:** The purpose of this Specific Use Permit is to allow the construction of a building on an existing charter school campus and an increase in student enrollment.
- II. **Statement of Effect:** This permit shall not affect any regulation found in the Comprehensive Zoning Ordinance, Ordinance No. 4647, as amended prior to adoption of this ordinance, except as specifically provided herein.
- III. **General Regulations:** All regulations of the Single Family (SF/7/E/3) District set forth in Section 18, 33 and 46 of the Comprehensive Zoning Ordinance are included by reference and shall apply, except as otherwise specified by this ordinance.
- IV. **Specific Regulations:**
 - A. Time Period: The Specific Use Permit shall be in effect for a 20 year time period and shall be tied to **Harmony Science Academy**.
 - B. Enrollment: Student enrollment shall not exceed 1,352 students at any one time.
 - C. Site Plan: Development shall be in accordance with the approved Site Plans in Exhibit C.
 - D. Screening and Landscape: The screening and landscape of the subject property shall be in compliance with the approved Landscape Plans in Exhibit E. All screening and landscape requirements from the 190 Development Standards shall be met, except the screening of the subject property from the residentially zoned property to the east and identified as being part of the Rowlett Creek Preserve.
 - E. Elevations: Building elevations shall be in accordance with the approved Elevations in Exhibit F.
 - F. Building Height: The height of the proposed building shall not exceed 49 feet.

EXHIBIT B

G. Traffic Management: With the proposed expansion, the School shall meet and maintain the following measures established by the Transportation Department:

i. The School shall be responsible for the design and construction cost of a traffic signal at the main driveway located at the Firewheel Parkway and Dalewood Trail.

ii. The main (south) driveway shall be widened to provide two exit lanes (one left only and one thru-right) and two entry lanes onto the site.

iii. A minimum 45 minute separation between the two schools' start times and a minimum 60 minute separation between the two schools' dismissal times.

iv. All pavement markings, signage and designated drop-off/pick-up lanes shall be installed in accordance with the approved TIA.

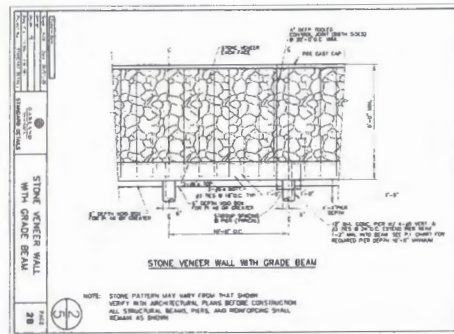
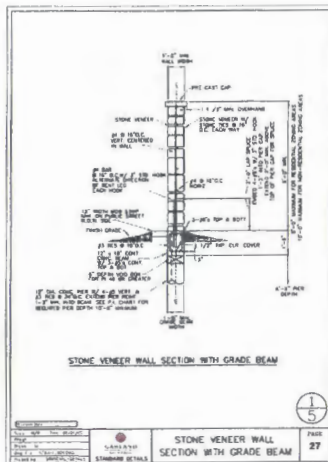
v. The School shall develop a school operation procedure to include on-site traffic circulation for morning drop-off and afternoon pick-up for the different grade levels, dismissal times, and during inclement weather.

vi. A map of the traffic circulation and instructions for pick-up/drop-off shall be included in the student/parent information package.

vii. Any deviation from the approved pick-up/drop-off procedure will require approval from the City of Garland's Transportation Department.

Furthermore, on-site traffic circulation shall be in compliance with the Traffic Circulation Plans in Exhibit D.

DRAWN BY: 1/20/2024 10:47 AM
PLOT DATE: 1/20/2024 10:09 AM
LAST SAVED: 1/20/2024 10:09 AM



- NOTES:
1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 2. REFER TO ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS AND EXACT DOOR LOCATIONS.
 3. NO LANDSCAPING SUCH AS TREES, HEDGES, ABOVE AND UNDERGROUND STRUCTURES SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHT OF WAY.
 4. ALL SCREENING WALLS SHALL BE IN ACCORDANCE WITH 199 DEVELOPMENT STANDARDS.

FLOODPLAIN NOTE

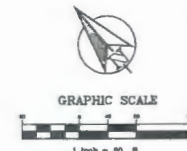
ACCORDING TO MAP 48110004M DATED AUGUST 13, 2001 OF THE NATIONAL FLOOD INSURANCE PROGRAM MAP, FLOOD INSURANCE RATE MAP OF DALLAS COUNTY TEXAS, FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE ADMINISTRATION, THIS PROPERTY IS WITHIN ZONE 'X' UNDEVELOPED, AND IS NOT WITHIN A SPECIAL FLOOD HAZARD AREA. THIS FLOOD STATEMENT DOES NOT APPLY TO THE PROPERTY UNLESS THE STRUCTURES THEREON ARE BEING FREED FROM FLOODING OR FLOOD DAMAGE, OR HAVE OCCASIONAL GREATER FLOODING CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY AVAILABLE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR.

DEVELOPMENT DETAILS	
EXISTING ZONING	SP-7
PROPOSED ZONING	SP-7
EXISTING BUILDING AREA	53,742 SF
ADDITIONAL BUILDING AREA	48,000 SF
PROPOSED BUILDING HEIGHT	46.8'
PROPOSED NUMBER OF STORES	2 STORES

**A VARIANCE IS BEING REQUESTED FOR BUILDING HEIGHT



VICINITY MAP
N.T.S.



LEGEND	
—	PROPOSED CONCRETE CURB AND GUTTER
—	PARKING COUNT
—	EXISTING FIRE LANE
—	PROPOSED FIRE LANE

SETBACK TABLE	
BUILDING	
FRONT	30 FEET
REAR	30 FEET
(2 x BUILDING HEIGHT 46.8')	90 FEET
SIDE	0 FEET
LANDSCAPE	
FRONT	30 FEET
REAR	0 FEET
SIDE	0 FEET

IMPERVIOUS CALCULATIONS	
TOTAL SITE AREA	898,375.94 SF (20.58 AC)
EXISTING IMPERVIOUS AREA	142,235.15 SF
EXISTING IMPERVIOUS PERCENTAGE	15.8%
PROPOSED IMPERVIOUS AREA ADD'D	93,597.68 SF
TOTAL IMPERVIOUS AREA	235,832.83 SF
TOTAL IMPERVIOUS PERCENTAGE	26.25%

PARKING INFORMATION	
ELEMENTARY SCHOOL REQUIRED PARKING SPACES (1 SPACE PER EVERY 20 STUDENTS, 804 STUDENTS TYP.)	32 SPACES
MIDDLE SCHOOL REQUIRED PARKING SPACES (1 SPACE PER EVERY 15 STUDENTS, 312 STUDENTS TYP.)	21 SPACES
HIGH SCHOOL REQUIRED PARKING SPACES (1 SPACE PER EVERY 3 STUDENTS, 416 STUDENTS TYP.)	136 SPACES
REQUIRED PARKING SPACES	192 SPACES (8 ADA)
EXISTING PARKING SPACES	291 SPACES (9 ADA)
PROPOSED PARKING SPACES	42 (4 ADA)
TOTAL PROVIDED PARKING SPACES	353 (13 ADA)

City of Garland Monument GPS 53.53, 100' located at the North end of a back-slope near the southwest corner of the intersection of Firewheel Parkway and Cleveland Drive.
Elevation: 518.49'

LEGAL DESCRIPTION
2302 FIREWHEEL PARKWAY
20.57 AC
FIREWHEEL BIBLE FELLOWSHIP ADDITION
BLOCK 1, LOT 1R
CITY CASE # 131029-2

CITY OF GARLAND SUP

COSMOS FOUNDATION
9321 W. SAM HOUSTON PKWY. S.
HOUSTON, TX 77069
PH: 713.343.3333

APPLICANT
CLAYMOORE ENGINEERING, INC.
1105 CHERRY SPANGLER RD. SUITE #1
COLLEGEVILLE, TX 76044
PH: 817.281.0922

SURVEYOR
TEXAS HERITAGE SURVEYING, INC.
10010 METRIC DR. SUITE 124
DALLAS, TX 75243
PH: 214.343.8760

CITY OF GARLAND
SURVEY
REASON CRIST SURVEY

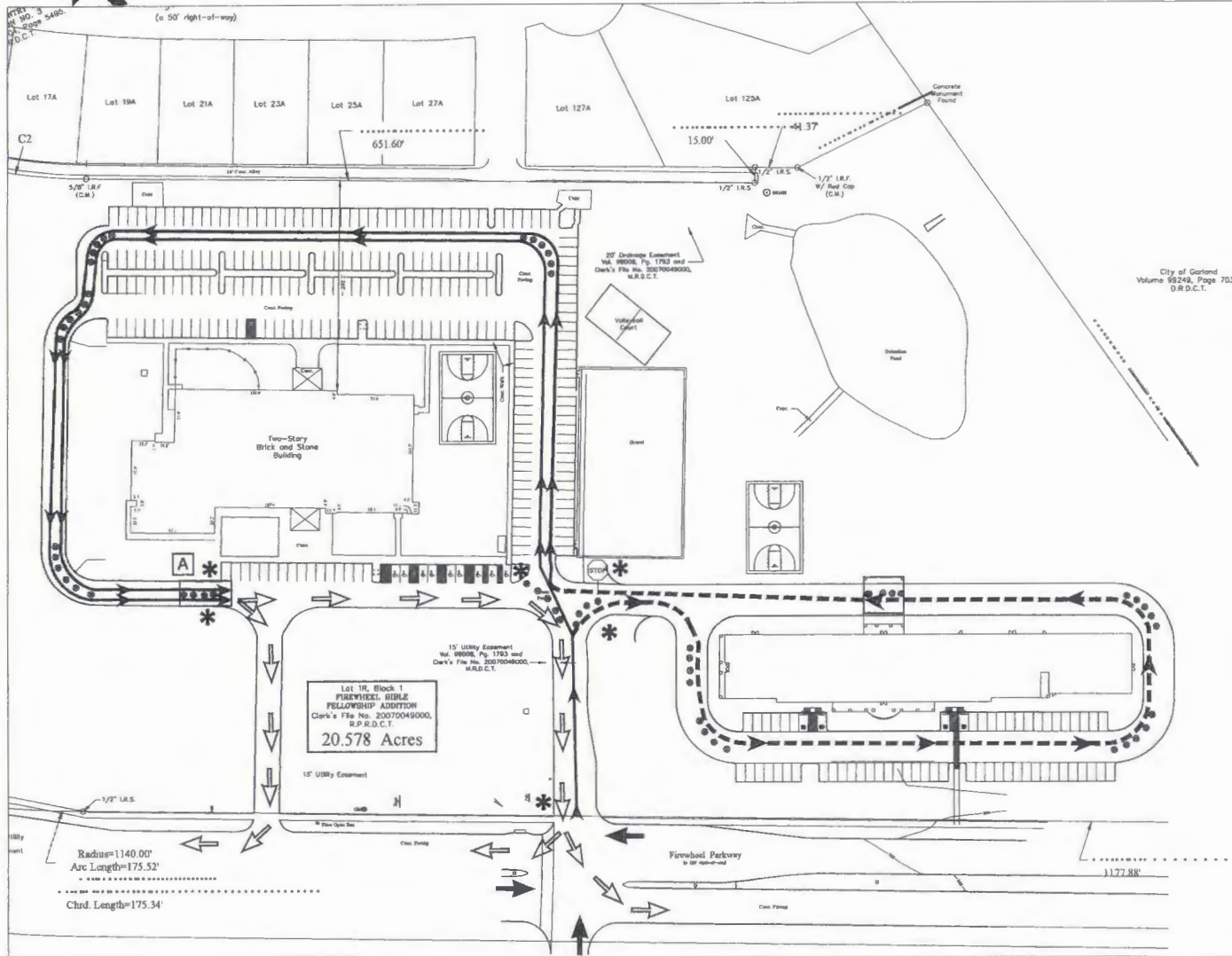
STATE
TEXAS
ABSTRACT NO.
225

DATE
12/20/2023
SHEET
S-1
7/6/2013/2023

HARMONY SCIENCE
ACADEMY ADDITION
2302 FIREWHEEL PARKWAY
GARLAND, TX 75040
CITY CASE #: 131029-2

EXHIBIT C

SUP SITE PLAN



Queuing (Passenger Vehicles)			
	Primary Queue Veh./Pl.	Secondary Queue Veh./Pl.	Total Veh./Pl.
Projected Demand* (All Parent Vehicles)	---	---	180 {3,960'}
Available Capacity (Does Not Include Parking)	123 {2,710'}	62 {1,375'}	185 {4,085'}

* Based upon existing school observations on November, 2013.
NOTE: Vehicular queue in linear feet is calculated at 22 ft. per passenger vehicle.

Legend

- Circulation Path (Inbound)
- ⇨ Circulation Path (Outbound)
- Passenger Vehicle Queue
- - - Supplemental Queue (1375')
- A Drop-off/Pick-up Area Staff Assistance
- ** Temporary Traffic Cones

NOTE: Site plan (base) obtained from Heights Venture Architects L.L.P. and Claymoore Engineering, Inc.

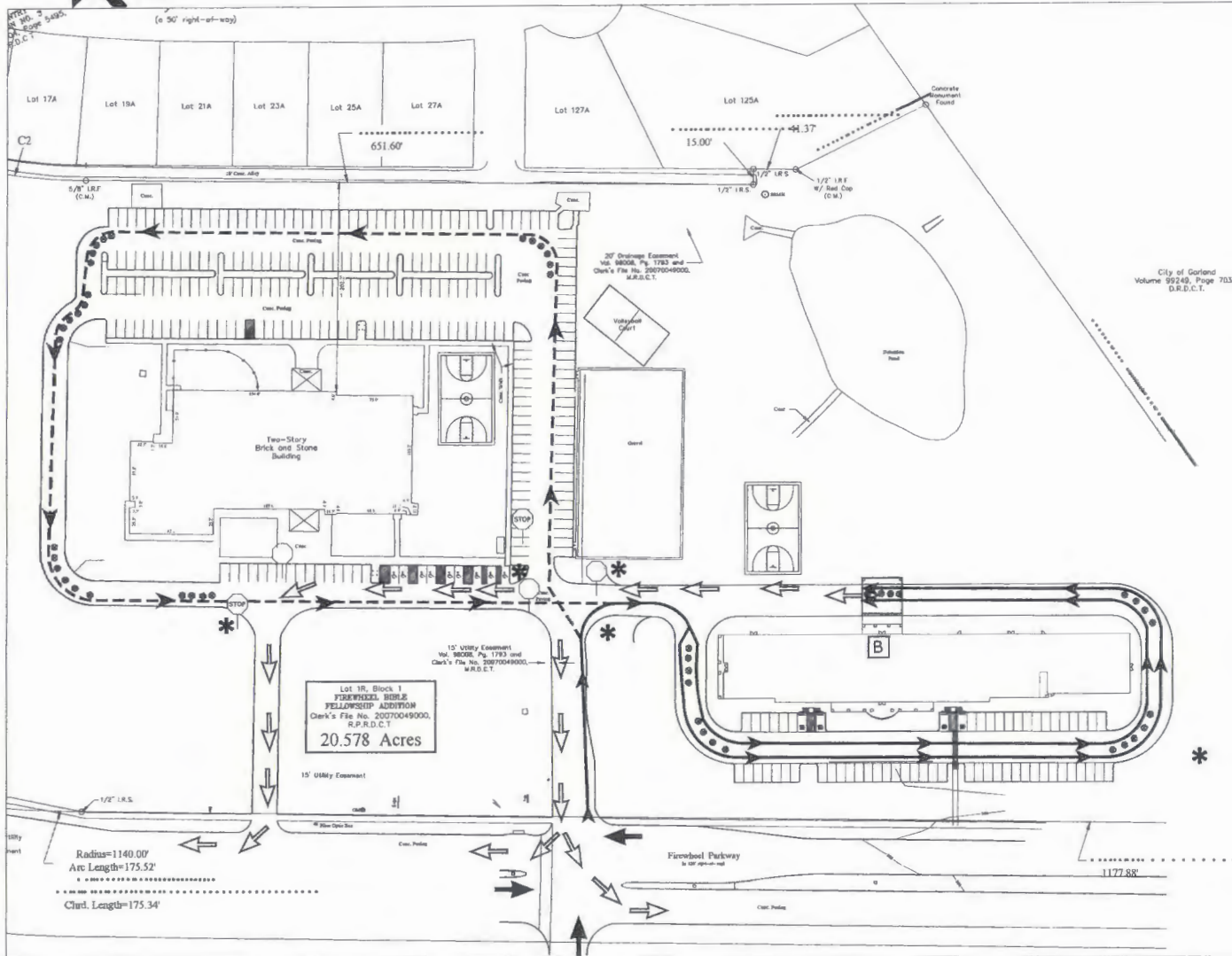
TRAFFIC MANAGEMENT PLAN: Recommended Queue Circulation Plan for Afternoon Pick-up, First Session

Harmony Science Academy Traffic Impact Analysis and Traffic Management Plan

EXHIBIT

9

EXHIBIT D



Queuing (Passenger Vehicles)			
	Primary Queue Veh./Ft.	Secondary Queue Veh./Ft.	Total Veh./Ft.
Projected Demand* (All Parent Vehicles)	--	--	148 (3,248')
Available Capacity (Does Not Include Parking)	99 (2,170')	84 (1,855')	183 (4,025')

* Based upon existing school observations on November, 2013.
NOTE: Vehicular queue in linear feet is calculated at 22 ft. per passenger vehicle.

Legend

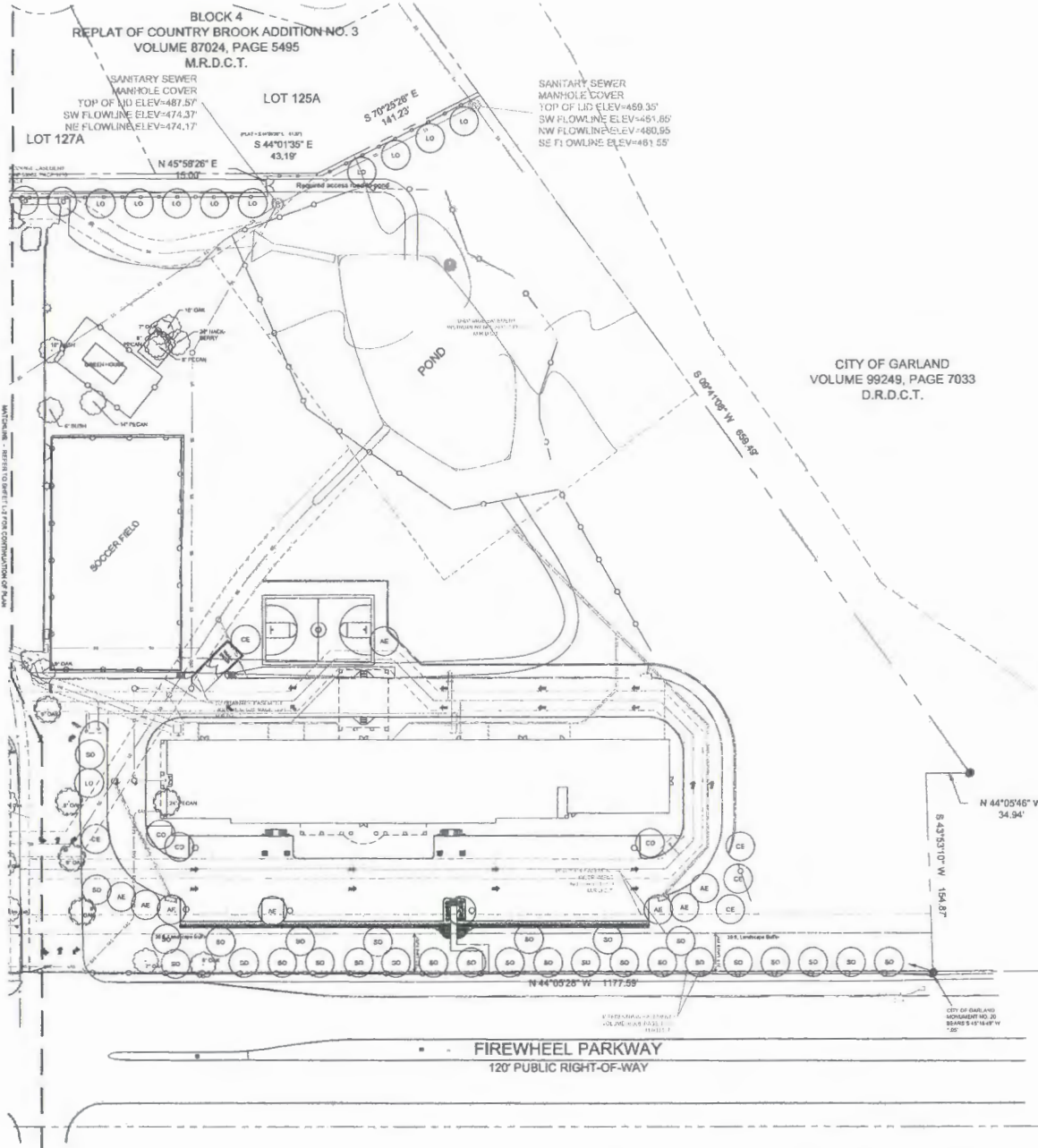
- Circulation Path (Inbound)
- ⇨ Circulation Path (Outbound)
- Passenger Vehicle Queue
- Supplemental Queue (1855')
- [B] Drop-off/Pick-up Area
- ** Staff Assistance
- ⊗ Temporary Traffic Cones

NOTE: Site plan (base) obtained from Heights Venture Architects L.L.P. and Claymoore Engineering, Inc.

TRAFFIC MANAGEMENT PLAN: Recommended Queue Circulation Plan for Afternoon Pick-up, Second Session

Harmony Science Academy Traffic Impact Analysis and Traffic Management Plan

SCOTT WALKER
1/31/2024 9:58 AM
LAST SAVED: 1/31/2024 9:58 AM



integration studio
Landscape Architecture • Sustainable Site Planning • Virtual Simulation Studio
John F. Murphy, ASLA

1500 S. Sullivan Ave.
Suite 300
Dallas, TX 75205
972.466.0000 ext.
972.466.0001 fax
jfm@integrationstudio.com

2200 S. Lamar Blvd.
Suite 110
Austin, TX 78704
512.466.0000 ext.
512.466.0001 fax
m@integrationstudio.com

CLAYMOORE
ENGINEERING



HARMONY SCIENCE
ACADEMY ADDITION
2302 FIREWHEEL PARKWAY
GARLAND, TX 75040
CASE #: 131029-2

TREE LEGEND

Canopy Trees	
LO	Live Oak
AE	Chinese Elm
CE	Cedar Elm
PT	Preserved Tree
CO	Chickasaw Oak
SO	Shumard Oak
MT	Millipede Tree
BT	Bursera Tree

SHRUB LEGEND

NR	Neely's R. Saveria
DR	Dwarf Indian Hawthorne
MS	Miscellaneous
XR	Knott's R. Saveria
DB	Dwarf Bursera Saveria
CS	Cherry Sage

LANDSCAPE NOTES

- The project will have an underground automatic irrigation system to water all new plantings.
- Install 4" type of scheduled irrigation system to all existing trees.
- Install 4" flexible branch piping between all shrub beds and green space.
- Shrub beds to have 12 inches of prepared planting mix (75% import topsoil, 15% composted manure, 10% mulch) over.
- Shrub and tree plantings must be installed along with mulch and low-maintenance irrigation system.

Benchmarks
City of Garland Monument GPS 55 being located at the North end of a south-south line near the southeast corner of the intersection of Firewheel Parkway and Crossland Drive Elevation=515.407

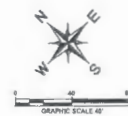
LEGAL DESCRIPTION
20.57 AC
FIREWHEEL BIBLE FELLOWSHIP ADDITION
BLOCK 1, LOT 1R
CITY FILE # 131029-2
SCHEMATIC PLAN

OWNER
COSMO FOUNDATION
8521 W. SAM HOUSTON PKWY. S
HOUSTON, TX 77069
PH: 713.343.3333

APPLICANT
CLAYMOORE ENGINEERING, INC.
1108 CHERRY SPRINGER RD. SUITE #1
COLLEGEVILLE, TX 78004
PH: 817.287.0572

SURVEYOR
TEXAS HERITAGE SURVEYING, INC.
12010 METRIC DR. SUITE 124
DALLAS, TX 75243
PH: 214.340.9700

CITY
CITY OF GARLAND
COUNTY DALLAS
SURVEY REASON CRIST SURVEY
STATE TEXAS
ABSTRACT NO. 225



LANDSCAPE PLAN

EXHIBIT E

SHEET
L-1
7/6/2024 10:14:00



John F. Murphy, ASLA

1200 E. South Ave.
Suite 202
Dallas, TX 75201
214.241.2002 ext.
214.241.2003 cell
jmurphy@integrationstudio.com

2000 E. South Ave.
Suite 170
Dallas, TX 75201
214.241.2002 ext.
214.241.2003 cell
jmurphy@integrationstudio.com



HARMONY SCIENCE
ACADEMY ADDITION
2302 FIREWHEEL PARKWAY
GARLAND, TX 75040
CASE # 131029-2

EXHIBIT E

LANDSCAPE DETAILS

PLANT LIST

CANOPY TREES			
9	AE	Chinese Elm	Ulmus parvifolia 'Alber'
49	LO	Live Oak	Quercus virginiana
34	SO	Shumard Oak	Quercus shumardii
3	CO	Chingapum Oak	Quercus muhlenbergii
5	CE	Cedar Elm	Ulmus crassifolia
SHRUBS & GROUNDCOVERS			
40	NR	Red R. Starburst Holly	Ilex Red R. Starburst
6	MS	Maunthorn	Mitella pentstemonifolia
5	KR	Knox Rose	Rosa 'Knockout'
71	DB	Dwarf Burford Holly	Ilex cornuta 'Burfordii' nana
6	DM	Dwarf Indian Hawthorn	Raphidophora indica 'Petal'
10	CS	Red Cherry Sage	Salvia greggii 'Red'

City of Garland, Texas - Landscape Ordinance NEW EXPANSION CALCULATIONS

Landscape Area

Total site area = 121,555 sf
Landscape area = 18,340 sf (15%) Req.
22,815 sf. Prov.

Parking area = 22,333 sf
Required Landscape area within parking lot = 1,117 sf (5%)
Provided landscape area within parking lot = 1,168 sf

190 Development Standards

1 - 4" cal tree every 30 feet along Firewheel Pkwy

Parking Lot Trees

1 per every 10 spaces 62 spaces total

Required

7 Canopy

Provided

7 Proposed Canopy

Tree Mitigation

Species	Quantity	Total Inches Removed	Mitigation Required	Mitigation Provided
Pecan	1	24"	24" (100%)	24" (8 - 3 inch caliper trees)
Oak	4	36"	36" (100%)	36" (12 - 3 inch caliper trees)

EX. SITE CALCULATIONS

Landscape Area

Total site area = 895,881 sf
Landscape area = 134,382 sf (15%) Req.
135,675 sf. Prov.

Parking area = 74,958 sf
Required Landscape area within parking lot = 3,748 sf (5%)
Provided landscape area within parking lot = 3,828 sf

190 Development Standards

1 - 4" cal tree every 30 feet along Firewheel Pkwy

Screenwall Requirements

1 - 3" cal tree every 30 feet along length of wall

Parking Lot Trees

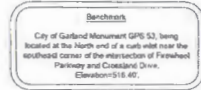
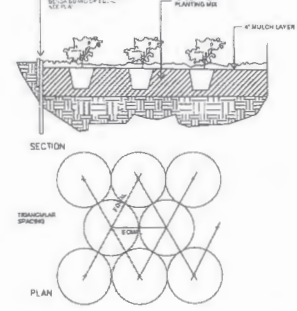
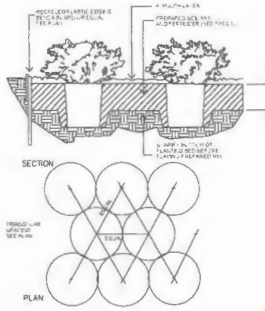
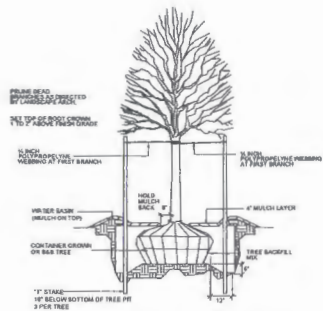
1 per every 10 spaces 254 spaces total

Required

26 Canopy

Provided

26 Existing Trees



City of Garland Monument GPS 53, being located at the North end of a wall mid near the southeast corner of the intersection of Firewheel Parkway and Crossland Drive, Elevation 511.405

LEGAL DESCRIPTION	
20.57 AC FIREWHEEL BIBLE FELLOWSHIP ADDITION BLOCK 1, LOT 1R CITY FILE # 131029-2	
SCHEMATIC PLAN	
COBAG FOUNDATION 9321 WY SAM HOUSTON PKWY. S HOUSTON, TX 77099 PH: 713.343.3333	OWNER
CLAYMOORE ENGINEERING, INC. 1105 CHEEK SPARGER RD SUITE #1 COLLETTVILLE, TX 76034 PH: 817.281.0572	APPLICANT
TEXAS HERITAGE SURVEYING, INC. 4805 METRIC DR SUITE 124 DALLAS, TX 75243 PH: 214.340.8700	SURVEYOR
CITY OF GARLAND	STATE
COUNTY DALLAS	SURVEY REASON CRIST SURVEY
ABSTRACT NO. 225	

DESIGN	20
DRAWN	20
CHECKED	20
DATE	01/01/2020
SHEET	
L-3	

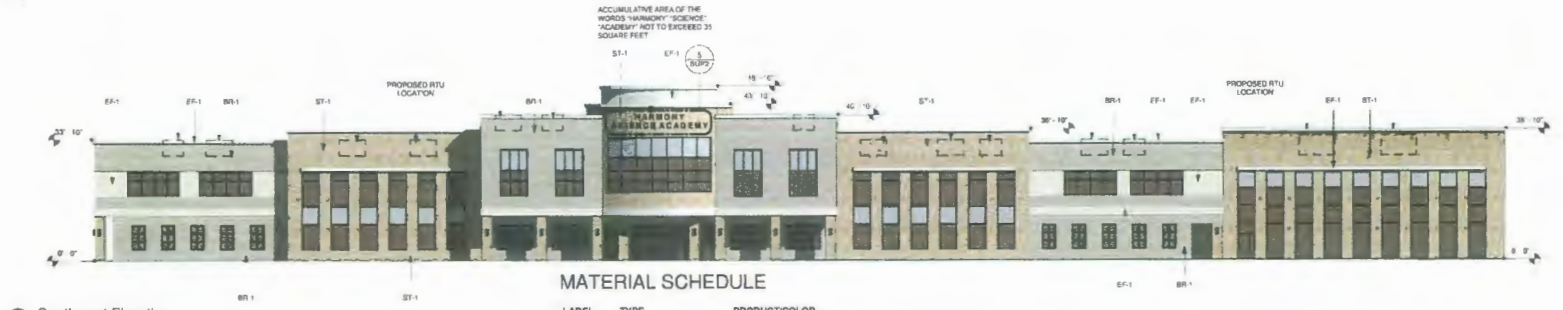
PLOTTED BY: SOUTHERN WILDER
PLOT DATE: 1/21/2024 10:00 AM
PLOT SCALE: 1/8\"/>



4 Northeast Elevation
1/16" = 1'-0"

NORTHEAST ELEVATION

TOTAL ELEVATION:	14,956 SF
STOREFRONT/DOORS:	4,472 SF
CALCULATED TOTAL:	10,484 SF
PRIMARY MASONRY:	
BRICK: 6,510/10,484 = 62%	96%
STONE: 2,498/10,484 = 24%	
SECONDARY MASONRY:	
EIFS: 1,476/10,484 = 15%	14%



3 Southwest Elevation
1/16" = 1'-0"

SOUTHWEST ELEVATION

TOTAL ELEVATION:	15,119 SF
STOREFRONT/DOORS:	4,700 SF
CALCULATED TOTAL:	10,419 SF
PRIMARY MASONRY:	
BRICK: 5,967/10,419 = 57%	87%
STONE: 3,748/10,419 = 36%	
SECONDARY MASONRY:	
EIFS: 1,355/10,419 = 13%	12%

MATERIAL SCHEDULE

LABEL	TYPE	PRODUCT/COLOR
ST-1	STONE VENEER	TO MATCH EXISTING BUILDING
BR-1	BRICK VENEER	TO MATCH EXISTING BUILDING
PT-1	PAINT	TO MATCH EXISTING BUILDING
EF-1	EIFS	TO MATCH EXISTING BUILDING

SOUTHEAST ELEVATION

TOTAL ELEVATION:	2,142 SF
STOREFRONT/DOORS:	744 SF
CALCULATED TOTAL:	1,398 SF
PRIMARY MASONRY:	
BRICK: 01,388 = 0%	96%
STONE: 1,341/1,398 = 96%	
SECONDARY MASONRY:	
EIFS: 55/1,398 = 4%	4%

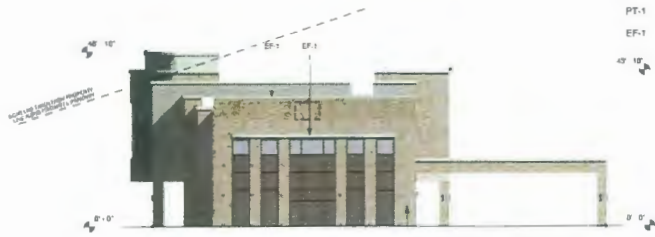
NORTHWEST ELEVATION

TOTAL ELEVATION:	2,106 SF
STOREFRONT/DOORS:	322 SF
CALCULATED TOTAL:	1,784 SF
PRIMARY MASONRY:	
BRICK: 1,091/1,784 = 61%	96%
STONE: 1,481/1,784 = 83%	
SECONDARY MASONRY:	
EIFS: 565/1,784 = 32%	32%

NOTE: ACCUMULATIVE AREA OF THE 'HARMONY' SCIENCE ACADEMY NOT TO EXCEED 35 SQUARE FEET.

HARMONY SCIENCE ACADEMY

5 SIGNAGE DETAIL
1/8" = 1'-0"



1 Southeast Elevation
1/16" = 1'-0"

2 Northwest Elevation
1/16" = 1'-0"



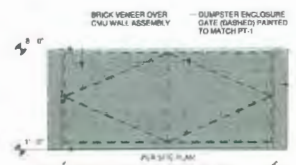
6 DUMPSTER ENCLOSURE
1/4" = 1'-0"



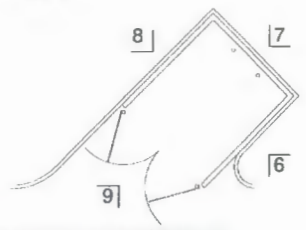
7 DUMPSTER ENCLOSURE
1/4" = 1'-0"



8 DUMPSTER ENCLOSURE
1/4" = 1'-0"



9 DUMPSTER ENCLOSURE
1/4" = 1'-0"



10 DUMPSTER ENCLOSURE PLAN
1/8" = 1'-0"

REPORT & MINUTES

P.C. Meeting, February 10, 2014 (7 Members Present)

Consideration of the application of Claymore Engineering Inc, requesting approval of 1) a Specific Use Permit for a Charter School on property zoned Single Family (SF-7) District and in the SH 190 Overlay and 2) variances to Sections 34.20(C)(2) of the 190 Development Standards and 18-340 of the Comprehensive Zoning Ordinance regarding the screening of non-residential uses from residential districts and maximum allowable building height. The property is located at 2302 Firewheel Parkway. (File 14-01) (This request was postponed from the January 27, 2014 Plan Commission meeting)

Representing the applicant Karl Crawley, 900 Jackson, Ste. 640, Dallas, Texas, gave a brief overview of the request and confirmed sidewalks would be installed for a safer passage for students to and from their vehicles.

Commissioners raised concern regarding the traffic plan that is currently intended and the parking restraints. Mr. Crawley stated that if there needed to be a modification to the current plan they will make any adjustments needed. He further stated that the school will have the ability to control which students will be allowed to park at the school, thus limiting the number of vehicles to stay within the parking constraints.

Motion was made by Commissioner Luckie, seconded by Commissioner Dalton to close the Public Hearing and **approve** the request as recommended by staff. **Motion carried: 6 Ayes, 0 Nays.** Commissioner Fisher recused himself from this case.



CITY OF GARLAND
PLANNING DEPARTMENT
P.O. BOX 469002
GARLAND, TX 75046-9002

January 16, 2014

HEARING DATE/TIME: Plan Commission: January 27, 2014 – 7:00 PM

APPLICANT: Claymoore Engineering

File Z 14-01

Dear Property Owner:

A public hearing will be held by the Plan Commission of the City of Garland, Texas, at 7:00 P.M. Monday, January 27, 2014, in the Council Chambers of City Hall, 200 North Fifth Street, to consider the application of **Claymoore Engineering** requesting approval of 1) a Specific Use Permit for a Charter School on property zoned Single Family (SF-7) District and in the SH 190 Overlay and 2) a variance to section 18-340 of the Comprehensive Zoning Ordinance regarding the maximum allowable building height. The property is shown on the enclosed sketch and is described as follows:

Being a 20.578-acre lot identified as Lot 1R, Block 1 of Firewheel Bible Fellowship Addition, an addition to the City of Garland as shown on the Plat recorded in Volume 20070049000 of the Map Records of Dallas County, Texas. The property is located at 2302 Firewheel Parkway, Garland, TX. (District 1)

Note: The applicant requests approval of a Specific Use Permit to build a 2-story school building on an existing charter school campus and increase the student enrollment. Furthermore, the applicant requests a variance to exceed the maximum allowable building height.

To convey any concerns or opinions regarding the aforementioned request, please complete the below-listed section and return to **City of Garland, Planning Department, P.O. Box 469002, Garland, TX 75046-9002 or by fax to 972-205-2474**. Should you have any questions, please contact Josue De La Vega at 972-205-2445.

(Please Check One Below)

☒ I am in favor of the request.
☐ I am opposed to the request.

Please include any comments you wish to provide supporting your position in the space provided below.

(Please complete the following information)

Your Property Address

STEVEN M PHAM 2322 country hollow Ln
Printed Name
2322 Country hollow Ln GARLAND TX 75040
Address City, State Zip

The above statements reflect my (our) opinion regarding the proposed request(s).

Steven owner
Signature Title

Date: 1/2/2014



GARLAND

CITY OF GARLAND
PLANNING DEPARTMENT
P.O. BOX 469002
GARLAND, TX 75046-9002

January 30, 2014

HEARING DATE/TIME: Plan Commission: February 10, 2014 – 7:00 PM

APPLICANT: Claymoore Engineering

File Z 14-01

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(Please Check One Below)

☒ I am in favor of the request.
☐ I am opposed to the request.

Please include any comments you wish to provide supporting your position in the space provided below.

CECILIA LUXARDO

(Please complete the following information)

Your Property Address

1910 PRAIRIE CREEK TR

Printed Name

Address

City, State

Zip

GARLAND TX 75040

The above statements reflect my (our) opinion regarding the proposed request(s).

Signature

Title

Date: _____



GARLAND

CITY OF GARLAND
PLANNING DEPARTMENT
P.O. BOX 469002
GARLAND, TX 75046-9002

January 16, 2014

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(Please Check One Below)

☒ I am in favor of the request.
☐ I am opposed to the request.

Please include any comments you wish to provide supporting your position in the space provided below.

Have a school guard there can't get it hard to get out of an street 24 a day need light.

(Please complete the following information)

Your Property Address

Heleen Joyce Neal
Printed Name
1811 QUAIL RUN Dr. Garland 75040-4477
Address City, State Zip

The above statements reflect my (our) opinion regarding the proposed request(s).

Heleen Joyce Neal (Name over)
Signature Title
1-21-14
Date
School addition



GARLAND

CITY OF GARLAND
PLANNING DEPARTMENT
P.O. BOX 469002
GARLAND, TX 75046-9002

January 16, 2014

HEARING DATE/TIME: Plan Commission: January 27, 2014 – 7:00 PM

APPLICANT: Claymoore Engineering

File Z 14-01

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(Please Check One Below)

☒ I am in favor of the request.
☐ I am opposed to the request.

Please include any comments you wish to provide supporting your position in the space provided below.

(Please complete the following information)

Your Property Address

Marian Petre

Printed Name

2118 Prairie Creek Trl Garland TX 75040

Address

City, State

Zip

The above statements reflect my (our) opinion regarding the proposed request(s).

[Signature]

Signature

Title

Date: 01/23/14



GARLAND

CITY OF GARLAND
PLANNING DEPARTMENT
P.O. BOX 469002
GARLAND, TX 75046-9002

January 16, 2014

HEARING DATE/TIME: Plan Commission: January 27, 2014 – 7:00 PM

APPLICANT: Claymoore Engineering

File Z 14-01

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(Please Check One Below)

- ☒ I am in favor of the request.
☐ I am opposed to the request.

Please include any comments you wish to provide supporting your position in the space provided below.

(Please complete the following information)

Your Property Address

JED REALTY LLC

Printed Name

2110 PRAIRIE CREEK TRAIL, GARLAND, TX 75040

Address

City, State

Zip

The above statements reflect my (our) opinion regarding the proposed request(s).

Signature

MANAGER
Title

Date: JAN-25-2014



GARLAND

CITY OF GARLAND
PLANNING DEPARTMENT
P.O. BOX 469002
GARLAND, TX 75046-9002

January 16, 2014

HEARING DATE/TIME: Plan Commission: January 27, 2014 – 7:00 PM

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(Please Check One Below)

☒ I am in favor of the request.
☐ I am opposed to the request.

Please include any comments you wish to provide supporting your position in the space provided below.

(Please complete the following information)

Your Property Address

Avery GARLAND

Printed Name

2026 Prairie Creek Trl Garland TX 75040
Address City, State Zip

The above statements reflect my (our) opinion regarding the proposed request(s).

Signature

Title

Date:

1/30/14



GARLAND

CITY OF GARLAND
PLANNING DEPARTMENT
P.O. BOX 469002
GARLAND, TX 75046-9002

January 30, 2014

HEARING DATE/TIME: Plan Commission: February 10, 2014 – 7:00 PM

APPLICANT: Claymoore Engineering

File Z 14-01

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(Please Check One Below)

☒ I am in favor of the request.
☒ I am opposed to the request.

Please include any comments you wish to provide supporting your position in the space provided below.

This is a residential neighborhood which this property backs up to. This will increase traffic to ~~enter~~ our neighborhood. It will be an eye sore that will decrease the property values of those houses that back up to this school. The trash control from this school is littering the fence line now and makes area look bad.

(Please complete the following information)

Your Property Address
Sharee Nichols
Printed Name
2233 Country Hollow Ln Garland, TX 75046
Address City, State Zip

The above statements reflect my (our) opinion regarding the proposed request(s).

Signature

Title

Date

2-3-14



Planning Report

The Javelin Group, LLC

Northeast of the intersection of Broadway Boulevard and Colonel Drive

REQUEST

Approval of 1) an amendment to Planned Development District (85-5) for Complex for the Elderly, 2) a Detail Plan, and 3) a Specific Use Permit for a Nursing Home

OWNER

David Mottahedeh

PLAN COMMISSION RECOMMENDATION

On February 10, 2014 the Plan Commission, by a vote of seven (7) to zero (0), recommended approval of 1) an amendment to Planned Development District (85-5) for Complex for the Elderly, 2) a Detail Plan, and 3) a Specific Use Permit for a Nursing Home.

Additionally, Plan Commission approved variances to the Senior Living and Related Facilities Standards, including to 4) Section 34.51.C to reduce the amount of required indoor common areas provided, 5) Section 34.52 regarding perimeter screening and landscaping and 6) Section 34.54 regarding freestanding signage.

STAFF RECOMMENDATION

Approval of 1) an amendment to Planned Development District (85-5) for Complex for the Elderly, 2) a Detail Plan, and 3) a Specific Use Permit for a Nursing Home for a period of twenty-five (25) years. The addition of the skilled nursing facility within the area provides for a continuum of care amongst the existing senior living facilities. The use is compatible not only with the surrounding senior living facilities but also with the nearby residential uses.

BACKGROUND

The applicant is requesting approval of an amendment to Planned Development (PD) District 85-5, a Detail Plan and Specific Use Permit to allow for the construction of a nursing home facility on the subject property. The existing property is an undeveloped tract adjacent to the Chambrel Senior Living facility.

SITE DATA

The subject property contains approximately 7.99 acres with access from Colonel Drive through a shared access easement with the adjacent Chambrel Senior Living Facility.

USE OF PROPERTY UNDER CURRENT ZONING

The Planned Development (PD) District 85-5 provides for a Complex for the Elderly which permits Independent and Assisted Living Facilities. The site was partially developed with this use with the development of the Chambrel Senior Living Facility, east of the subject property. The original detail plan included the subject property with additional independent/assisted living buildings and a health care facility. With the Planned Development based in Multi-Family (MF-18) District, a nursing home is permitted with approval of a Specific Use Permit.

CONSIDERATIONS

1. The applicant is requesting the amendment to the Planned Development, Detail Plan and Specific Use Permit for a 69,912 square foot nursing home facility with approximately 120 beds. The skilled nursing facility will operate independently of the adjacent senior living facility but will share access from Colonel Drive. A nursing home is defined as a facility that provides lodging and skilled nursing care for elderly, disabled, chronically ill or convalescent patients.
2. Land Use Compatibility: The proposed development of a Nursing Home, with its scale and overall appearance and function, should be a compatible addition to the surrounding area with little to no impact. The structure would be located a minimum of 50 feet from the residential boundary line to the north and approximately 55 feet from the Shopping Center (SC) district to the west. Additionally, the use adds a continuum of care component to the existing senior living facility to the east.
3. The building would be one-story measuring approximately 31 feet in height at the apex of the roof. The facility would provide skilled nursing services for approximately 96 units. The units are proposed to primarily be private (72 rooms) with some semi-private with private bedrooms (16 rooms), and semi-private with shared bedrooms (8).
4. Parking: One parking space shall be provided for each 4 beds within a nursing home. Since 120 beds will be provided, 30 parking spaces are required on-site. There are 66 parking spaces reflected on the Detail Plan, in accordance with the parking requirement.
5. Perimeter Screening: Along the northern property line, adjacent to the residential district, the applicant proposes a six foot tall masonry wall with tree plantings along the majority of the screening wall. Plan Commission approved a variance to eliminate the required perimeter fencing along the property line to the east between the subject property and the adjacent senior living facility. The west property line will comply with the standards with a wrought iron fence with masonry columns and evergreen shrubs.

6. The site complies with the other screening and landscape requirements of the Senior Living Standards including the minimum of 40% of the site dedicated to landscaping/open space, parking lot landscaping and screening.
7. Common Area: Section 34.51 of the Senior Living Standards stipulates that 100 square feet of common area must be provided for each dwelling unit. Common area includes areas for living/sitting, dining, library, gaming, exercising, dancing or other recreational activities. With 96 units, 9,600 square feet of common area is required. The Plan Commission approved a variance to allow a minimum of 5,836 square feet of common area within the building.
8. Signage: Section 34.54 of the Senior Living Standards reflects that freestanding signage shall be limited to one monument sign on any site. The monument sign shall not exceed 35 square feet in sign face area and 7 feet in height, and shall be setback 15 feet from the property line. The Plan Commission approved a variance to allow a monument sign on the subject property in addition to the existing monument signs on the adjacent property.
9. Building Materials: Section 34.51(4) of the Senior Living Standards stipulates that each exterior wall of all buildings must provide a minimum of 75% brick or stone, excluding doors and windows. The elevations reflect that 100% of the exterior walls will consist of brick.
10. Building Articulation: The Senior Living Standards also requires that 30% of the front façade shall be offset a minimum of 4 feet for buildings that are in excess of 80 feet in length. The front façade has been off-set to meet this requirement as reflected on the Detail Plan.
11. Specific Use Permit: The applicant requests a Specific Use Permit for a Nursing Home for a period of 25 years tied to The Javelin Group, LLC.

COMPREHENSIVE PLAN

The Future Land Use Map of the Envision Garland Comprehensive Plan recommends Compact Neighborhoods for the subject property. Compact neighborhoods provide areas for moderate increases in residential density, including single-family attached and single-family detached housing. These areas provide transitions between traditional residential neighborhoods and higher density residential neighborhoods and non-residential developments. Developments within this category are predominantly residential, but may include compatible non-residential uses. While the development will not be a traditional residential product, it does provide for a transitional residential use in the area surrounded by single family residential and senior independent and assisted living housing. The opportunity for a resident to transition to the facility within the same vicinity where they may currently live provides a valuable benefit to the area.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The subject property is located within an area that is zoned Planned Development (PD) District 82-47 for Single Family uses and developed with single family homes to the north. The property to the west is zoned Shopping Center (SC) District and is developed with a multi-tenant retail shopping center. The property to the east is zoned within Planned Development (PD) District 85-5 and developed with an independent/assisted living facility. Properties to the south, across Colonel Drive, are zoned Planned Development (PD) Districts 97-53 and 11-27 for a nursing home and assisted living, respectively. Single family residences are located further east and southeast of the subject property.

The nature of the surrounding area is primarily residential in character with senior housing being the dominant development type. The addition of the proposed skilled nursing facility among the residential uses and other senior living facilities provides an additional service to the surrounding area.

Prepared By:

Chasidy Allen, AICP
Principal Planner

Date: February 18, 2014

Reviewed By:

Anita Russelmann
Director of Planning

Date: February 19, 2014

Reviewed By:

William E. Dollar
City Manager

Date: February 20, 2014



0 200 400 Feet

ZONING Z 14-02

 INDICATES AREA OF REQUEST

PLANNED DEVELOPMENT CONDITIONS

ZONING FILE 14-02

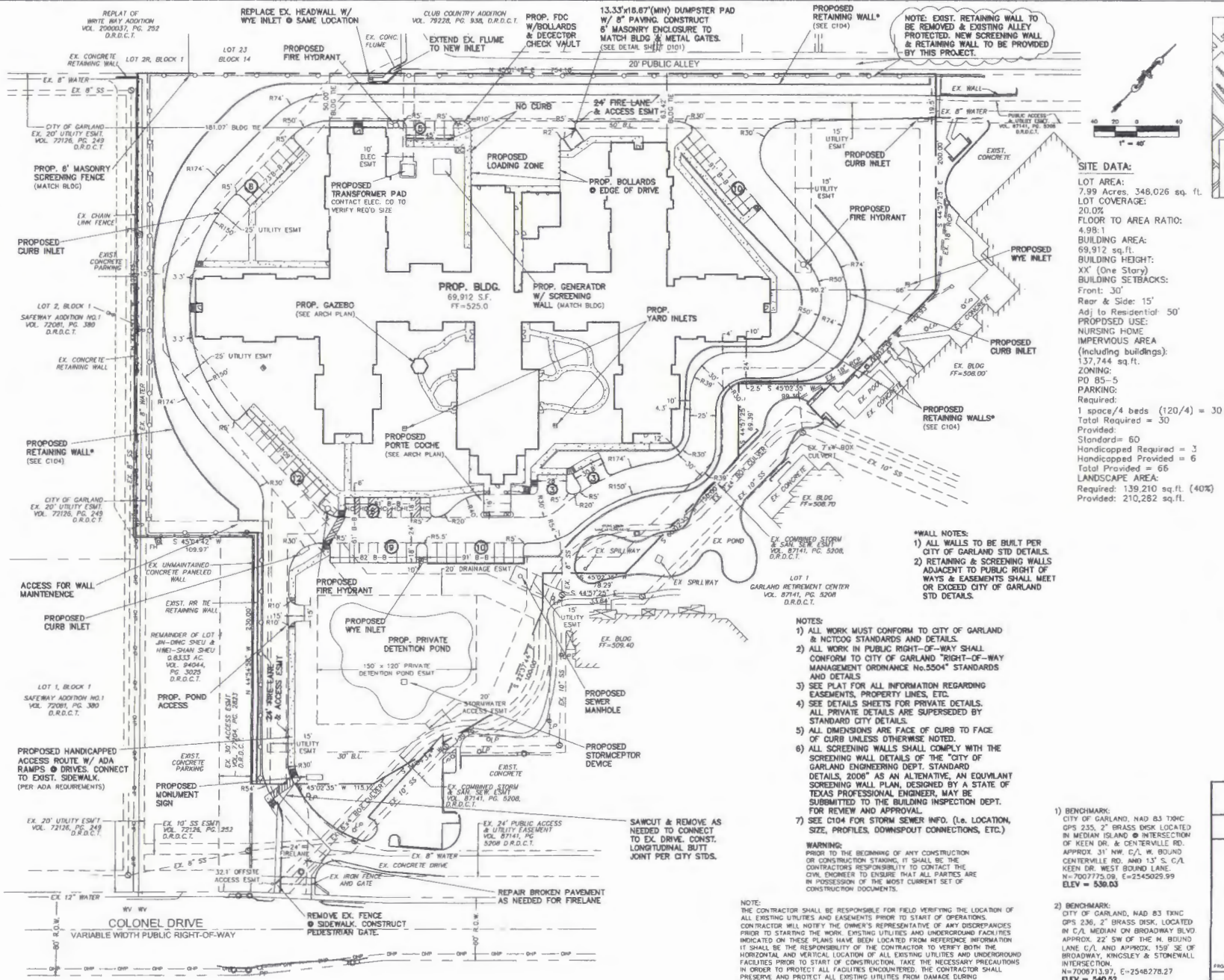
Northeast of the intersection of Broadway Boulevard and Colonel Drive

- I. **Statement of Purpose:** The purpose of this Planned Development District is to permit the construction of a nursing home subject to conditions.
- II. **Statement of Effect:** This Planned Development District shall not affect any regulation found in the Comprehensive Zoning Ordinance, Ordinance No. 4647, as amended prior to adoption of this ordinance, except as specifically provided herein.
- III. **General Regulations:** All development shall comply with Ordinance No. 5410, Senior Living and Related Facilities. All regulations of the Multi-Family District set forth in Section 19, 32, and 33 of the Comprehensive Zoning Ordinance, Ordinance No. 4647 are included by reference and shall apply, except as otherwise specified in this ordinance.
- IV. **Development Plans:**
 - A. Detail Plan: Development shall be in general conformance with the approved Detail Plan set forth in Exhibit C; however, in the event of conflict between the Detail Plan and the conditions, the conditions shall prevail.
- V. **Specific Regulations:**
 - A. Permitted Uses: No uses shall be permitted except for a Nursing Home.
 - B. Specific Use Permit: The Specific Use Permit shall be tied to The Javelin Group, LLC. for a period of twenty-five (25) years.
 - B. Architectural Standards and Building Façade: A minimum of 100% brick and/or stone shall be provided for each building. Exterior elevations shall be in conformance with the approved elevations (Exhibit E).
 - C. Landscaping: No perimeter fencing or screening shall be provided along the eastern property line. A six (6) foot tall wrought iron fence with brick columns and six (6) foot tall continuous row of evergreen shrubs shall be provided along the western property line and portion of the northern property line. The remainder of the screening along the northern property line shall consist of a six (6) foot tall masonry wall with trees. Landscaping shall be in general conformance with the approved Landscape Plan (Exhibit D).

EXHIBIT B
























- D. Signage: One monument sign shall be permitted on the subject property with the size and setback in compliance with the Senior Living Standards.
- E. Common Areas: A minimum of 5,836 square feet of indoor common areas shall be provided.

EXHIBIT C



VICINITY MAP
NOT TO SCALE

LEGEND

- | | |
|---|---------------------------------------|
|  | = PROPOSED LINE |
|  | = EXISTING SANITARY SEWER LINE |
|  | = EXISTING WATER LINE |
|  | = EXISTING FIRE HYDRANT |
|  | = EXISTING SEWER VALVE |
|  | = EXISTING POWER POLE |
|  | = EXISTING LIGHT POLE |
|  | = EXISTING SPOON HANDLE |
|  | = EXISTING 3" MANHOLE |
|  | = PROPOSED 3" MANHOLE |
|  | = PROPOSED FIRE HYDRANT |
|  | = PROPOSED FIVE DEPT CONNECTION |
|  | = PROPOSED DETECTOR CHECK VALVE |
|  | = EXISTING |
|  | = PROPOSED |
|  | = LANDSCAPE |
|  | = REINFORCED CONCRETE PIPE |
|  | = METAL |
|  | = MASONRY |
|  | = SCREENING WALL |
|  | = RETAINING WALL |
|  | = PROPOSED FIRELANE & ACCESS EASEMENT |
|  | = PROPOSED SIDEWALK |

ONLY DRAWINGS STAMPED "RELEASED FOR
CONSTRUCTION" BY THE CITY OF GARLAND
TO BE USED FOR CONSTRUCTION.



CASE # 130214-2

SITE & DIMENSION

GARLAND NURSING

1101 COLONEL DRIVE
GARLAND RETIREMENT CENTER
LOT 1R, BLOCK 1, 7.89 Acres
City of Garland, Dallas County, Texas
developer/contractor

DOMICA CONSTRUCTION & DEVELOPMENT
2401 Tee Circle, Norman Oklahoma 73069
Contact: Mark Domico 405-702-5854

prepared by

MONK CONSULTING ENGINEERS
1200 W. State Street, Corland Texas 75040
817-833-4383, F- 817-833-8784

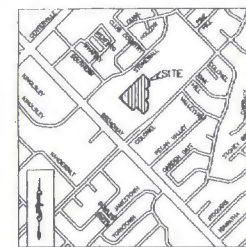
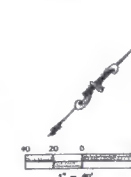
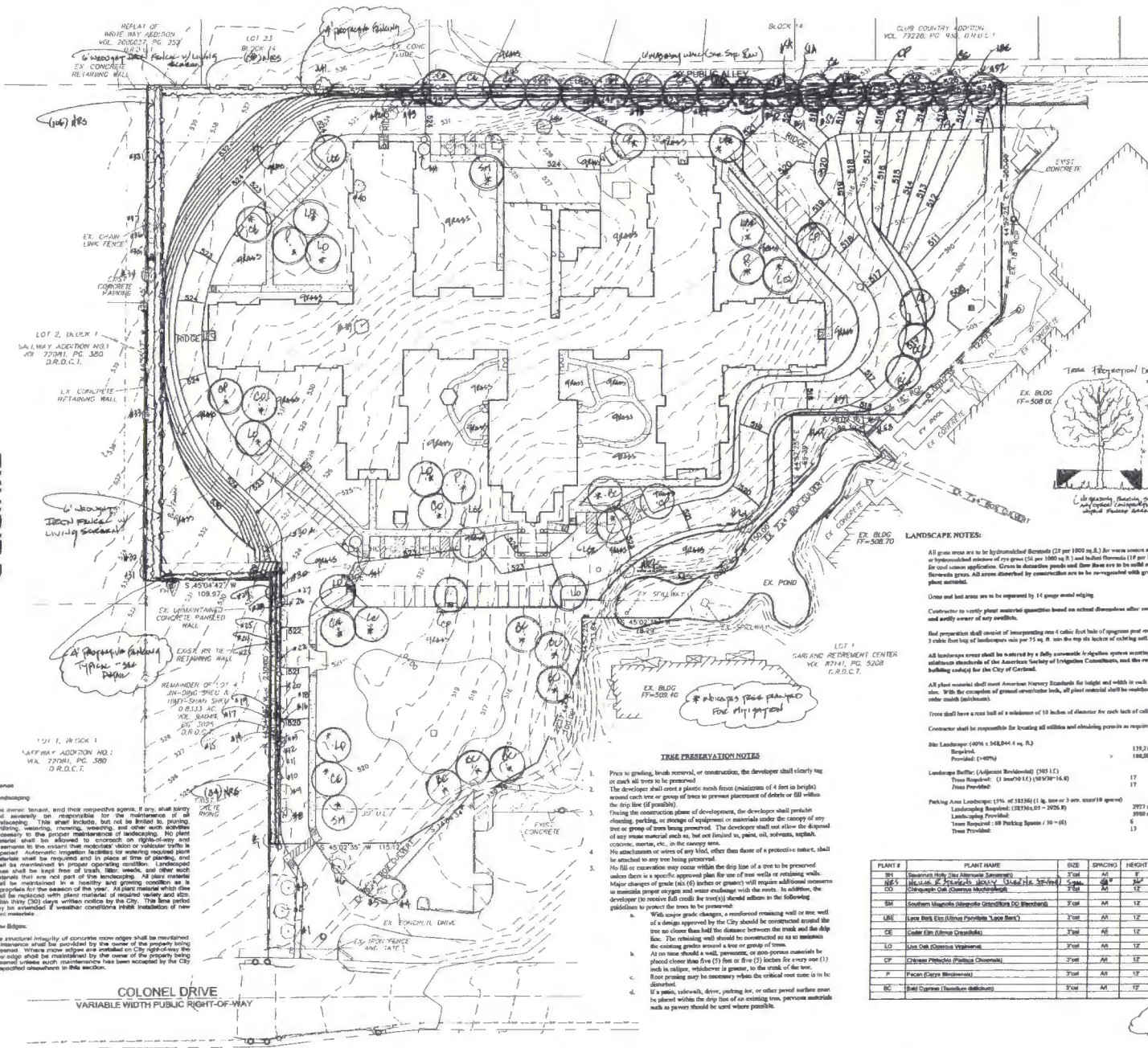
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CMEC 03-2014-13

PROJECT NO.: 2013-13

date:	swolen	sh:
2/5/74	1" x 40'	C1

C101

EXHIBIT D



VICINITY MAP
NOT TO SCALE

ENTRY #	TRENT SPECIES	CONF. CAL. PERS. (PCT)	ADDS. FROM PERS. (PCT)	SPECIES RATING	ATTENTION PRIORITY
NOTES					
1	Golden Dove	17.4	0	8.90	2
2	Golden Dove	17.4	0	8.90	2
3	Golden Dove	17.4	0	8.90	2
4	Golden Dove	17.4	0	8.90	2
5	Golden Dove	17.4	0	8.90	2
6	Golden Dove	17.4	0	8.90	2
7	Golden Dove	17.4	0	8.90	2
8	Golden Dove	17.4	0	8.90	2
9	Golden Dove	17.4	0	8.90	2
10	Golden Dove	17.4	0	8.90	2
11	Golden Dove	17.4	0	8.90	2
12	Golden Dove	17.4	0	8.90	2
13	Golden Dove	17.4	0	8.90	2
14	Golden Dove	17.4	0	8.90	2
15	Golden Dove	17.4	0	8.90	2
16	Golden Dove	17.4	0	8.90	2
17	Golden Dove	17.4	0	8.90	2
18	Golden Dove	17.4	0	8.90	2
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21	Golden Dove	17.4	0	8.90	2
22	Golden Dove	17.4	0	8.90	2
23	Golden Dove	17.4	0	8.90	2
24	Golden Dove	17.4	0	8.90	2
25	Golden Dove	17.4	0	8.90	2
26	Golden Dove	17.4	0	8.90	2
27	Golden Dove	17.4	0	8.90	2
28	Golden Dove	17.4	0	8.90	2
29	Golden Dove	17.4	0	8.90	2
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88	Golden Dove	17.4	0	8.90	2
89	Golden Dove	17.4	0	8.90	2
90	Golden Dove	17.4	0	8.90	2
91	Golden Dove	17.4	0	8.90	2
92	Golden Dove	17.4	0	8.90	2
93	Golden Dove	17.4	0	8.90	2
94	Golden Dove	17.4	0	8.90	2
95	Golden Dove	17.4	0	8.90	2
96	Golden Dove	17.4	0	8.90	2
97	Golden Dove	17.4	0	8.90	2
98	Golden Dove	17.4	0	8.90	2
99	Golden Dove	17.4	0	8.90	2
100	Golden Dove	17.4	0	8.90	2

347.25 plates saved

TREE MANAGEMENT PLAN

LANDSCAPE PLAN

GARLAND NURSING

COLONEL DRIVE
GARLAND RETIREMENT CENTER
LOT 1R, BLOCK 1, 7.99 Acres
City of Garland, Dallas County, Texas
developer/contractor

DOMICA CONSTRUCTION & DEVELOPMENT
2401 Tee Circle, Norman, Oklahoma 73069
Contact: Mark Domic 405-701-5894

SEARP LANDSCAPES
1129 HUNTINGTON DR.
ENCLARKSON, TEXAS 75060 (972) 976-6173

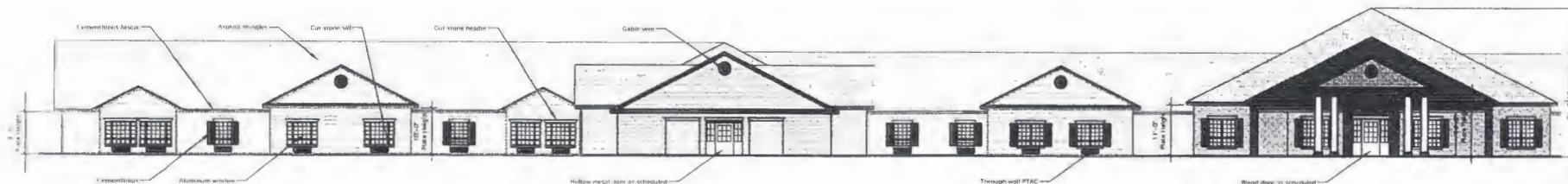
© 2013 Monk Consulting Engineers, Inc. All Rights Reserved
PROJECT NO.: 2013-13 R.E. NO.:

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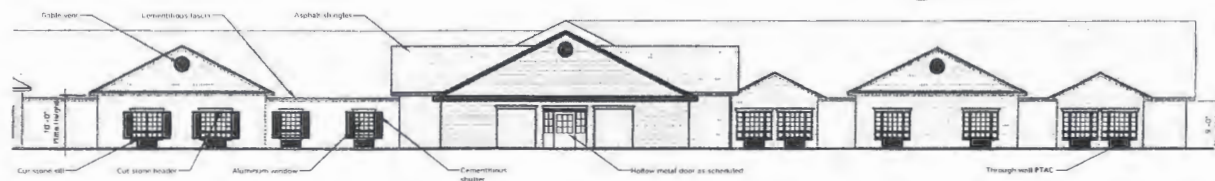
Note: All facades to be 100% masonry.



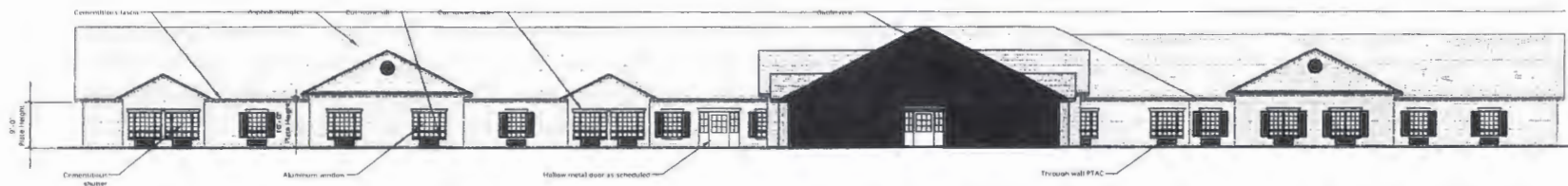
1 Southeast (Front) Elevation
1" = 20'-0"



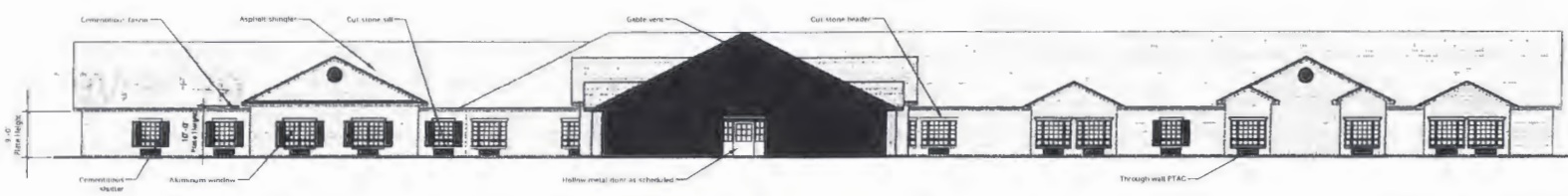
2 Partial Front Elevation
3/32" = 1'-0"



3 Partial Front Elevation
3/32" = 1'-0"



4 Southwest Elevation
3/32" = 1'-0"



5 Northeast Elevation
3/32" = 1'-0"

EXHIBIT E



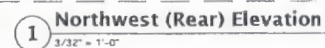
Advanced Health Solution
2225 E. Randol Mill Road
Suite 630
Arlington, Texas 76001

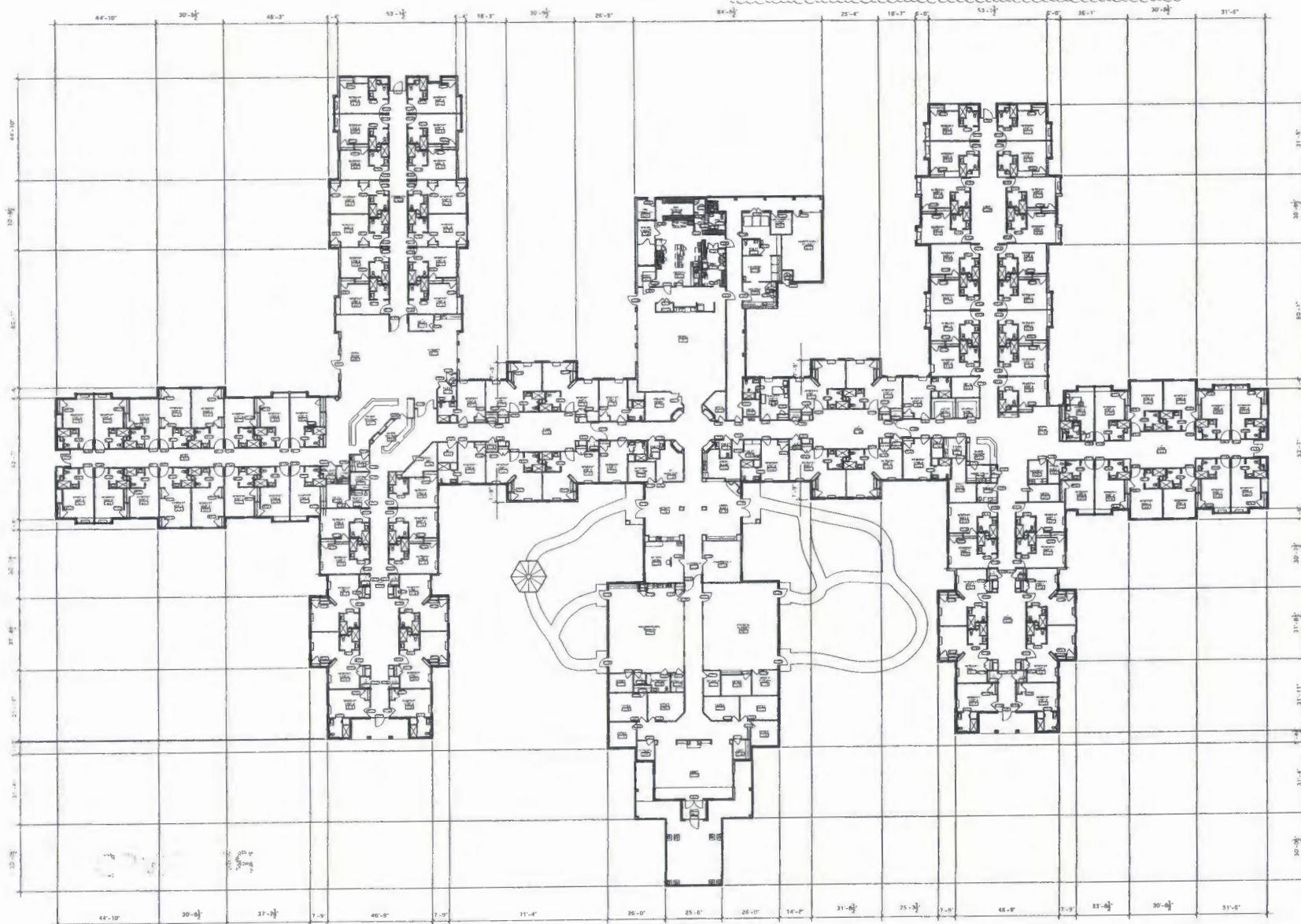
1101 Colonel Dr., LLC
2071 Flatbush Avenue
Suite 22
Brooklyn, NY 11234
A new 120 bed Nursing Home
Garland, Texas

December 31 2013

Exterior Elevations
A801

Note: All facades to be 100% masonry.





Note: Physical therapy will be providing independent care. The total therapy square footage of the therapy area is 3,373 square feet. This is 5% of the conditioned square footage.

Note: Total common area is 5,836 square feet.

Resident Units	
Description	Quantity
Private	72
Semi-private with private bathroom	16
Semi-private with shared bathroom	8

Summary	
Description	Quantity
Conditioned SF	67,874
Under Roof SF	71,157

1 Overall Floor Plan
1" = 20'-0"



Donica Construction & Development, LLC
2401 Tee Circle, Suite 102 Norman, OK 73069
Phone 405.701.5884 Fax 405.701.5259



109 South U.S. Highway 180
Lepidus, Texas 78043
Voice 512.259.4135 Fax 512.259.4604
DFD Architects

Response to City Comments
01/26/2014



William A. Smith
01.30.14

Advanced Health Solution
2225 E. Randol Mill Road
Suite 630
Arlington, Texas 76001

1101 Colonel Dr., LLC
2071 Flatbush Avenue
Suite 22
Brooklyn, NY 11234

A new 120 bed Nursing Home
Garland, Texas

January 30, 2014

Overall Floor Plan
A100

REPORT & MINUTES

P.C. Meeting, February 10, 2014 (7 Members Present)

Consideration of the application of The Javelin Group, requesting approval of 1) an amendment to Planned Development District (85-5) for Complex for the Elderly, 2) a Detail Plan, 3) a Specific Use Permit for a Nursing Home, and variances to the Senior Living and Related Facilities Standards, including to 4) Section 34.51.C to reduce the amount of required indoor common areas provided, 5) Section 34.52 regarding perimeter screening and landscaping and 6) Section 34.54 regarding freestanding signage. The property is located northeast of the intersection of Broadway Boulevard and Colonel Drive. (File 14-02)

Representing the applicant Alan Naul, 3232 McKinney Avenue, Dallas, Texas, gave a brief overview of the request and stated the licensing of the facility will be skilled nursing.

Charles Wray, 1114 Stonewall Street, Garland, Texas, spoke in support of the request, but had concerns regarding the current drainage. Staff stated there is the intent to build a detention pond as well as a retaining wall at the rear of the property.

Motion was made by Commissioner Dalton, seconded by Commissioner Fisher to close the Public Hearing and **approve** the request as recommended by staff. Motion **carried: 7 Ayes, 0 Nays.**



0 200 400 Feet

ZONING **Z 14-02**

 INDICATES AREA OF REQUEST

PLANNED DEVELOPMENT CONDITIONS

ZONING FILE 14-02

Northeast of the intersection of Broadway Boulevard and Colonel Drive

- I. **Statement of Purpose:** The purpose of this Planned Development District is to permit the construction of a nursing home subject to conditions.
- II. **Statement of Effect:** This Planned Development District shall not affect any regulation found in the Comprehensive Zoning Ordinance, Ordinance No. 4647, as amended prior to adoption of this ordinance, except as specifically provided herein.
- III. **General Regulations:** All development shall comply with Ordinance No. 5410, Senior Living and Related Facilities. All regulations of the Multi-Family District set forth in Section 19, 32, and 33 of the Comprehensive Zoning Ordinance, Ordinance No. 4647 are included by reference and shall apply, except as otherwise specified in this ordinance.
- IV. **Development Plans:**
 - A. Detail Plan: Development shall be in general conformance with the approved Detail Plan set forth in Exhibit C; however, in the event of conflict between the Detail Plan and the conditions, the conditions shall prevail.
- V. **Specific Regulations:**
 - A. Permitted Uses: No uses shall be permitted except for a Nursing Home.
 - B. Specific Use Permit: The Specific Use Permit shall be tied to The Javelin Group, LLC. for a period of twenty-five (25) years.
 - B. Architectural Standards and Building Façade: A minimum of 100% brick and/or stone shall be provided for each building. Exterior elevations shall be in conformance with the approved elevations (Exhibit E).
 - C. Landscaping: No perimeter fencing or screening shall be provided along the eastern property line. A six (6) foot tall wrought iron fence with brick columns and six (6) foot tall continuous row of evergreen shrubs shall be provided along the western property line and portion of the northern property line. The remainder of the screening along the northern property line shall consist of a six (6) foot tall masonry wall with trees. Landscaping shall be in general conformance with the approved Landscape Plan (Exhibit D).

EXHIBIT B

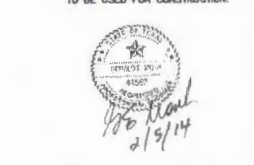
- D. Signage: One monument sign shall be permitted on the subject property with the size and setback in compliance with the Senior Living Standards.
- E. Common Areas: A minimum of 5,836 square feet of indoor common areas shall be provided.

VICINITY MAP
NOT TO SCALE

LEGEND

	= PROPERTY LINE
— EL. SS	= EXISTING SANITARY SEWER
— EL. W	= EXISTING WATER LINE
— FH	= EXISTING FIRE HYDRANT
PH	= EXISTING WATER VALVE
PP	= EXISTING POWER POLE
LP	= EXISTING LIGHT POLE
⊙	= EXISTING SPOON MANHOLE
⊖	= EXISTING SS MANHOLE
⊕	= PROPOSED SS MANHOLE
⊙	= PROPOSED FIRE HYDRANT
Y	= PROPOSED FIRE DEPT. CONNECTION
⊕	= PROPOSED DETECTOR CHECK VALVE
⊕	= EXISTING
PROP.	= PROPOSED
LS	= LANDSCAPE
RCF	= REINFORCED CONCRETE
min	= MINIMUM
max	= MAXIMUM
—	= SCREENING WALL
—	= REPAIRING WALL
	= PROPOSED FENCELINE & ACCESS EASEMENT
	= PROPOSED SIDEWALK

ONLY DRAWINGS STAMPED "RELEASED FOR
CONSTRUCTION" BY THE CITY OF GARLAND
TO BE USED FOR CONSTRUCTION.



CASE # 130214-2

SITE & DIMENSION CONTROL PLAN

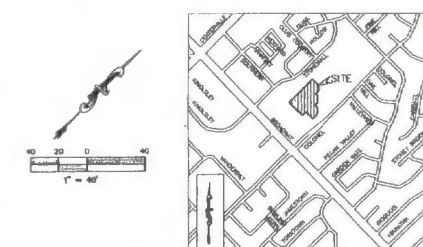
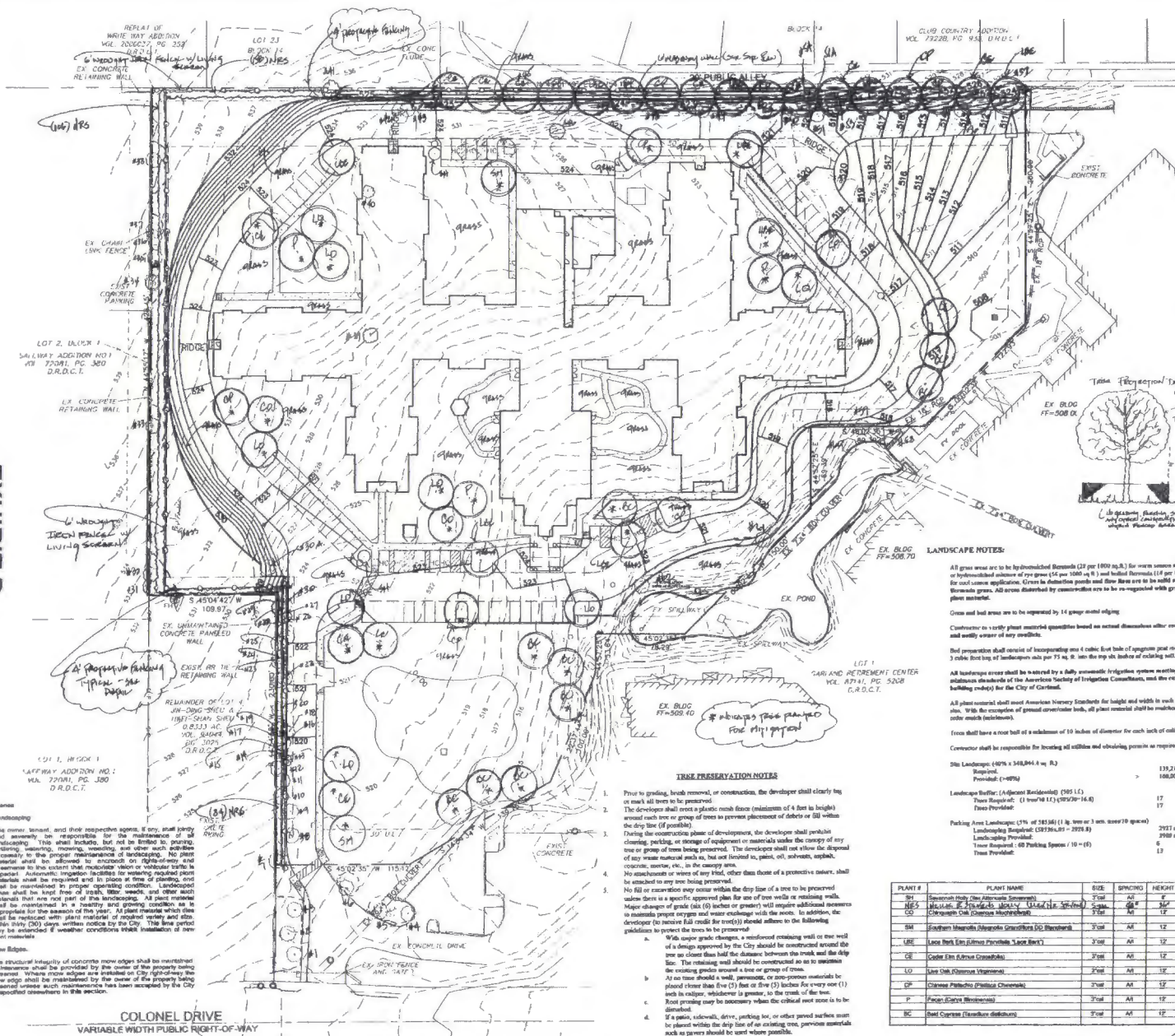
GARLAND NURSING
1101 COLONEL DRIVE
GARLAND RETIREMENT CENTER
LOD 1R, BLOCK 1, 7,89 Acres
City of Garland, Dallas County, Texas
development land

DONICA CONSTRUCTION & DEVELOPMENT
2401 Tee Circle, Norman Oklahoma 73068
Contact: Mark Donica 405-701-3854

MONK CONSULTING ENGINEERS
1200 W. State Street, Garland Texas 75040
872-272-1763 Fax 872-272-8761

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PROJECT NO.: 2013-13		REV. NO.: 1-
date:	scale:	sheet
2/5/14	1"=60'	C10

EXHIBIT D



VICINITY MAP
NOT TO SCALE

[illegible]

309.25 plates saved

TREE MANAGEMENT PLAN

LANDSCAPE PLAN

GARLAND NURSING

COLONEL DRIVE
GARLAND RETIREMENT CENTER
LOT 1R, BLOCK 1, 7.99 Acres
City of Garland, Dallas County, Texas
developer/contractor

DONICA CONSTRUCTION & DEVELOPEMENT
2401 Tee Circle, Norman Oklahoma 73069
Contact: Mark Donica 405-704-0854

SHARP LANDSCAPES 1120 WESTBROOK AVE

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 08-28-2001 BY 60322 UCBAW

PROJECT NO.: 2013-13			P.R.G. NO. F-2567		
date:		week:		sheet:	
11/13/13		1-100			

Krasso 1/30/14
PB

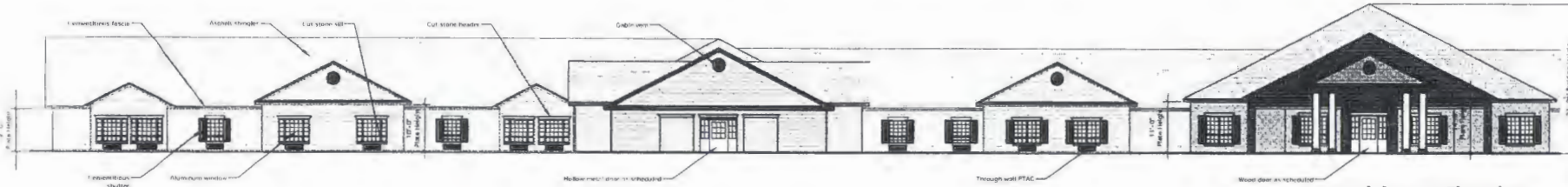
174 Topo index Ramped

BY

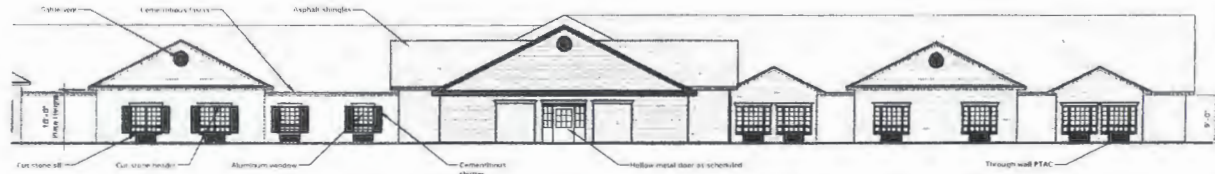
Note: All facades to be 100% masonry.



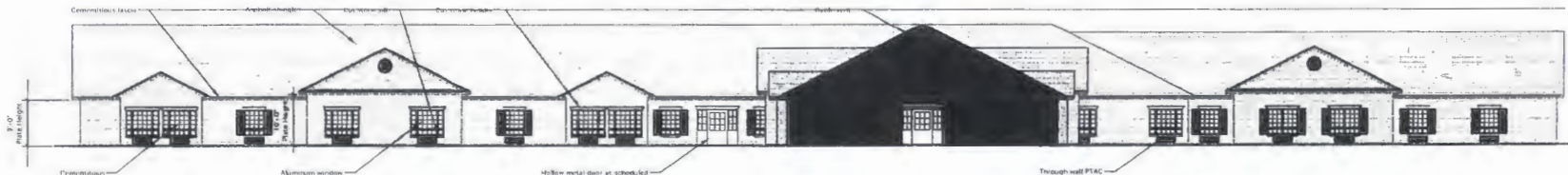
1 Southeast (Front) Elevation
1" = 20'-0"



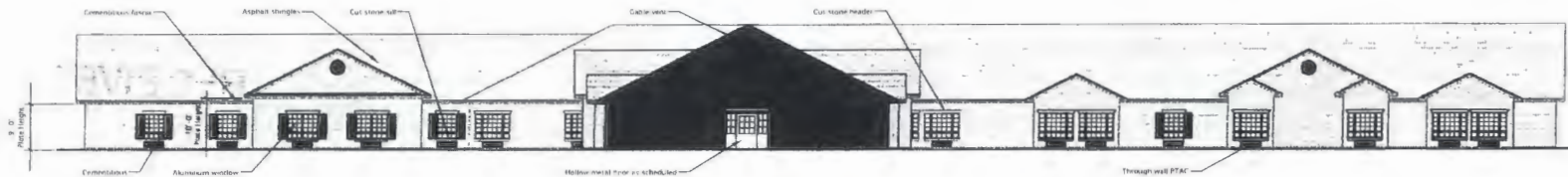
2 Partial Front Elevation
3/32" = 1'-0"



3 Partial Front Elevation
3/32" = 1'-0"



4 Southwest Elevation
3/32" = 1'-0"



5 Northeast Elevation
3/32" = 1'-0"



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12.31.11

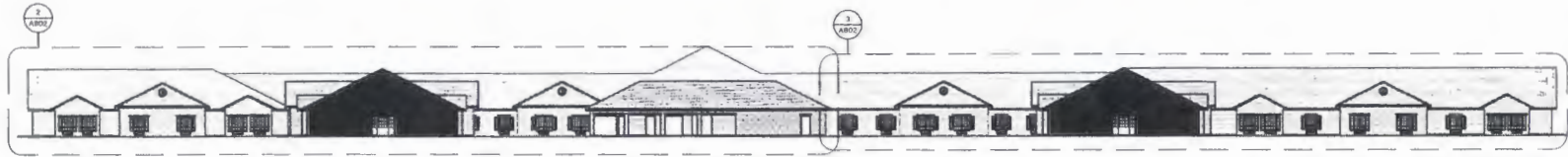
Advanced Health Solution
2225 E. Randol Mill Road
Suite 630
Arlington, Texas 76001

1101 Colonel Dr., LLC
2071 Flatbush Avenue
Suite 22
Brooklyn, NY 11234
A new 120 bed Nursing Home
Garland, Texas

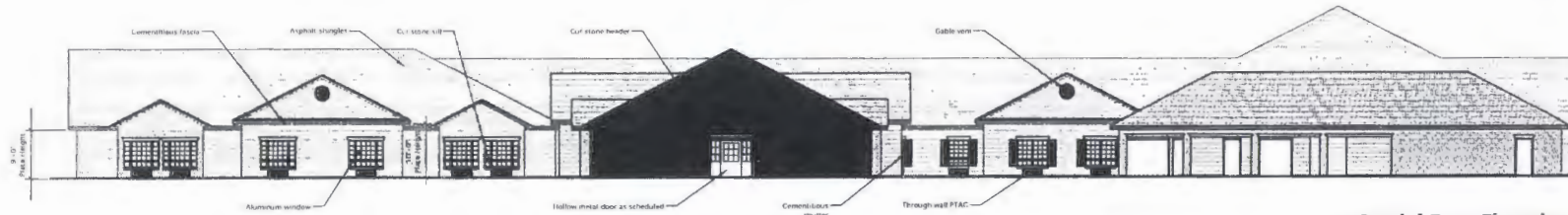
December 31, 2013

Exterior Elevations
A801

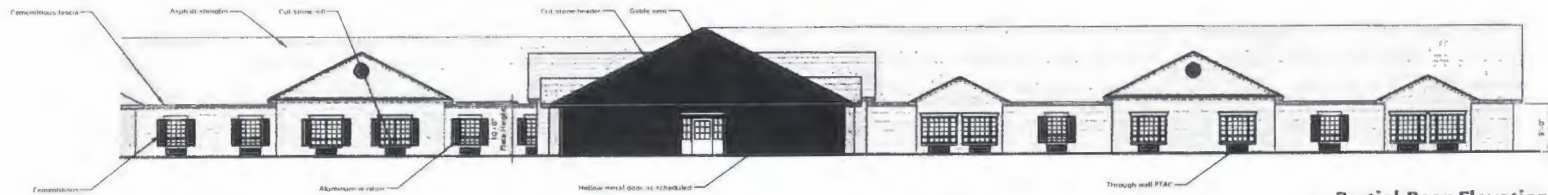
Note: All facades to be 100% masonry.



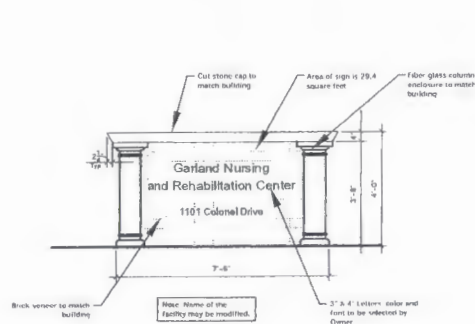
1 Northwest (Rear) Elevation
3/32" = 1'-0"



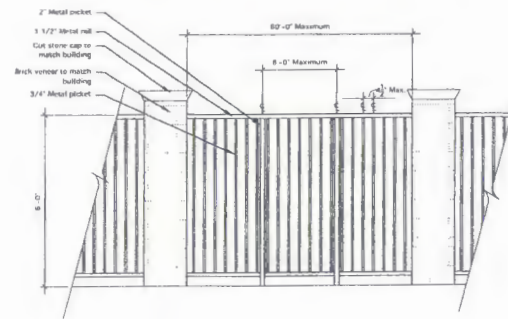
2 Partial Rear Elevation
3/32" = 1'-0"



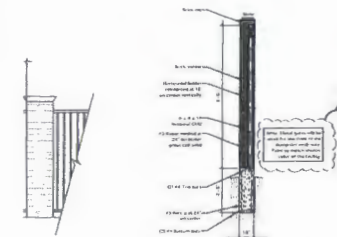
3 Partial Rear Elevation
3/32" = 1'-0"



4 Monument Sign
1/2" = 1'-0"



5 Fence Elevation
Not to Scale



6 Dumpster Enclosure Detail
1/2" = 1'-0"



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Response to City Comments
01/30/2014



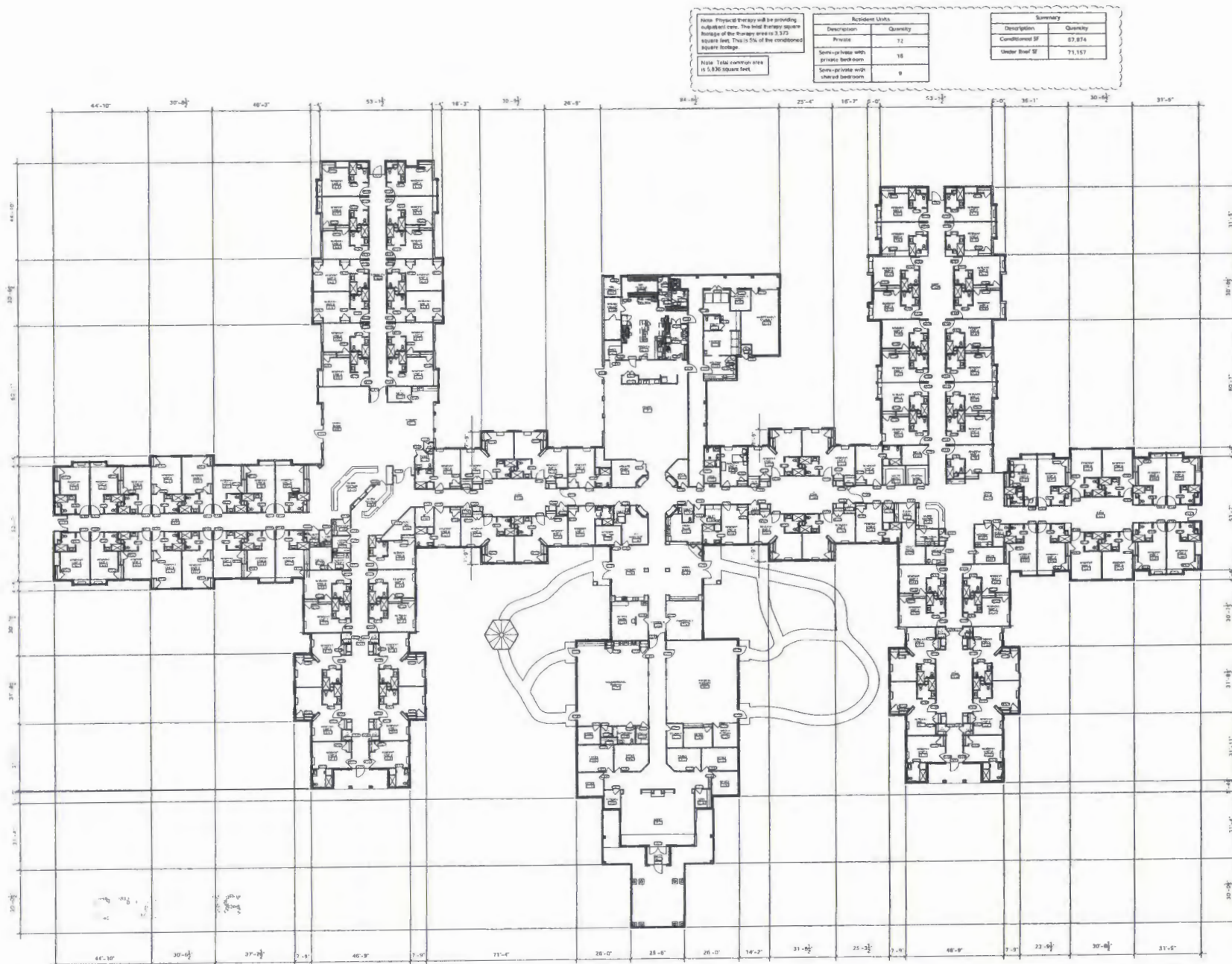
W. J. H. H.
01.36.14

Advanced Health Solution
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1101 Colonel Dr., L.L.C.
2071 Flatbush Avenue
Suite 22
Brooklyn, NY 11234
A new 120 bed Nursing Home
Garland, Texas

January 30, 2014

Exterior Elevations
A802



Note: Proposed therapy will be providing additional care. The total therapy square footage of the therapy area is 3,377 square feet. This is 5% of the conditioned square footage.

Note: Total common area is 5,836 square feet.

Resident Units	
Description	Quantity
Private	72
Semi-private with private bedroom	16
Semi-private with shared bedroom	8

Summary	
Description	Quantity
Conditioned SF	67,874
Under Roof SF	71,167

1 Overall Floor Plan
1" = 20'-0"



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Revisions to City Comments
01/26/2014



William A. Dorica
01/20/14

Advanced Health Solution
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2071 Flatbush Avenue
Suite 22
Brooklyn, NY 11234

A new 120 bed Nursing Home
Garland, Texas

January 30, 2014

Overall Floor Plan
A100

REPORT & MINUTES

P.C. Meeting, February 10, 2014 (7 Members Present)

Consideration of the application of The Javelin Group, requesting approval of 1) an amendment to Planned Development District (85-5) for Complex for the Elderly, 2) a Detail Plan, 3) a Specific Use Permit for a Nursing Home, and variances to the Senior Living and Related Facilities Standards, including to 4) Section 34.51.C to reduce the amount of required indoor common areas provided, 5) Section 34.52 regarding perimeter screening and landscaping and 6) Section 34.54 regarding freestanding signage. The property is located northeast of the intersection of Broadway Boulevard and Colonel Drive. (File 14-02)

Representing the applicant Alan Naul, 3232 McKinney Avenue, Dallas, Texas, gave a brief overview of the request and stated the licensing of the facility will be skilled nursing.

Charles Wray, 1114 Stonewall Street, Garland, Texas, spoke in support of the request, but had concerns regarding the current drainage. Staff stated there is the intent to build a detention pond as well as a retaining wall at the rear of the property.

Motion was made by Commissioner Dalton, seconded by Commissioner Fisher to close the Public Hearing and **approve** the request as recommended by staff. Motion **carried**: 7 Ayes, 0 Nays.



City Council Item Summary Sheet

☒ **Work Session**

Date: March 3, 2014

☒ **Agenda Item**

March 4, 2014

Strategic Transportation Enhancement Plan

Summary of Request/Problem

At the February 4, 2014 Regular Meeting, Council was scheduled to consider adopting the Strategic Transportation Enhancement Plan for IH-635 East, SH-78, and I-30. At that time, Council agreed to postpone this item to the March 4, 2014 Regular Meeting.

At the February 17, 2014 Work Session, Mayor Douglas Athas requested that this item also be scheduled for Council consideration at the March 3, 2014 Work Session.

Recommendation/Action Requested and Justification

Approve by minute action the adoption of the Strategic Transportation Enhancement Plan for IH-635 East, SH-78, and I-30.

Submitted By:

Approved By:

William E. Dollar
City Manager



GARLAND

TEXAS MADE HERE

**City of Garland
Strategic Transportation Enhancement Plan**



Prepared by
Dean International, Inc.
Public Policy Consultants
8080 Park Lane, Suite 600
Dallas, TX 75231

OUTLINE

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I. EXECUTIVE SUMMARY

The City of Garland, one of the largest suburban cities in the Dallas-Fort Worth Metroplex, has taken a leadership role in transportation project development for eastern Dallas County, filling a longstanding vacuum. The City of Garland, having enlightened self-interest, has made the decision to forward its transportation program to not only increase mobility and safety for its citizens but increase property value and create sustainable development for its citizens.

In order to fulfill its mission and vision, this Strategic Transportation Enhancement Plan (hereinafter STEP) contains an overview of the essential steps for project development for the City's three major projects: IH-30, IH-635, and SH 78. The various agencies that would affect these projects and their role in transportation project development is discussed as well as the most up-to-date information concerning these three projects.

Attention has been given to the purpose of economic development through enhanced access and efficient, effective transportation planning. Relevant elements from the City of Garland's *Envision Garland* have been included in this document to keep the theme of economic development and redevelopment in reference by coordinating efforts.

The Garland STEP is a *living document* and as such will be updated as necessary as these three projects develop. The most up-to-date information is necessary for the effective development of these projects.

II. INTRODUCTORY INFORMATION

Numerous major transportation projects in the City of Garland are currently in various phases of project development by State, regional and City of Garland transportation providers. The development of these projects and their ultimate funding and construction must be closely coordinated to insure mobility is maintained both within the boundaries of the City of Garland and the adjacent areas of the Dallas-Fort Worth Metropolitan Region.

The City of Garland operates not only on a regional stage but on a national and international stage as well. The City's longstanding history of promoting and developing its industrial sector has benefitted the City greatly, ensuring it a sturdy population and sustained use from their roadways.

The major transportation projects listed in Section VII have been identified because of their importance in the movement of persons and vehicles into, out of, and through the City of Garland. The volume of this movement on the various highways, streets and roads classified as arterial facilities exceeds 500,000 per day. The schedule for development of the major transportation projects will take into consideration the relative importance of each project or segment of a project in providing for the movement of persons well into the future for the City of Garland. The schedule will also take into consideration such issues as City of Garland planned development activity, time to develop the project for construction contracting, external influences associated with impedance of development of a project, the impact of a project external to the City of Garland being delayed, and strategic issues associated with the availability of funding for the construction of the project. Based on all of these considerations and other issues that will be identified in this plan, the schedule for development of projects represents the schedule of alternatives that addresses the issues examined in the development of the Project Development Plan for the City of Garland.

The locations of the major City of Garland projects that have been identified for detailed analysis and coordination of the implementation and planning process are shown on Map I-A, Tab A. The earliest construction contract letting date for any of these major projects will not occur prior to 2015; therefore, the development of an orderly project delivery and staging plan and the creation of a schedule for tracking the projects (in some instances in phases or segments) is a critical and warranted endeavor.

The current status and availability of construction funding from federal, state, regional and local sources for the numerous major projects currently being planned for the City of Garland is limited. Therefore, the prioritization of the order of the completion of the planning, design, and initiation of construction of a project or segment is an essential and imperative task. The establishment of an opening date for the specific project or project segment based on the initiation of construction and the time to construct must also be determined in order to coordinate and sustain orderly mobility in the City of Garland and the surrounding region.

The location of projects outside of the City of Garland with a potential for external influence on the major City of Garland transportation projects are shown on the map below. These

projects have been identified based on their impact on mobility in the City of Garland by looking at two scenarios. One scenario would be the inability of transportation providers to improve a transportation facility to a proposed or existing City of Garland facility. This would create an existing virtual blockage of a facility with increased traffic generated by the improved capacity on the facility in the City of Garland. The second scenario would be the construction of a facility to the City of Garland boundary without the corresponding facility with increased capacity having been constructed within the City of Garland. In this case, the lack of capacity for the delivery of increased traffic from outside the City would cause a significant increase in the congestion of the City of Garland facility.

III. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECTS

A. STRATEGIC ACTIONS TO BE CONSIDERED BY CITY OF GARLAND

The Project Development Plan process utilized by the transportation providers in the Dallas-Fort Worth Metroplex is controlled by statutes of the State of Texas, rule-making authority of the various transportation agencies, federal statutes and rule making authority of the federal agencies. The project development process is normally dictated by the rule making authority of the State, Federal and Regional Agencies. However, in some instances, public policy procedures may not provide an appropriate administrative method to develop the project appropriately. In these instances, a political solution may have to be considered. Therefore, strategic actions should be considered to include both public and political solutions.

a. Public Policy Actions

- i. The primary transportation providers in the Dallas-Fort Metroplex are currently those included in this listing:
 1. Texas Department of Transportation(TxDOT) Dallas District
 2. Texas Department of Transportation(TxDOT) Fort Worth District
 3. Dallas Area Rapid Transit (DART)
 4. Fort Worth Transportation Authority ("T")
 5. Denton County Transportation Authority (DCTA)
 6. North Texas Tollway Authority(NTTA)
 7. Dallas County
 8. Tarrant County
 9. Cities located within Dallas and/or Tarrant County
 10. Dallas-Fort Worth International Airport (DFWIA)
 11. Love Field Airport (City of Dallas owned)
 12. Railroads (KCS, UP, BNSF, DGNO/GWI)
- ii. Funding for transportation projects are from time to time provided by the North Central Texas Council of Governments (NCTCOG) acting as the Dallas-Fort Worth Metroplex Metropolitan Planning Organization (MPO) in addition to that furnished by the above listed transportation providers.
- iii. Federal funding for transportation projects is provided to the above listed transportation providers by the following agencies:
 1. Federal Highway Administration (FHWA)

2. Federal Transit Administration (FTA)
3. Federal Railroad Administration (FRA)
4. United States Army Corps of Engineers (USCOE)
- ii. In order to develop transportation projects, transportation providers (in many instances called lead agencies) will be required to secure approval of their project development milestone decisions from other federal and state agencies than those listed as funding sources. The following federal and state regulatory agencies may also be involved in the approval of project development and milestone decisions:
 1. Federal Agencies
 - a. Environmental Protection Agency (EPA)
 - b. Department of the Interior (DI)
 - c. U.S. Coast Guard
 - d. Federal Emergency Management Administration (FEMA)
 2. State Agencies
 - e. Texas Commission on Environmental Quality (TCEQ)
 - f. Texas Historical Commission
 - g. Texas Parks and Wildlife Department (TP&W)
- iii. In order to avoid delays, the City of Garland will need to track and monitor the decision-making process as well as approval process in a systematic method.
- iv. Public policy efforts would include the following:
 1. Ensure that the project receives the appropriate level of authority for development such as:
 - a. Long Range Planning /Corridor study authorization (Plan)
 - b. Inclusion in the MPO System Plan and planning documents (Plan)
 - c. Preliminary Engineering/Environmental Documentation and Schematic Design Study Authorization (Plan)
 - d. Right of Way Acquisition, Utility Adjustment and Construction Plan Authority (Develop)
 - e. Construction Contracting Authorization (Construct)
 - f. Construction of Project (Construct)
 - v. Any time a lapse occurs between these authorizations of authority, when one event has been concluded and the next event has not commenced, is a delay in the ultimate date the project can be completed. Exercise of public policy actions to cause a minimum of delay between the two events is imperative.
 - vi. In many instances the delay in authorization is based on the lack of adequate funding. Public policy action will have to be exercised to overcome the issue of securing funding at the appropriate time in order to avoid delay.
 - vii. The above actions may require consultation at regional, state and federal agency levels, sometimes will all three once.
 - viii. Public Policy development working with local, State, or federal policy makers may be required during the development of the design of the project to

overcome reluctance on the part of the local transportation provider to accept innovative or new methods of designing the project or portions thereof not previously utilized. These may include issues associated with joint occupancy of agency public right of way, distribution of the cost of construction between local, regional, State or federal agencies, aesthetic treatment applications, and cost participation and other similar issues. The resolution of these issues and securing final decisions is imperative if the project is to remain on schedule.

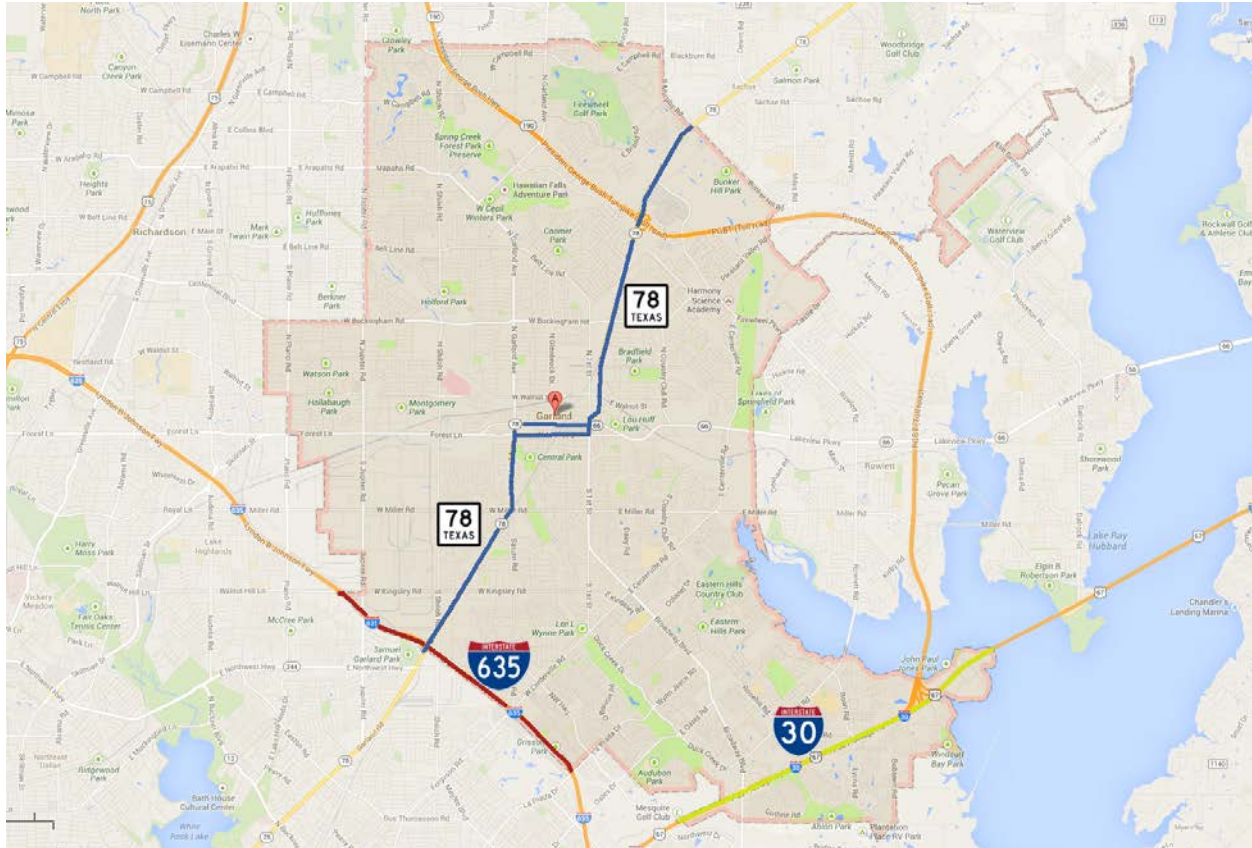
B. BASIS FOR CONSTRUCTION SCHEDULING OF PROJECTS

a. City Of Garland Mobility Considerations

Mobility considerations warranting the development of a project are primarily based on level of congestion, safety of operation, and adequacy of the facility to serve the various modes of transportation desiring to utilize the facility. An additional consideration is the possible diversion of traffic from another transportation facility, while under construction, to the subject facility being considered for prioritization of construction. This other project while under construction can cause congestion to increase on the subject facility with existing capacity. Conversely, the construction of the subject project may cause diversion of traffic to another highway project, which has inadequate capacity to absorb the increase in traffic thereby creating increased congestion. The following issues will need to be considered in the scheduling and prioritization of transportation projects:

- i. Scheduling of a project for construction with consideration of traffic congestion constitutes the prioritization of the project under one criteria, which provides relief from congestion for the largest number of vehicles. In other words, utilization of construction dollars to achieve the maximum congestion relief benefits.
- ii. Scheduling of a project for construction with consideration of the impact of traffic diversion from another project perhaps not even within the boundaries of the City of Garland while the usual route in either the City of Garland or another governmental jurisdiction is under construction. An example of this event would be the construction / reconstruction of IH 635 E could cause a diversion of traffic to the City of Garland through east/west arterials.

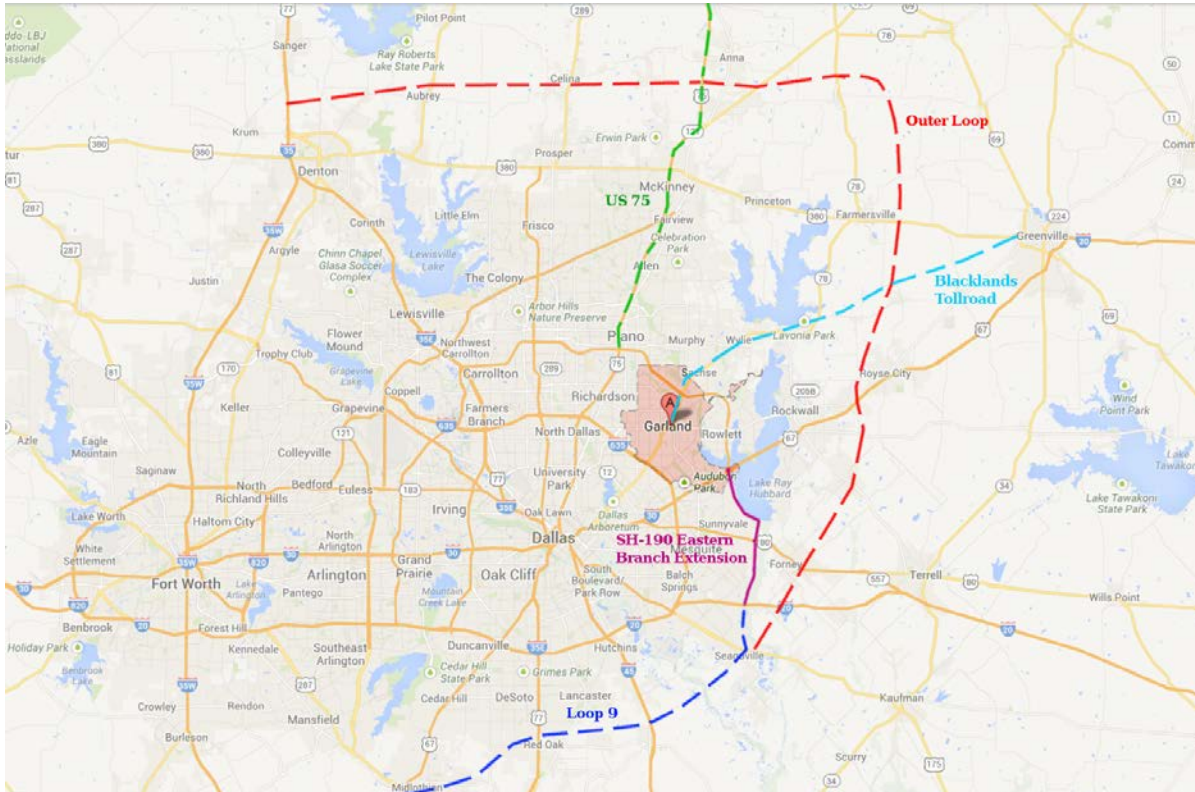
IV. CRITICAL PROJECT DEVELOPMENT ISSUES BY PROJECT AND PROJECT SEGMENT



The development of major transportation projects by the Lead Agency / Transportation Provider is managed by the establishment of milestone events. These milestone events require the completion of a work product that is subject in most instances to either a State or federal agency. The approval phases and milestone events vary somewhat between the State and federal agencies. The Texas Department of Transportation (TxDOT) in Austin utilizes a three-tier process for most project authorizations identified as **“Plan”**, **“Develop”** and **“Construct”**. **“Plan Authority”** includes all work on the project up to environmental clearance and final design approval. **“Develop Authority”** includes right of way acquisition, utility adjustments and construction plan preparation. **“Construct Authority”** allows the project to be processed, funds allocated, bids taken and construction authorized for the project.

V. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

Although the IH-635, IH-30 and SH 78 are identified as major City of Garland transportation projects, as shown on Map I-A and I-C, essentially located within the boundaries of the City of Garland, external influences can impact the development of the projects identified. This map indicates projects that have been identified and external to the City of Garland, that could have an impact on the projects and project segments located within the City of Garland.



VI. KEY ASSUMPTIONS

Certain assumptions have been utilized in the development of project development schedules including:

1. Funding projections based on a study of availability of financing from transportation provider agencies such as TxDOT, MPO, local governments, and the City of Garland.
2. Ability of lead agencies to meet the management and review of design performance in a timely manner
3. Public acceptance of the proposed planning and design performed for the project.
4. Ability of governmental agencies and utility companies to both acquire the necessary right of way and adjustment of utilities for the proposed construction work, etc.
5. Availability of qualified contractors and material suppliers to construct the projects in a timely manner.

VII. PROJECT DEVELOPMENT ACTIVITIES

The purpose of this section is to list the projects, describe the limits of the project, date of construction contract letting and the proposed project completion. For each listed project or project segment there will be a discussion of the issues associated with the development based on the following:

- A. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECTS
- B. CRITICAL PROJECT DEVELOPMENT ISSUES BY PROJECT & PROJECT SEGMENT
- C. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT
- D. KEY ASSUMPTIONS
- E. CITY OF GARLAND FUNCTIONAL AREA ISSUES

The listing of major City of Garland projects includes all of those, which are considered vital to the mobility concerns of the citizens of Garland and the Eastern half of Dallas County. These projects are also considered essential to the development of employment opportunities and economic development in this portion of Dallas County. The prioritization of the project development for the projects is based on the issues identified in the various sections of the discussion presented in this development plan, with the understanding that key assumptions can and will change over time. For this reason, this document is considered a **“LIVING DOCUMENT”** which must be updated when circumstances and events occur which may change the status quo of assumptions.

VIII. TRANSPORTATION PLANNING AND DEVELOPMENT

Transportation planning done best includes every level of the transportation arena, including municipal, state and federal levels; meeting the necessary requests implemented in each arena. The process of this plan must be comprehensive in its development. It will include cooperation of MPO's and RPO's in long-range planning to focus on particular projects, strategic moves, anticipating transportation needs and prioritizing those projects. The foundation of effective transportation planning is developing the funding needed to cover the long-range planning of a specific area and the state. Funds from private and public entities (local, regional, and state) as well as state and federal must be applied to pull together all resources available. It is also necessary to continue to assess the success of the project at meeting objectives and what adjustments will need to be made.

The Texas Administrative Code outlines the following process for transportation project documentation and coordination. The following documents are needed to effectively navigate the planning and programming process:

- Documents are needed that identify projects, strategies and transportation needs over an extended period of years to create seamless connectivity for the area planned:
 - **Statewide Long-Range Transportation Plan (SLRTP)** - The statewide long-range transportation plan (SLRTP) is a comprehensive, statewide multimodal transportation plan that covers a period of 24 years and serves as the long-term plan for the state's transportation services. It is made up of two parts: a prioritized list of projects and funding available, funding needs and potential opportunities. The SLRTP considers the long-range plans and strategies of the metropolitan and rural planning organizations and identifies the state's transportation vision, mission, goals and objectives and significant corridors. It also includes the statewide transportation program developed under (the Statewide Transportation Improvement Program (STIP)) and the unified transportation program (the Unified Transportation Program (UTP))

This is a TxDOT document and is drafted by the Planning Division and requires Texas Transportation Commission Approval.

- **Metropolitan Transportation Plan (MTP)** - A metropolitan transportation plan (MTP) is a long-term plan developed by each MPO for areas within its designated boundaries that plans for at least 20 years and contains the long-term, mid-range and short-term planning to be developed with the funds anticipated available. The corresponding department will aid in the estimation of the funding. The plan must cooperate with the federal regulations for the transportation improvement program (TIP) and the statewide transportation improvement program (STIP), identifying the projects most likely to begin during the first four year period.

The MTP is a document that is developed by the NCTCOG and requires Regional Transportation Council Approval for Garland projects.

- **Rural Transportation Plan (RTP)** - A rural transportation plan (RTP) is a long-term plan developed by each MPO for areas within its designated boundaries that plans for at least 20 years and contains the long-term, mid-range and short-term planning to be developed with the funds anticipated available. It should describe long-term strategies that are a part of an integrated intermodal transportation system, with the aim of becoming a part of the statewide transportation program.

The RTP is created by MPOs and RPOs throughout the state and requires governing-body approval.

- Program and programming documents indicating the need for a prioritized list of transportation projects that are brought as a proposition pinpointing a specific time-table with funds that are probably readily available to be applied. The documents include:
 - **Statewide Unified Transportation Program (UTP)** - Mid-range programming document. The unified transportation program (UTP) document covers an intermediate time period in the plan of development, a ten year fiscally concerned program. The UTP would include all of the plans of the four-year statewide transportation improvement program and the projects that will continue to develop over a potential six year period once the first four year time period is over.

The Unified Transportation Plan (UTP) is a planning document compiled and created by TxDOT to guide and develop transportation projects in Texas. The UTP is the most important document TxDOT keeps since this contains all of the projects that *are* to be built in Texas over the next ten (10) years. The UTP is the State's authorization for projects to be constructed, developed, and planned. The UTP is a multi-modal document including highways, aviation, public transportation, and state/costal waterways

The UTP, unlike the State Long Range Transportation Plan (SLRTP), which is a twenty-four year document, contains projects with specific boundaries and allocations. The UTP is an intermediary document between the letting schedule (24 months) and the SLRTP. Of the first 10 years of the SLRTP, the UTP is the project development and construction schedule for TxDOT, including preliminary engineering work, environmental analysis, right-of-way acquisition, design, and construction.

The UTP is developed through a lengthy public comment period and must be approved by the Texas Transportation Commission prior to August 31 of each year (the UTP is approved at the last meeting in August of every year). While the UTP is not to be understood as a budget, a project's development and construction is dependent upon its inclusion in the UTP. The UTP is budget constrained and only projects with identified funding sources can be included.¹ It is important to

¹ Note: The 2014 UTP is almost twice the size of the 2013 UTP.

note that there are two primary avenues for inclusion in the UTP, administrative and political.

This is a TxDOT document and is drafted by the Planning Division and requires Texas Transportation Commission Approval.

- **Metropolitan Transportation Improvement Program (TIP)** - A transportation improvement program (TIP) is a short-range program (only four years) planned by each MPO with approval from the department and transportation officials covers a four year period with a prioritized listing of projects that need federal funding and projects that are important to the region that could attract funding at the state, federal and local level. Projects may include planning, engineering, design, right of way acquisition, construction, and maintenance. It also contains an estimate of the funding on each level and the projected spending for the project. Any project included in the (TIP) and (STIP) includes programs planned for application in the near term.

The TIP is a document that is developed by the NCTCOG and requires Regional Transportation Council Approval for Garland projects.

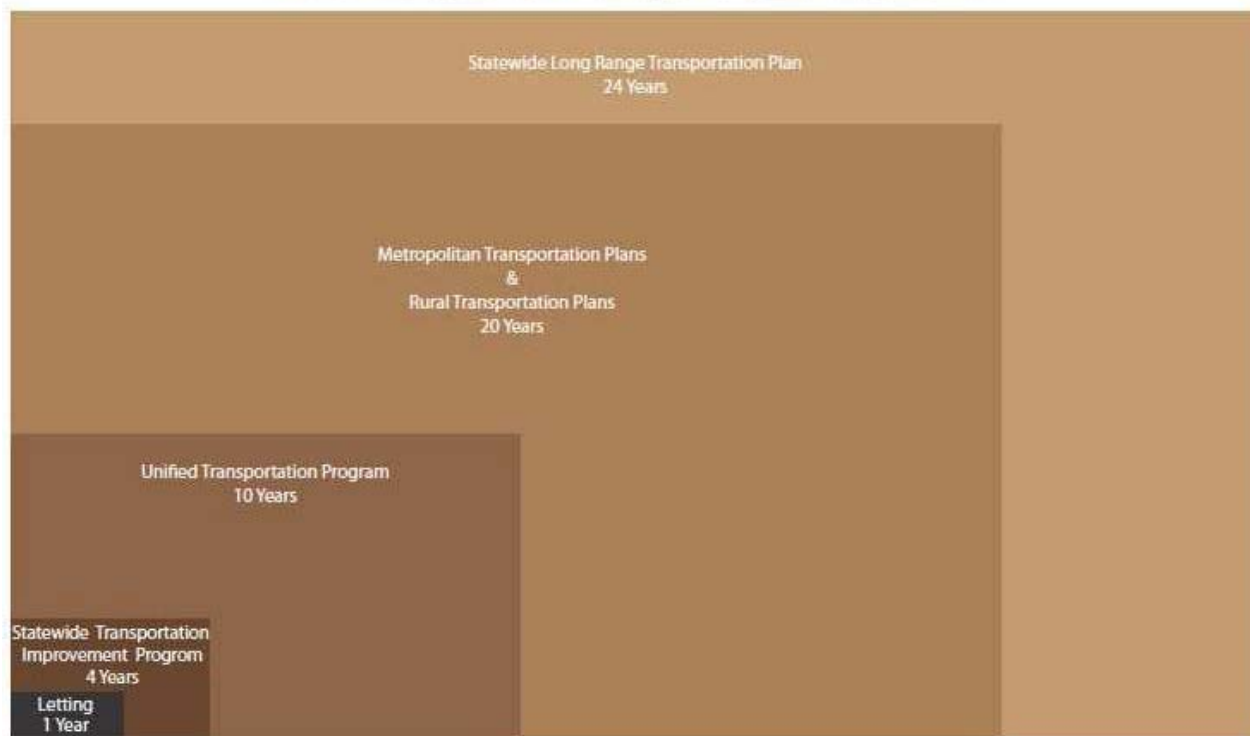
- **Rural Transportation Improvement Program (RTIP)** - A rural transportation improvement program (RTIP) is a short-range program (four years) developed by the department in cooperation with rural planning organizations (RPO) that covers a four-year period and contains a prioritized listing of projects that need federal funding and projects that are important to the region that could attract funding at the state, federal and local level. Projects may include planning, engineering, design, right of way acquisition, construction, and maintenance. It also contains an estimate of the funding on each level and the projected spending for the project. Any project included in the (TIP) and (STIP) includes programs planned for application in the near term

The RTIP is created by MPOs and RPOs throughout the state and requires governing-body approval.

- **Statewide Transportation Improvement Program (STIP)** - A statewide transportation improvement program (STIP) is a four-year short-range program planned by the department as a accumulation of all metropolitan transportation developments programs (TIP), together with rural transportation improvement programs (RTIP), which includes recommendations from RPOs and department districts for the areas of the state that are outside of the boundaries of an MPO, including transportation between cities. The STIP specifies statewide projects to consider with funds available and expected over a multi-year time period. The first year of the STIP pinpoints projects that are scheduled for letting of contracts by the project sponsor. The following three years specify projects and funding sources that also have a high probability of use in completion of the project.

This is a TxDOT document and is drafted by the Planning Division and requires Texas Transportation Commission Approval.

Texas Transportation Planning & Programming Process



IX. IH-635 (US 75 to IH-30)

Project:	IH-635 (from US 75 to IH-30)
Estimated Cost:	2003 dollars: \$1.1 billion/Approx. \$1.5-1.7 billion ²
Status:	Pre-development; \$3 million allocated from MPO for updating 2002 Schematics and preliminary engineering (see below), expected completion date of January 2015 (Primarily converting schematics from metric units to standard units).
Lead Agency:	TxDOT (Dallas District)
Overview:	<p>The IH-635 East Project (US 75 to IH-30) will be a complete reconstruction of the existing facilities with noted enhancements to the corridor including:</p> <ul style="list-style-type: none">• Continuous Frontage Roads for the Entirety of the Corridor• Enhanced Access with Strategically Placed Entrance and Exit Ramps• Aesthetic Enhancements to the Corridor <p>IH-635 East opened to the public in 1970, after the authorization from the Federal-Aid Highway Act of 1956 created the Interstate Highway System. When originally constructed, the facility had limited access, including minimal frontage roads and short entrance and exit ramps.</p> <p>Since the right-of-way on IH-635 was purchased using Federal Funds, the Federal Government, the Federal Government has both the land rights and access rights to the facility. The impact for the City of Garland (and the IH-635 East Corridor) is that the City must be strategic in its planning for access to and from the facility and be cognizant of the administrative process by which new access points can be given.</p>

Strategic Plan for Development of Project

A. PUBLIC POLICY ISSUES

- a. Based on the current discussions with TxDOT Dallas District, the authority for project development with TxDOT is PLAN, therefore, the inclusion of this project in STIP or MTIP is not possible at this time. According to the NCTCOG *Mobility 2035* documents, “The LBJ East project will expand general purpose lanes, add continuous frontage roads, and construct tolled managed lanes on IH-635 between the High Five Interchange at US 75 and IH-30 in Mesquite. This project will

² Assuming a 30% inflation value between 2003 and 2013

extend eastwards – through Dallas, Garland, and Mesquite – the improvements currently under construction as part of the LBJ Express project and also provides a link to the recently-completed widening of LBJ Freeway south of IH -30.” The NCTCOG improvement costs is at \$500 million, far less than what is anticipated by TxDOT for ultimate configuration.³

- b. The 2003 TxDOT Schematic (that has a Finding of No Significant Impact – FONSI) has five free (general purpose) lanes, almost⁴ continuous frontage roads for the length of the corridor, and managed lanes with this configuration:
- US 75 to Royal Lane/Miller Rd: 2+2 concurrent Managed Lanes
 - Royal/Miller Rd to IH-30: 2 reversible managed lanes⁵

There are several improvements necessary for this corridor that TxDOT is not currently planning. TxDOT’s current has allocated \$3 million to improve the 2002 Schematics, converting them from metric units to English Units. Halff & Associates has been awarded the contract. No major changes regarding numbers of lanes, egress and ingress points, frontage roads and cross streets. The planning work completion is anticipated for January 2015.

The City of Garland, in conjunction with regional partners, must usher the project along through the planning phase to the development phase as quickly as possible. In order to do so, 30% PS&E needs to be achieved as well as environmental clearance (re-evaluation FONSI: i.e., through section 6) and the full scope of the ultimate configuration determined.

- c. Implementation of a Multi-Municipality Transportation Reinvestment Zone (or Linear TRZ) – TxDOT, due to the transportation funding crisis, is amenable to projects where stakeholders will leverage TxDOT funds (the phrase “skin in the game” is often used and necessary for a seat on a SB 1420 committee, *see below*). One such manner of leveraging is to implement a Transportation Reinvestment

³ The term “ultimate configuration” is often used by TxDOT on the CDA projects due to the exhaustive financial needs of these projects. Since TxDOT has a limited funding stream, many CDA projects are being forwarded through innovative phasing techniques. Every CDA project currently under construction except for LBJ Express and portions of the NTE project has phased construction plans.

⁴ The frontage roads are continuous in the schematics except for the single instance between SH 78 and Shiloh Rd.

⁵ This is according to the NCTCOG documents; the TxDOT Schematic has the following breakdown of HOV/Managed Lanes:

- US 75 to Skillman/Audelia: 2+2 Concurrent HOV/Managed Lanes
- Skillman/Audelia to La Prada: 2 Lane Reversible HOV/Managed Lanes
- La Prada to IH-30: 1 Lane Reversible HOV/Managed Lane

Zone throughout the IH-635 East Corridor. In order to do this, each City will have to create the boundaries of the zone within their city and pledge the funds for the common purpose of the project (thus creating the Linear TRZ for a project).

A TRZ functions thusly: A zone is determined by a city council within its municipal boundary. After the base year is established (i.e., 2014), the property tax increases within that zone for the next ten years is pledged towards a transportation project within or without of the zone. This incremental tax increase *can be* bonded. The TRZ can be extended for a duration of ten years and any overage in property tax values will go to the municipality's general fund (El Paso's TRZs have been over-performing considerably). Sales tax within the zone can also be applied towards the project.

- d. Project Phasing – Since TxDOT currently has over \$20 billion in projects within its Strategic Project Division (which handles all Design-Build and CDA projects), it does not have the funds necessary to construct all of the projects at once. Hence, project phasing has been implemented so that projects can be expedited and finished in decades to come.

It is also important to note that the rise of project phasing has also been in tandem with the rise of financing projects through managed lanes. General purpose lane constriction (i.e., no improvements to the existing general purpose or free lanes) is helpful for managed lanes (which are required by state law and the contract with TxDOT to provide patrons with free flowing traffic of 50 mph or greater).

- e. SB 466 Implementation – SB 466 (83rd) gives TxDOT the ability, granted through MAP-21 (2011), to perform its own environmental reviews for certain highways meeting certain criteria. Working with TxDOT administration, the City of Garland and regional partners could use IH-635 East, potentially, as a model project for this new process. Estimates given in Committee are that environmental clearance processes for highways might be reduced by half.
- f. Municipal Responsibility for Utility Relocation: Currently, and as approved during the 83rd Legislative Session, for transportation projects that are determined by the Texas Transportation Commission to be a toll facility, the municipal responsibility for relocating municipal facilities within TxDOT rights-of-way are a fifty-fifty split between TxDOT and the municipality. This responsibility can affect a number of city programs and can be burdensome to the municipality. During the 84th Legislature, the City of Garland could lead an effort to cause one 100% of the responsibility for Utility Relocation on toll facilities to be on the Department or the toll provider/concessionaire.

B. CITY OF GARLAND MOBILITY

- a. Sequencing – Construction on IH-635 will have an effect on SH 78 and all major arterials throughout the Dallas, Garland, and Mesquite, IH-30, US 75 and SH 190.
- b. This project has significant design challenges related to operation of the main lanes during construction as well as access points. The capacity of the controlled access highway is inadequate. The traffic volumes are projected to increase significantly in the design year being used of 2025 and the NCTCOG's 2035 demographics (and the 2040 demographics being proposed).
- c. Since there are no continuous frontage roads, blocking exits would be detrimental to businesses and the movement of people and goods; thus, an effective construction plan needs to be created in conjunction with City of Garland, regional stakeholders, TxDOT, and the concessionaire and construction company.
- d. There are other transportation options available (i.e., the DART Blue Line) but as the recent NCTCOG corridor study has outlined, these are insufficient for the corridor. Just as with the LBJ Express project, there will be a notable regional impact during the construction of this project.
- e. The City of Garland, working in conjunction with regional stakeholders, need to, within the next six months, begin a process to identify, evaluate, and plan for improvements to major arterials based on traffic modeling from this forthcoming project.

C. CRITICAL PROJECT DEVELOPMENT ISSUES

- a. Environmental
 - i. Inclusion in the following documents:
 - 1. MTP – *Mobility 2035*
 - a. Requires RTC action
 - b. Action is taken every 6 months to a year for an update to the MTP
 - 2. UTP – State of Texas
 - a. Requires TTC action
 - b. Action is taken after the RTC makes their determinations
 - 3. Federal Documents – FHWA Concurrence
 - a. Requires Federal approval (administrative)
- b. Finding of No Significant Impact
 - i. Change from HOV facility to Managed lanes facility
 - 1. Re-evaluation FONSI status
 - 2. Estimated time of completion
 - 3. Public Hearings for re-evaluation FONSI
 - a. NOTE: if design schematic is substantially changed (including exit placements, number of lanes, and other major facility issues), the project may have to undergo a full re-evaluation
 - b. If the changes are not substantial, other than the HOV facility to managed lanes facility, the environmental review

process will only be to “section 6” or the “environmental justice” section

c. Texas Legislature

- i. For TxDOT to have the authority to enter into a Comprehensive Development Agreement (CDA), the Legislature must grant it the ability
- ii. During the 82nd and 83rd Legislative Session, the projects seeking authorization for CDAs were included in an omnibus bill (SB 1420 and SB 1730).
 1. TxDOT was the source of the lists but alternative options were presented by various Legislators
 2. Legislators also filed bills (considered to be a “suspenders and boot straps” measure) with their single projects within them
 3. TxDOT gathered the information from the MPOs around the State and interested parties to make sure the respective projects were on the list supplied to the author of the measure
- iii. NOTE: In the 83rd Legislature, there was the beginning of opposition towards the CDA measures and depending upon the 2014 elections, that opposition will grow or be diminished

d. NTTA

- i. Waiving Primacy on the Facility
 1. Estimated Time of Completion
 - a. This waiver takes voting action by the NTTA Board of Directors
 - b. There is a standard process by which this waiver is secured
 - c. NTTA has a policy to *waive* managed lane projects but *keep* pure toll projects
 2. Estimated Date of TxDOT Concurrence
 - a. Note: NTTA will have, on the document, a date of expiration for the waiver unless action is taken by the TTC to accept the waiver – this needs to be watched carefully to make sure it is on the TTC agenda for the following month (60 days is standard).
 - b. The TxDOT meeting over the agenda is the Friday before the week before the TTC meeting
 - c. Point of Contact – Phil Wilson; Ed Pensock; Bill Hale
 3. Negotiations over Toll Collection Fees – “Toll Services Agreement” (TSA)
 - a. Under State law, NTTA is required to provide tolling services (e.g., customer service, toll collection, enforcement) for reasonable compensation for projects in its service area regardless of which entity is implementing the project.
 - b. NTTA is known for being difficult to negotiate with the TSA; while this is primarily an issue for TxDOT, the development of the TSA should be watched very carefully

e. TxDOT

i. Statement of Current Situation:

1. In the early 2000's, a FONSI was issued for the Ih-635E project from US 75 to IH-30. Since that time, the project was broken into parts (the now LBJ Express project) and the LBJ East project.
2. TxDOT is currently planning to seek legislative Authority to enter into a CDA in the 84th Session.
3. The current planned facility is a reconstruction of the existing HOV facilities to a managed lane facility that is 2+2 concurrent from US 75 to Skillman and a 2 lane reversible from Skillman to IH-30
4. In 2005, there was a preliminary Traffic and revenue study created for the LBJ project, from IH-35E to IH-30

a. 2003 T&R Level I (or Preliminary) Study

i. TxDOT, from the study, proposed alternative 2 or 6 (From US 75 to IH-30)

- Alternative 2: Through US 75 intersection: 2 concurrent MLs; East Interim HOV Part I – single concurrent Managed Lanes flows from Greenville Ave to Miller Rd; East interim part II: single reversible ML between Miller Rd and IH 30
- Alternative 6: Through US 75 two concurrent MLs from Preston Rd to Miller Rd; ultimate project configuration along the length of the corridor (4 GP lanes); 2 concurrent lanes in each direction between Miller and IH 30; meaning, 2+2 concurrent the from Preston to IH 30
- Scenario 2 is “interim” project selection; Scenario 6 is “ultimate” project configuration

ii. Three operating scenarios possible:

- Scenario 1: All Pay – every vehicle but transit vehicles are required to pay
- Scenario 2: HOV-2+Pay – vehicles with 2 or more occupants plus transit vehicles allowed to travel for free
- Scenario 3: HOV + Free – three or more occupants plus transit vehicles allowed to travel for free; 1 or 2 occupants would pay toll

iii. Alternative 2 VPD Traffic Counts are as follows:

- 2012 –
 - US 75 to Plano: 29,400

- Plano to Jupiter: 11,700
 - Total: 41,100
 - 2025 –
 - US 75 to Plano: 34,300
 - Plano to Jupiter: 12,700
 - Total: 46,900
- iv. Alternative 6 VPD Traffic Counts are as follows:
 - 2015 –
 - US 75 to Plano: 34,300
 - Plano to Jupiter: 24,200
 - Total: 58,500
 - 2025 –
 - US 75 to Plano: 42,300
 - Plano to Jupiter: 31,300
 - Total: 73,600
- ii. Inclusion in the Unified Transportation Plan (UTP) by TTC
- iii. The 2014 UTP contains two projects along IH-635, either of which are in Garland:
 - IH-635, at Luna RD in Farmers Branch, construct a U-Turn lane on west side and add turn lanes under IH-635; project has a Tier 1 ranking and the total project cost is \$2,691,279
 - IH-635, at Beltline RD in Coppell, widening west bound frontage road; project has a Tier 1 ranking and the total project cost is \$1,879,272

f. SB 1420 Committee

i. Background:

1. When SB 1420 was passed in 2011, the legislation created a committee made up of stakeholders to make determinations about the project
2. SB 1420 Committee may meet one time or numerous times depending upon the issues at hand and any challenges or opportunities that arise through this project

ii. Determinations

1. Process is primarily pro forma
2. Determinations to be made are as follows:
 - a. Development Type
 - i. Design Build Project
 - ii. Concession Project
 - iii. Pass-Through Financing
 - b. Managed Lanes Toll Structure
 - i. This is a determination necessary for the committee but is pro forma in that the managed lanes toll structure follows what is determined by the RTC and follows the policy of the RTC

- ii. NOTE: SH 183, NTE, and IH 35E SB 1420 Committees all had the RTC presentation on managed lane toll structure attached to the final report
- c. Scope of Project
 - i. If there is not enough interest from the private sector, it is possible for the committee to expand the scope of the project
- g. Acceptance of NTTA waiving primacy
 - i. Determining IH-635E facility as a toll road instead of a freeway
 - 1. Freeway:
 - a. ROW – 90 TxDOT/10 Municipality
 - b. Utility Relocation – 100% Municipality
 - 2. Toll Road
 - a. ROW – 100% TxDOT
 - b. Utility Relocation – 50/50 split
 - 3. This action is a TTC item and must have a majority vote with rationale (CDA project)
 - ii. Traffic and Revenue Study
 - 1. There are two levels of T&R Studies:
 - a. Level 1 – cursory look at traffic and revenue from demographic information
 - b. Level 2 – a comprehensive study of the traffic and revenue generating possibilities along a segment or corridor
 - iii. Federal Funding Program
 - 1. TIFIA Loan – TxDOT (or other agency – NTTA is the other for the region) must be the submitter for a TIFIA Loan
 - a. Process
 - i. Letter of Intent – TxDOT submits letter of intent to the FHWA office in Washington, D.C.
 - ii. FHWA comes back with additional inquiries concerning the LOI
 - iii. After any issues are resolved, FHWA will ask TxDOT to submit a loan application *and* payment of a \$100,000
 - iv. TIFIA Loan, if granted, will be issued to TxDOT who will then have the burdened to repay it over the next thirty years

D. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

- a. Other Regional CDA Projects: TxDOT only has the capacity to handle a certain number of CDA projects per biennium (for the past three sessions, seven projects have been approved each session). It is important to note that several of the CDA projects from previous sessions have not yet started construction and are still in the development phase. With the addition of the Southern Gateway Project and

Loop 9 in SB 1730 (83rd), much of TxDOT's capacity, both existing and future, will be poured into those projects (Loop 9 has a \$5.1 billion ultimate configuration price tag). If TxDOT is unable to fulfill its necessary obligations to its existing CDA projects (including but not limited to the North Tarrant Express project sections, Loop 9, IH-35E, Southern Gateway, and the expanded SH 183 CDA project), then additional CDA authorizations might be difficult to get through the Legislature.

E. LEAD AGENCY/TRANSPORTATION PROVIDER

a. Plan

- i. All work included under TxDOT Plan authority will be completed by early 2015, at least for the current scope of the project (managed lanes only). TxDOT should be encouraged to initiate the preparation of right of way maps for this project after environmental and design clearances for the project are secured.
- ii. As the City of Garland develops its catalyst areas along IH-635 and any redevelopment plans, careful attention needs to be given to the future right of way for the IH-635 project.
- iii. The implementation of several re-engineering opportunities throughout the corridor, especially to the City of Garland section of the project (i.e., SH 78, Shiloh Rd, and Northwest Highway) in order to enhance access.
- iv. Before final approval of the schematic design by the City of Garland, a thorough review of the construction sequence of work should be accomplished by the project design team to insure the project can be constructed without significant impact on the traveling public and businesses located along the IH-635 East corridor.
- v. The Lead Agency should furnish the City of Garland with a draft of their proposal to utilize managed lanes as the operational tool for the flow of traffic on the lanes so designated in the design.
- vi. CDA authorization by the Legislature is necessary before proceeding to the development step.

b. Develop

- i. The Lead Agency, TxDOT, even though environmental documentation and design approval is secured, will be unable to proceed with the Develop phase of Project Development authority pertaining to right of way acquisition, utility adjustments and construction plan preparation under current Public Policy until the Texas Transportation Commission (TTC) authorizes this Develop authority in the Unified Transportation Program (UTP) by inclusion with the UTP. The possibility exists that TxDOT might proceed with as a minimum the preparation of the right of way, and this action should be encouraged.
- ii. The development of an aesthetic treatment-landscape plan to be used in the construction plan preparation should be developed early in the develop phase.

- iii. Environmental Documentation mitigations should be reviewed and developed as a part of the develop phase of the project.
- iv. In the event develop authority is not established for the project, right of way acquisition of parcels required by the schematic, even though not authorized, should be considered for hardship or protective buying determination, and every attempt should be made to prevent the construction of buildings in the proposed right of way.
- v. Utility construction and reconstruction should also be monitored closely to insure these activities are compatible with the schematic design approved for the project.
- c. Construct
 - i. TxDOT when the development of construction plans is authorized should furnish the City of Garland with issues about construction of the project for their consideration related to management of traffic though construction, contractor working hours, management of storm water affected by construction and other issues, including signage, which would affect quality of life in the City of Garland.
 - ii. As design proceeds on this project segment, TxDOT as lead agency should be requested to discuss construction related events pertaining to traffic control which would affect emergency services and environmental quality related to construction activities with the City of Garland, the private sector and utility companies to insure problems do not arise during construction.

F. CITY OF GARLAND ISSUES

- a. Plan
 - i. In order to avoid reevaluation of the project, the City of Garland will need to urge TxDOT to place a priority on the need for securing right-of-way acquisition authority as a minimum, and possibly Construction Plan authority to avoid delay.
 - ii. The City of Garland should establish a master plan of their own for the aesthetic treatment of the architecture for the project during or soon after the Plan phase of the project.
 - iii. The City of Garland should be considering the redevelopment issues associated with the parcel remainders that will occur when the right of way is acquired for the project during the Plan phase of project development. Also, access from the frontage roads to these parcels should be considered based on TxDOT's new revised Access management guidelines.
- b. Develop
 - i. The City of Garland will need to be aggressive with requests to TxDOT to insure accomplishment by TxDOT of issues listed as their responsibility in this discussion.
 - ii. The City of Garland should begin discussions with the County of Dallas about right of way ten percent (10%) participation with TxDOT.

- iii. The City of Garland will need to insure funds are available for the adjustment of their own utilities not subject to reimbursement by TxDOT.
- c. Construct
 - i. The City of Garland will need to be proactive with the Texas Department of Transportation to insure provisions discussed under Lead Agency issues.

H. EVALUATION OF FINANCIAL OPTIONS AND MODELS FOR IH-635 EAST

- a. Overview of Transportation Funding
 - i. Design Bid Build
 - ii. Design Build
 - iii. Design Build Finance Operate Maintain (SH 183 Managed Lanes)
 - iv. Revenue-Based Concession
- b. Financial Realities
 - i. Federal Funding
 - ii. State Funding
 - iii. Regional Funding
- c. Possible Models for IH-635 (from US 75 to IH-30)

I. IH-635E COALITION

- a. The City of Garland, in order to continue its leadership role, needs to work together with stakeholders and regional partners to forward the development of the IH-635 project. Through coalition building, the IH-635 project will be able to be forwarded in the most efficient and expedient manner.
- b. Through multiple briefings, regular meetings, and consistent messaging, the IH-635 project will develop and be able to have CDA authorization secured, the environmental re-evaluation completed, and the project under construction as quickly as possible.

X. SH 78 (Within the City of Garland)

Project: SH 78 (Within the City of Garland)

Estimated Cost: N/A

Status: Pre-Development. No monies have been allocated from the NCTCOG or TxDOT for the development of SH 78 within the City of Garland.

Lead Agency: TxDOT (Dallas District)/City of Garland

Overview: The State Highway 78 project consists of a complicated choreography of transportation improvements, land use development, and potential realignments with special emphasis on intersections and impacts on the facility from without.

There has been no study commenced or completed on SH 78 through the City of Garland. The City of Dallas has completed a study (2010) on their portion of SH 78 (Garland Rd) but the City of Garland has not.

A. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECT ISSUES

a. PUBLIC POLICY ISSUES

- i. TxDOT has no project for SH 78 through Garland slated for planning or development, let alone construction, other than selected traffic signals and intersection improvements between IH-635 and Forest Lane (slated for FY 2016).
- ii. There are numerous opportunities for the City of Garland with SH 78 since 1) TxDOT or the MPO does not have a current project slated and 2) the TxDOT on-system roadway program (aka, the Turn Back Road program) has developed
 1. The City of Garland has the opportunity to develop the SH 78 project to its specifications, especially since the project involves complicated re-zoning and construction options
 2. The TxDOT Turn Back program would allow the City of Garland to take over responsibility for the facility; thus, escaping the need for any improvements (including curb cuts, signage, and speed limits) to have TTC approval
- iii. Depending upon the direction in which the City of Garland wishes to go, the Lead Agency for SH 78 improvements might not be TxDOT but the City of Garland
- iv. The City of Garland has several substantial challenges with the SH 78 project through the City, including:
 1. Coordination with regional stakeholders
 2. The KCS railroad that traverses the same corridor
 3. The IH-635/SH 78 Intersection

4. Zoning and redevelopment
 5. The East-West jog south of Downtown Garland
 6. The SH 190/SH 78 Intersection
 7. Blacklands Corridor Study
 8. KCS Intermodal Development in Wylie
- v. Transportation Alternatives Program (TAP)
1. The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. (23 U.S.C. 213(a))
 2. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 3. **Distribution among urbanized areas with populations over 200,000:** States are required to obligate funds in urbanized areas with populations over 200,000 (which are referred to in this discussion as "large urbanized areas") based on their relative share of population, unless the Secretary approves a joint request from the State and relevant Metropolitan Planning Organization(s) (MPO) to use other factors in determining obligation (see 23 U.S.C. 213(c)(3)). Eligible entities within any large urbanized area also may apply to the State for "any area" funds. For large urbanized areas that cross State lines, each large urbanized area will receive an amount of suballocated funds. Eligible entities within these areas also may apply to their respective States for "any area" funds.
 4. **Selection of Projects:** Consistent with other Federal-aid highway programs, TAP funds are administered by the State Department of Transportation (State DOT). TAP funds must be used for eligible projects that are submitted by eligible entities (listed below in **Section D**) and chosen through a competitive process (23 U.S.C. 213(c)(4)(A)). TAP does not establish minimum standards or procedures for competitive processes.
 5. **The City of Garland, as a local government, is eligible to receive TAP funds (via 23 U.S.C. 213 (c)(4)(B))**

6. Under 23 U.S.C. 213(b), eligible activities under the TAP program consist of:
 - (a) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):
 - a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
 - b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
 - d. Community improvement activities, which include but are not limited to:
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of
 - e. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - f. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
7. Currently, the NCTCOG is holding public hearings to define the call for projects for the TAP program - \$28 million is currently available to the North Texas Region

b. CITY OF GARLAND MOBILITY

- i. SH 78, through the City of Garland, presents significant design and mobility challenges related to the operation and maintenance of the facility. Acute and obtuse intersections with various arterials throughout the corridor (Shiloh Rd, Miller Rd, SH 66, etc)
- ii. While the facility is six lane divided throughout the corridor (except for Avenue B and D, where it is one-directional, four lane), the challenges associated with the corridor land use and the Avenue B and Avenue D sections, where the facility is diverted from its natural angle, causing problems with flow and development of the area

- iii. One possible solution to the problem that is impeding the flow of traffic within Garland and through it is to straighten out the SH 78 facility through downtown
 - 1. A possible alignment has been identified even though there are challenges to the alignment
 - 2. Through a consultant led process, a community-preferred alternative could be ascertained and forwarded to the planning stage
- iv. Since the corridor is uniquely multi-modal (with highway and rail facilities), the need for additional pedestrian and bicycling facilities are needed for the corridor to increase movement throughout Garland
- v. Since there are no projects that would greatly affect the corridor on the books at TxDOT or the NCTCOG, the City of Garland must lead the effort going forward

c. CITY OF GARLAND PLANNED DEVELOPMENT ACTIVITY

- i. In the *Envision Garland* document, the South Garland Avenue Catalyst Area is seen as one of the key redevelopment corridors for the City.
- ii. The document outlines the following Strategy Action Items are to be considered:
 - 1. Consider land use/architectural design regulations to preserve flexibility while promoting the vision in the Envision Garland Comprehensive Plan and any subsequent planning efforts
 - 2. Encourage street-fronting, pedestrian-friendly design in this Area through design and/or development standards
 - 3. Explore worker- and resident-friendly, small-scale “placemaking” opportunities throughout the Area (e.g., pocket parks, plazas, public art)
 - 4. Review and revise as necessary land use regulations based on more detailed planning efforts
 - 5. Commit to the principles that reposition vacant and obsolete retail properties and provide high-quality residential density
 - 6. Commit to participating in the cost of infrastructure -- work with property owners to evaluate the potential for improvement districts (e.g., TIF, BID) to fund needed infrastructure

B. CRITICAL PROJECT DEVELOPMENT ISSUES

- a. Lead Agency / Transportation Provider Issues
 - i. Plan
 - 1. The City of Garland is likely to need to take the lead agency role for this project
 - 2. The City Council, City Management and consultants need to continue with a strategy for the corridor so that pre-planning development can occur
 - 3. Potential funding sources need to be identified as well as economic development opportunities

ii. Obstacles

1. For the potential opportunity to redevelop the SH 78 corridor, the areas that need special attention are as follows:
 - a. IH-635/SH 78 Intersection – The three level intersection with difficult means on ingress and egress onto IH-635 need to be addressed and will be on the IH-635 CDA project; special emphasis needs to be given to potential developable property and flow of traffic throughout the SH 78 corridor
 - b. Avenues B and D – In order to straighten out the SH 78 facility (if this is seen as a viable option), there are parks and cemeteries within the vicinity of the corridor as well as the KCS railroad facility. Special care will be needed to address these issues going forward
 - c. SH 78/SH 190 Intersection – New possible improvements to this intersection that would allow for the greater movement of traffic and new opportunities for development around the intersection. The intersection is notably one-sided and needs better balance and flow.

C. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

- a. Funding – The City of Garland has the opportunity for several potential funding categories and programs if – and only if – the project is readied (i.e., shovel ready). Also, the TxDOT Turnback program is another possible funding option for the City. Federal programs might also be available, but the need for being shovel ready is essential.
- b. Environmental Issues – if the facility is to be straightened out through downtown, then there will have to be a 3(f) review on the plans which has the potential for delays and community anxiety. The best remedy for this situation is to mitigate it through excellent public outreach to citizens and business owners to create a community preferred alternative
- c. KCS Intermodal – The Wylie KCS's efforts to mitigation congestion, lighting, and noise issues from the 5,800 slot rail intermodal facility has raised great concern, especially as it relates to the facilities effect on traffic on SH 78 and FM 205.
- d. Blacklands Tollroad Study – a private toll road company is working to implement a toll road between the City of Greenville, Texas and Wylie (phase 1) and Wylie and SH 190 (phase 2). The NCTCOG has initiated a \$5 million three-year study of the transportation needs from Greenville to Garland along the NETEX right of way and SH 78.
- e. Other Federal, State or Regulatory Agencies

D. SH 78 COALITION

- a. The City of Garland, in order to continue its leadership role, needs to work together with stakeholders and regional partners to forward the development of

the SH 78 project. Through coalition building, the SH 78 project will be able to be forwarded in the most efficient and expedient manner.

- b. Through multiple briefings, regular meetings, and consistent messaging, the SH 78 project will develop with a consistent theme and effort.
- c. Stakeholders are the Cities of Dallas, Garland, Sachse, and Wylie, Dallas County and Collin County.

XI. IH-30 East Corridor Project

Project:	IH-30 East Corridor Project
Estimated Cost:	2011 Estimate: \$1.8 billion/ Right of Way: \$400 million
Status:	Pre-Development. No monies have been allocated from the NCTCOG or TxDOT for the development of the IH-30 Eastern Gateway Project
Lead Agency:	TxDOT (Dallas District)
Overview:	The East Corridor project scope contains both IH-30 and US 80 freeways from IH-45 to Dalrock Rd (IH-30 terminus) and FM 460 (US 80).

As commuter and trade traffic has increased dramatically on IH-30 since it was constructed in the 1960s, there have been attempted mitigations to the traffic situation. TxDOT and DART installed temporary HOV lanes within the corridor (to handle the increased AM and PM traffic), but they are not enough to handle the growing traffic.

The IH-30 facility is 17 miles long with reconstruction of existing general purpose lanes:

- IH-45 to US 80: 10 GPL; 2+2 ML
- US 80 to IH-635: 6 GPL; 1+1 ML
- IH-635 to Dalrock Rd: 8 GPL; 1 ML Reversible
- The US 80 portion would have six GPL with 1+1 ML to Beltline Rd

The plan does not include expanding capacity of the existing facility on IH-30 and only includes expanded capacity through managed lanes.

From discussions with TxDOT, the IH-30 East Corridor Project has no expected construction date and does not have environmental clearance.

A. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECT ISSUES

- a. Public Policy Issues
 - i. TxDOT has no project for IH-30 slated for planning and development currently. The East Corridor project is one possible option but has not been developed in over six years.
 - ii. The City of Garland needs to take a leadership role for the East Corridor Project. Since the development of this project has been retarded for well over half a decade, there is great opportunity for the City to drive the agenda for this project:

1. Scope of Project – The City of Garland might decide to increase the scope of the project to include a greater segment of the interstate (perhaps in exchange for the US 80 section)
 2. Improvements - Currently, no general purpose lane capacity is expected in the project; the City of Garland, with this stage, could begin working with TxDOT and stakeholders to increase capacity and make important design considerations now, shaping the entire project around its needs, including, also, the managed lane components of the facility (especially in conjunction with the IH-635 managed lane facility)⁶
 3. Phasing – If the City of Garland takes a leadership role in the planning and development process for this facility, then the City might also have greater control over the phasing of the project’s development (i.e., the City of Garland’s improvements would be within the primary phase of the project while other improvements [such as US 80] could be a secondary or tertiary phase)
 4. Funding – the City of Garland also has the notable opportunity to assist TxDOT in various funding scenarios for the project including, but not limited to, securing a CDA authorization from the Legislature during the 85th Session
- iii. The lead agency for this project will be TxDOT but the City of Dallas, Rowlett, and Rockwall will all be major drivers as well. The City of Garland has a palatable opportunity to make great strides on this project by exhibiting leadership and bringing it to the discussion
1. Especially with several other projects currently under construction or in development at TxDOT including the Horseshoe project and the Southern Gateway project.
- iv. The City of Garland has several substantial challenges with the IH-30 project through the City, including:
1. Coordination with regional stakeholders
 2. The sheer size and cost of this project (with the post-2015 funding crunch, especially if the November 2014 transportation ballot initiative *does not* pass, then TxDOT will only have the funds for maintenance)
 3. The IH-635 Intersection
 4. The SH190 Intersection (since it is fully built out, the intersection could be restrictive to additional capacity)
 5. Zoning and redevelopment
 6. The Panama Canal Expansion’s effect on US goods movement

⁶ Aesthetic improvements are also an option, including bridge enhancements (such as a featured bridge design over the Lake)

b. City of Garland Mobility

- i. IH-30 presents significant design and mobility challenges related to the operation and maintenance of the facility due to the high traffic volume and lack of alternative routes
- ii. The SH 66 bridge over Lake Ray Hubbard needs to be addressed (i.e., additional capacity) perhaps before construction on IH-30 begins
- iii. One of the primary issues facing the City of Garland for the IH-30 corridor is the 1950's design "jug handle" interchanges for arterials
 1. After the scope of the IH-30 project is decided and the project begins to move, the City of Garland has the opportunity to evaluate appropriate solutions to these challenging intersections
- iv. Signage along IH-30 is also a major issue affecting mobility for not only Garland residents but travelers destined for the City of Garland's property along IH-30

c. City of Garland Planned Development Activity

- i. In the *Envision Garland* document, the IH-30 Catalyst Area is seen as one of the key redevelopment corridors for the City (since all of IH-30 within the City of Garland is contained in this catalyze area)
- ii. The document outlines the following Strategy Action Items are to be considered:
 1. Consider land use/architectural design regulations to preserve flexibility while promoting the vision in the *Envision Garland Comprehensive Plan* and any subsequent planning efforts.
 2. Ensure live-work multimodal connections throughout the Corridor, particularly between identified *Targeted Investment Areas* and neighboring residential districts.
 3. Maintain private sector developer/investor contacts as public improvement decisions are made, soliciting cooperation and finding leverage opportunities where possible.
 4. Employ creative regulatory mechanisms such as amortized zoning on uses not in compliance with existing codes, or a demolition by neglect statute for dilapidated structures.
 5. Acquire and position strategic properties for private investment (land swap, land write-down, density bonuses).
 6. Evaluate the potential for expanding, and perhaps extending the time period for, the existing TIF district within the Corridor.

B. CRITICAL PROJECT DEVELOPMENT ISSUES BY PROJECT AND PROJECT SEGMENT

a. Lead Agency / Transportation Provider Issues

i. Plan

1. The City of Garland, in conjunction with regional stakeholders, needs to create and sustain a keen focus on the IH-30 project going forward so that planning authority can be granted and preliminary engineering can begin to occur

2. The City Council, City Management and consultants need to continue with a strategy for the corridor so that pre-planning development can occur
 3. Potential funding sources need to be identified as well as economic development opportunities for the Corridor as the transportation planning develops
 4. NOTE: A project for this corridor is not extent in *any* plan at *any* level
 - a. There is no funding source available so it is not included in any plan at the regional or state level
- ii. Obstacles
5. Significant obstacles exist for this project due to the lack of attention, development, and planning
 6. This project must be created “from the ground up” with the City of Garland in the lead position
 7. While the overall project begins to develop, the City of Garland has the opportunity to begin addressing the following items:
 - a. Land use and zoning along the corridor as well as a master plan
 - b. Once the right of way is determined, potential sound wall instillation and improvements to frontage roads can occur
 - c. Challenges with arterials and bridges can be addressed
 - d. Enhanced signage for the corridor, allowing better movement for travelers

C. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

- a. Funding – The IH-30 project has a potential construction commencement date of 2019-2020; however, there are three key issues that need to fall into place:
 - i. CDA Authority – the Texas Legislature must continue to authorize TxDOT to enter into CDA contracts for these major projects. Depending upon the political climate’s development for the rest of the decade, the willingness of the legislature to grant that authority is not to be understood as a given
 - ii. Funding – For both the Texas Legislature and the US Congress, overall transportation project funding is due for a major shift sometime during the next five to ten years. The current model based on the gas tax is not sustainable; depending upon how both the Federal and State legislative bodies handle these issues will impact the development of this project
 - iii. Environmental – TxDOT will have to initiate a full-scale environmental review for this project, involving multiple public hearings, stakeholders meetings, consultants, and tens of millions of pre-development dollars having to be allocated by the MPO
 1. With the advent of the Blacklands Corridor Feasibility Study (which contains IH-30 from Garland to Greenville), some study funds *might* be available for this project
- b. Other Federal, State or Regulatory Agencies

D. IH-30 Coalition

- a. The City of Garland, in order to continue its leadership role, needs to work together with stakeholders and regional partners to forward the development of the IH-30 project. Through coalition building, the IH-30 project will be able to be forwarded in the most efficient and expedient manner
- b. Through multiple briefings, regular meetings, and consistent messaging, the IH-30 project will develop and be able to have CDA authorization secured, the environmental re-evaluation completed, and the project under construction
- c. Stakeholders include the Cities of Dallas, Mesquite, Garland, Rowlett, Rockwall, Royse City and Greenville, Dallas, Rockwall and Hunt Counties, and the TEX-21 IH-30 Corridor Task Force

APPENDIX

Projects in the 2014 TxDOT Unified Transportation Plan of projects essential to the City of Garland. Note: Only a single project is within the City of Garland.

TxDOT Unified Transportation Plan (2014)						
Highway	Limits	Description	Est. Cost	Prog. Funding	Tier Ranking	Letting
IH-30	Cockrell Hill/Westmoreland Rd	Con. 2-lane Westbound Frontage Rd	7,512,681	5,400,000	Tier 1	FY 2014
IH-30	Cockrell Hill/Westmoreland Rd	Con. 2-lane Eastbound Frontage Rd (P.2)	5,932,192	6,400,000	Tier 1	FY 2014
IH-635	At Luna Rd in Farmers Branch	Construct U-Turn on West side and add turn lanes under IH-635	2,691,279	2,000,000	Tier 1	FY 2014
IH-635	Beltline Rd to .55 miles West of Beltline Rd	Widening WB Frontage Rd	1,879,272	1,717,079	Tier 1	FY 2014
SH 78	Garland Rd S. of Tranquilla to SP 244	9 Intersection Improvements	6,287,735	775,000	Tier 1	FY 2015
IH-635	S. of Gross Rd to US 80 EB Frontage Rd	Construct NB Frontage Rd; intersection and ramp improvements at Gross	4,584,586	3,500,000	Tier 1	FY 2015
SH 78	IH-635 to Forest Lane	Traffic signals and Intersection Improvement	4,196,711	2,755,000	Tier 1	FY 2016
SH 66	.1 mile W of FM 1141 to Collin Co Line	Provide Additional Paved Surface width	12,575,129	3,520,003	Tier 1	FY 2015
IH-30	At FM 3549	Reconstruct Interchange at FM 3549 including Frontage Rds	29,797,177	11,416,000	Tier 1	FY 2015

POTENTIAL IH-635 East Project Schedule

IH-635 East			
	Agency	Timeline	Notes
Toll Road Determination	TTC	Summer 2014	Usually occurs when TTC accepts NTTA's waiver of primacy
Redesign of Schematics	TxDOT/Halff and Assoc.	January 2015	At minimal scope; could lengthen with greater scope
Re-evaluation FONSI	FHWA	January 2015	Dependent upon scope and changes to approved Schematic
Public Hearing(s)	TxDOT/Halff and Assoc.	Completed before Re-evaluation FONSI	Public Involvement campaign necessary beforehand
Inclusion in MTP	RTC	No later than September 2015	Must identify funding source; funding source can be CDA authorization
Inclusion in UTP	TTC	No later than September 2015	Must identify funding source; funding source can be CDA authorization
CDA Authorization	Texas Legislature	No later than September 2015	Likely earlier
Waiving Primacy	NTTA	Fourth Quarter 2015	Administrative process with TxDOT negotiations
SB 1420 Committee	TxDOT	Late 2015	Will make essential terminations
Acceptance of Primacy	TTC	Fourth Quarter 2015/First Quarter 2016	
Procurement	TxDOT	2016	Process will be determined by SB 1420 Committee
Toll Services Agreement	NTTA/TxDOT	2016	After procurement finished, before Construction
Construction	TxDOT/Concessionaire	2017	Utility Relocation and ROW acquisition needs to be completed before this

POTENTIAL IH-30 East Corridor Project Schedule.

IH-30 East Corridor ⁷			
	Agency	Timeline	Notes
Redesign of Schematics	TxDOT	N/A	Must be funded through MTP
Environmental Clearance	FHWA	N/A	No FONSI
Public Hearings	TxDOT	Completed during EA	Public Involvement campaign necessary beforehand
CDA Authorization	Texas Legislature	2017	
Inclusion in MTP	RTC	After funding source is found – potentially 2017	Funding source can be CDA authorization
Inclusion in UTP	TTC	After included in MTP – potentially 2017	Must identify funding source; funding source can be CDA authorization
Toll Road Determination	TTC	ASAP; likely not till after CDA authorization granted – potentially 2018	Usually occurs when TTC accepts NTTA's waiver of primacy
Waiving Primacy	NTTA	2018	Administrative process with TxDOT negotiations
SB 1420 Committee	TxDOT	Late 2017	Will make essential terminations
Acceptance of Primacy	TTC	2018	
Procurement	TxDOT	2018	Process will be determined by SB 1420 Committee
Toll Services Agreement	NTTA/TxDOT	2018	After procurement finished, before Construction
Construction	TxDOT/ Concessionaire	2019	Utility Relocation and ROW acquisition needs to be completed before

⁷ Note: ROW and Utility relocation are not included but assumed to happen before the second NTP from TxDOT; ROW acquisition discussion will be forthcoming in the final draft

LBJ East Schematic

A. LBJ East - IH-635 (US 75 to IH-30)

- a. City of Garland Desired Configuration
 - i. Continuous 2+2 Concurrent Managed Lanes
 - ii. Continuous frontage roads from US 75 to IH-30
 - iii. Reconstructed general purpose lanes (8 to 10 lanes)
 - iv. Enhanced access along corridor
- b. Below is a detailed analysis of the existing and proposed facilities along IH-635 East.

c. Cross Sections and Intersections

i. US 75

1. Overpass/Underpass Facility – Five level interchange

a. As Built Facility

- i. Number of Lanes – 3/3
- ii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not – Yes
 - 3. Turn Lanes – yes, in box configuration.
Includes U-Turns on north, east & south sides of box.
- iii. Items of Note

b. FONSI Schematic – No changes

- i. Number of Lanes
- ii. Turn Lanes

2. IH-635 Facility

a. As Built Facility

- i. General Purpose Lanes – 3/3
- ii. HOV Facilities
 - 1. Number of Lanes – 2/2
 - 2. Access Points – west of interchange
- iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
- iv. Access Points
 - 1. Points of Access
 - a. Ingress – by direct connections
 - b. Egress – by direct connections

b. FONSI Schematic – No changes

- i. General Purpose Lanes
- ii. Managed Lanes Facilities
 - 1. Number of Lanes
 - 2. Access Points
- iii. Frontage Roads
 - 1. Number of Lanes

- 2. Continuous or Not
- iv. Access Points
 - 1. Points of Access
 - a. Ingress
 - b. Egress
- ii. Greenville Avenue
 - 1. **Underpass** Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, U-Turn on west side, Right turns on EB frontage road and SB Greenville Ave
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3 west side, 2/2 east side
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2
 - 2. Access Points – at US 75 and TI “T- ramp bridge” west of Greenville Ave
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond

- iii. Abrams Rd
 - 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes – 1 median left turn in each direction, Right turns on EB frontage road and SB & NB Abrams Rd
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction plus left turns allowed from inside through lanes, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2/2
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance thru Forest Ln, WB entrance thru Greenville Ave
 - b. Egress – EB exit, WB exit thru Forest Ln
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance & EB entrance through Forest Ln
 - b. Egress – WB exit through Forest Ln & EB exit

- iv. Forest Lane
 - 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turns in both directions, Right turn on EB Forest Ln
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction plus left turns allowed from inside through lanes, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 EB & WB on west side only
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance, WB entrance thru Abrams & Greenville Ave
 - b. Egress – EB exit thru Abrams, WB exit
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/2
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2
 - 2. Access Points – none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance through Abrams Rd & EB entrance
 - b. Egress – WB exit & EB exit through Abrams Rd

v. Skillman - Audelia

1. Underpass Facility

a. As Built Facility

- i. Number of Lanes – 3/3
- ii. Turn Lanes – 1 median left turn in both directions plus left turn allowed from NB inside through lane, Right turns on EB & WB frontage roads and SB & NB Skillman/Audelia
- iii. Items of Note

b. FONSI Schematic

- i. Number of Lanes – 3/3
- ii. Turn Lanes – 1 median left turn in both directions plus left turn allowed from NB inside through lane, U-Turns on east & west sides, Right turns on all four corners

2. IH-635 Facility

a. As Built Facility

- i. General Purpose Lanes – 4/4
- ii. HOV Facilities
 - 1. Number of Lanes -1/1
 - 2. Access Points – WB entrance west of Skillman/Audelia
- iii. Frontage Roads
 - 1. Number of Lanes – 2 WB on east side only
 - 2. Continuous or Not - no
- iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond

b. FONSI Schematic

- i. General Purpose Lanes – 5/5
- ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2 plus 1/1 "T-ramp bridge" east of Skillman
 - 2. Access Points – "T-ramp bridge" connects to EB & WB frontage roads and DART park & ride on north side
- iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
- iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance & EB entrance through Miller Rd

- b. Egress – WB exit through Miller Rd & EB exit
 - c. City of Dallas Skillman Rd Project
 - d. Skillman Fly-Over Ramp – 2 lanes in each direction
- vi. DART Rail Line (Blue Line)
 - 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2 tracks
 - ii. Turn Lanes – n/a
 - iii. Items of Note
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 WB only
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access - none
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2 plus 1/1 “T-ramp bridge” west of Dart Rail Line
 - 2. Access Points – “T-ramp bridge” connects to EB & WB frontage roads and DART park & ride on north side
 - iii. Frontage Roads
 - 1. Number of Lanes – 2/2 at-grade plus 2/2 bypass connections under DART rail
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access – n/a
 - a. Ingress
 - b. Egress
- vii. Miller Rd
 - 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – Center lanes facilitate turning movements
 - iii. Items of Note

- b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes - 1 median left turn in both directions plus left turn allowed from NB inside through lane, U-Turns on east & west sides, Right turns on all four corners
- 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 WB lanes on west side only
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – diamond extended
 - b. Egress – diamond extended
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2 plus entrance & exit ramps (Note: HOT lanes to east change to 2 lane reversible)
 - 2. Access Points – WB entrance & EB exit at this location
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress - full diamond
- viii. Plano Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2 NB, 3 SB
 - ii. Turn Lanes- 1 median left turn in each directions
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3

- ii. Turn Lanes - 1 median left turn in each direction, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points – EB exit (east of Plano Rd)
 - iii. Frontage Roads
 - 1. Number of Lanes - none
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – diamond modified
 - b. Egress – diamond modified
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- ix. Kingsley Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – Left turn allowed on WB inside lane
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes
 - ii. Turn Lanes – 1 median left turn in each direction plus left turn allowed from SB inside through lane, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1

- 2. Access Points - EB exit (east of Plano Rd),
WB entrance (west of Kingsley Rd)
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 EB on east side only
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance thru Jupiter Rd
 - b. Egress – EB exit
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 lane WB, 3 lane EB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance, EB entrance
 - b. Egress – WB exit through Jupiter Rd, EB exit
- x. Jupiter Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turns in both directions,
Right turns on EB & WB frontage roads
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 2 left turns on SB / 1 left turn on NB,
U-turns on both sides, Right turns on NE, NW & SE corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 EB on west side only,
2 WB on east side only
 - 2. Continuous or Not - no

- iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance, WB entrance
 - b. Egress – EB exit thru Kingsley Rd, WB exit
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 lanes WB, 3 lanes EB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xi. AT&SF RR
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 1 track
 - ii. Turn Lanes – n/a
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes
 - ii. Turn Lanes
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - none
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access - n/a
 - xii. Garland Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3 SB/2 NB
 - ii. Turn Lanes – 2 median left turns on NB Garland Rd
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3 lanes SB, 5 lanes NB

- ii. Turn Lanes – 2 median lanes each direction, U-turn on west side only, Right turn on SW corner only
 - iii. Items of Note
 - c. Needed/Desired Emendations
- 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - none
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance only
 - b. Egress – EB exit only
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible plus 1 lane “T-ramp” connection
 - 2. Access Points – “T-ramp bridge” to Park & Ride on north side east of Shiloh Rd
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 lanes WB & 3 lanes EB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress - WB entrance, EB entrance through Shiloh Rd
 - b. Egress – WB exit through Shiloh Rd, EB exit
- 3. Items of Note
 - a. IH 635 is third level
 - b. RR is second level
 - c. Garland Rd & frontage roads are first level
- xiii. Shiloh Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes - none
 - iii. Items of Note

- b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, U-turn on east side only, Right turns on NE, NW & SE corners
- 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 WB on east side only
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access - none
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible plus 1 lane “T-ramp bridge”
 - 2. Access Points – “T-ramp bridge” to Park & Ride on north side
 - iii. Frontage Roads
 - 1. Number of Lanes – 3 WB, 3 EB on west side of Shiloh Rd only
 - 2. Continuous or Not – yes on WB only
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance through Garland Rd, EB entrance
 - b. Egress – WB exit, EB exit through Garland Rd
- xiv. Northwest Hwy
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3 (EB inside lane allows left turn)
 - ii. Turn Lanes – 1 median left turn in each directions, Right turns on EB & WB NW Hwy and on NB frontage road
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 4/4

- ii. Turn Lanes – 1 median left turn lane in each direction plus left turns allowed from inside through lanes in each direction, U-Turn on south side only, Right turns on NE, SW & SE corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - 2 NB only
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible, 1 lane “T-ramp” connection
 - 2. Access Points – “T-ramp bridge” to Park & Ride west of Northwest Hwy
 - iii. Frontage Roads
 - 1. Number of Lanes – 3 lane NB, 2 lane SB only on south side of Northwest Hwy
 - 2. Continuous or Not – NB only
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xv. Centerville Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, Right turns on WB & EB Centerville Rd and NB frontage road.
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes - 1 median left turn lane in each direction
 - 2. IH-635 Facility

- a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - 2 NB only
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible, 1 lane SB flyover bridge
 - 2. Access Points – 1 lane flyover exit ramp to SB frontage road south of Centerville Rd
 - iii. Frontage Roads
 - 1. Number of Lanes – 3 NB, 2/3 SB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xvi. La Prada
- 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes – Left turn in median on EB only
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes – 1 median left turn lane in each direction, U-turn on south side only, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads

1. Number of Lanes – 2 NB only north of La Prada
2. Continuous or Not - no
- iv. Access Points
 1. Points of Access
 - a. Ingress – NB ramp only
 - b. Egress – SB ramp only
- b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 1. Number of Lanes – 2 lane reversible north of La Prada, 1 lane reversible south of La Prada
 2. Access Points - 1 lane NB entrance ramp (depressed) north of La Prada, 1 lane wishbone ramps (SB exit & NB entrance) south of La Prada tying directly to IH 30 interchange connections
 - iii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not - yes
 - iv. Access Points
 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xvii. Oates Dr
 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn lane in each direction, U-turn on north side only, Right turns on all four corners
 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 1. Number of Lanes – 1/1
 2. Access Points - none
 - iii. Frontage Roads
 1. Number of Lanes – 2 NB & SB on south side only

- 2. Continuous or Not - **no**
- iv. Access Points
 - 1. Points of Access
 - a. Ingress – **full diamond**
 - b. Egress – **full diamond**
- b. FONSI Schematic
 - i. General Purpose Lanes - **5/5 plus an auxiliary lane in each direction**
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – **1 lane reversible**
 - 2. Access Points – **in median at IH 30 and through IH 30 interchange direct connections**
 - iii. Frontage Roads
 - 1. Number of Lanes – **2/2**
 - 2. Continuous or Not - **yes**
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – **NB entrance, SB entrance through Galloway Ave**
 - b. Egress – **NB exit through Galloway Ave, SB exit**
- xviii. N. Galloway Ave
 - 1. **Underpass** Facility
 - a. As Built Facility
 - i. Number of Lanes - **3/3**
 - ii. Turn Lanes – **1 median left turn in each direction, Right turns on EB & WB Galloway Ave**
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – **3/3**
 - ii. Turn Lanes - **1 median left turn in each direction, Right turns on NE, EB & WB corners**
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – **4/4**
 - ii. HOV Facilities
 - 1. Number of Lanes – **1/1**
 - 2. Access Points – **terminus is south of Galloway Ave**
 - iii. Frontage Roads
 - 1. Number of Lanes – **2/2**
 - 2. Continuous or Not – **NB on north side only, SB is continuous**
 - iv. Access Points

1. Points of Access
 - a. Ingress – NB ramp thru Oates Dr
 - b. Egress – SB ramp thru Oates Dr
 - b. FONSI Schematic
 - i. General Purpose Lanes – 4/4
 - ii. Managed Lanes Facilities
 1. Number of Lanes – 1 lane reversible
 2. Access Points – in median at IH 30 and through IH 30 interchange direct connections
 - iii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not - yes
 - iv. Access Points
 1. Points of Access
 - a. Ingress – NB entrance through Oates Dr, SB entrance
 - b. Egress – NB exit, SB exit through Oates Dr
- xix. IH 30
 1. Overpass/Underpass Facility – Four level interchange
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not - yes
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not – yes (cloverleaf connections with IH 635 frontage roads)
 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 1. Number of Lanes – 1/1
 2. Access Points - entry & exit to HOV lanes north of Oates Drive
 - iii. Frontage Roads - none
 1. Number of Lanes
 2. Continuous or Not
 - iv. Access Points
 1. Points of Access

- a. Ingress – by direct connections
 - b. Egress - by direct connections
- b. FONSI Schematic
 - i. General Purpose Lanes – 4/4 plus auxiliary lanes
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - entry & exit to HOT lanes to the north in median and through interchange direct connections
 - iii. Frontage Roads
 - 1. Number of Lanes – 2/2
 - 2. Continuous or Not – yes (cloverleaf connections with IH 30 frontage roads)
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress - by direct connections
 - b. Egress - by direct connections



City Council Item Summary Sheet

☒ Work Session

☒ Agenda Item

Date: March 3, 2014
March 4, 2014

Amendment to the Consultation Services Retainer Agreement for Dean International, Inc.

Summary of Request/Problem

At the February 3, 2014 Work Session, Council considered an amendment to the Consultation Services Retainer Agreement for Dean International, Inc. At that time, Council agreed to postpone this item to the March 4, 2014 Regular Meeting for formal consideration.

At the February 17, 2014 Work Session, Mayor Douglas Athas requested that this item also be scheduled for Council consideration at the March 3, 2014 Work Session.

Recommendation/Action Requested and Justification

Approve by minute action authorizing the City Manager to execute an amendment to the Consultation Services Retainer Agreement for Dean International, Inc.

Submitted By:

Approved By:

William E. Dollar
City Manager

Dean International, Inc.
Schedule of Services and
Scope Definitions

Service	Explanation	Fee
STEP		
• IH-635 East	Contained in original scope of services. Significant definition of goals and objectives for the project are outlined in the new scope of services as well as a project funding and development modeling	---
• SH 78	Contained in original scope, some additions and definitions included in new scope	---
• IH-30	Contained in original scope, some additions and definitions included in new scope	---
• DART Focus	New element to scope of services that will assist the City in the creation of policy objectives for the City to better manage its \$23 million annual investment	\$120,000 annually
• Garland Industrial Focus	New element to scope of services that will assist the City in identifying and creating policy provisions for the industrial area	\$100,000 annually
Public Policy Survey	Contained in original scope with no changes	--
Legislative and Congressional Strategy	Contained in original scope of services with significant additions including the delineation of Legislative and Congressional days each year in Austin and D.C., respectively	\$60,000 annually in addition for Legislative and Congressional Days
Advocacy Group	New element to scope of services that will bring together and educate stakeholders to forward the City's transportation projects and initiatives	\$100,000 annually
Total:		\$380,000 Annually
Core Contract Reduction		\$260,000 Annually
Cost to Garland		\$120,000 Annually

To the original scope, there have been four major additions:

- DART Focus
- Garland Industrial Focus
- Legislative and Congressional Days
- Advocacy Group

Overview of the Garland Citizens' Advocacy Group

Mission: To forward the City of Garland's transportation initiatives through an educated citizenry to effectively impact the direction by way of the public process

Goals/Objectives: The following goals and objectives are identified for the Garland Advocacy Group:

- Create an educated group of citizens that have project-specific knowledge and can effectively be called upon to advocate for transportation infrastructure related projects
- Effectively communicate the recommendation and policies set forth by the City Council on various transportation projects as indicated in the STEP document
- Add an essential layer to the overall policy strategy that will effectively advocate the cities position to local, regional, state, and federal transportation providers

Strategies/Tactics: The above outlined goals and objectives will be achieve through the following strategies and tactics:

- Creation of a Council and City Manager appointed citizens group that, through project-specific educational opportunities, will be prepared to effectively advocate for the Council's policy positions
- Monthly or bi-monthly meetings, in the evening, depending upon the issue, projects, and stages of project development with presentations, handouts, and briefings from consultants, council, staff, and other transportation related experts
- Dean International, Inc. will administer this group through email and phone communications to organize meetings and keep the group abreast of the latest developments related to the City's projects and policies
- The group will advocate the City's position at county, regional, state, and federal levels, depending upon the issues and projects and necessitated by the Council's policies

The meetings would be in the evening with necessary email and telephone communications in between the meetings.

With the public process to begin soon with the IH-635 East project PS&E contract, this group will be essential for the projects development through a statement of need. Also, the group would be enlisted to enrich the SH 78 discussion and assist with the IH-30 project development.

The group will communicate the City's policy recommendations at public hearings and meetings, to their Legislators and Congressional representatives, County officials, and executive branch agencies at the State and Federal level.

DART Focus

Mission: To grow Garland through increasing the property tax and sales tax receipts in the City through a more efficient and effective transit system

DART Focus		
Strategy	Description	Notes
Strategic Development Meetings/STEP Policy Inclusion	City Council, staff, and consultant will work together to identify and evaluate the needs of the City for its transit system, opportunities to better and expand the system, and strategies and tactics to achieve the outlined goals and objectives identified by the Council and Staff; findings and processes/timelines will be included in the STEP document	Meetings will be held with various councilmembers, staff members, other consultants retained by the city and businesses, and the consultant. Findings will be brought back to the Transportation Committee meetings for discussion until the items are ready for inclusion into the STEP document. This will be an ongoing, dynamic process dependent upon the growing and changing needs of the City
DART Policy Analysis	Research will need to be performed in the annual update to the financial plan, the strategic plan, and the twenty year financial plan as well as federal and state guidelines	This will be an ongoing process evaluating and researching various components of the DART budget and financial plan,
Meetings with DART Staff and Board Members	After the goals and objectives are outlined, strategic meetings will occur with effected members of DART staff and Board of Directors.	These meetings will be ongoing and occur with regularity
Monthly Meetings with DART Board Leadership and Executive Staff	Dean International, Inc. will establish monthly or bi-monthly meetings, depending upon the goals and objectives, with DART Board Leadership and Executive Staff to be attended by Councilmembers and City Staff	An agenda will be drawn up to coincide with the needs of the City and the outlined goals and objectives

Garland Industrial Focus

Mission:	To assist in retaining, expanding and recruiting businesses to the industrial centers of the City of Garland through a proactive collaborative approach to transportation infrastructure development
Goals/Objectives:	<p>To actualize the mission of the Garland Industrial Focus, the following goals and objectives have been identified:</p> <ul style="list-style-type: none">• Articulate to the City of Garland's industrial community the Council's policies and recommendations for the City's transportation infrastructure• To assess, through stakeholder involvement, the needs of the industrial centers including transportation infrastructure for the movement of goods and the commutes of employees; a multimodal approach including highway, transit, and rail will be included• Creation of a policy platform for enhancing the needs of the industrial centers
Strategies/Tactics:	<p>The above outlined goals and objectives will be achieve through the following strategies and tactics:</p> <ul style="list-style-type: none">• Strategic meetings with the various industrial centers throughout the City and those industries outside of the City that are directly affected by the City's infrastructure• Strategic stakeholder meetings with the Garland Chamber of Commerce, Dallas County Industrial Foundation, and the City of Garland to identify, evaluate, and develop recommendations for improvements• Develop informational and educational materials to be distributed to the industrial centers concerning the infrastructure policies• Seek strategic opportunities for partnerships with the City of Garland and various other industrial and import centers as well as an analysis of policies to be implemented by the City to attract additional businesses

Legislative and Congressional Days

In order to accomplish the goals and objectives set out by the Garland City Council on the various projects identified, an expanded Garland Legislative and Congressional Strategy is necessary to encompass the effort.

In order to accomplish the specified goals for the transportation projects, Dean International, Inc. would organize and administer Garland an annual Garland Legislative Day in Austin, Texas and an annual Garland Congressional Day in Washington, D.C.

Legislative Days

On years that the Texas Legislature is in Session, the Dean International, Inc. will organize a Legislative Day in the Capitol where members of the City Council would meet with Senators, Representatives, and staff members and cover transportation and infrastructure issues. Also, a reception would be held, sponsored by the City of Garland. Depending upon the number of councilmembers that attend, the Garland delegation would be placed in groups and sent to the various legislative and committee offices. Dean International, Inc. will organize a pre-Legislative day briefing meeting to discuss talking points and advocacy strategies and properly staff the teams.

On years that the Texas Legislature is not in Session, Dean International, Inc. will organize briefing meetings with the Executive branch of the Texas Government including, but not limited to, the Texas Transportation Commission, TxDOT, the Governor's Office, the Lieutenant Governor's Office, the Speaker's Office, TCEQ, and others. Dean International, Inc. will organize the meetings and staff the team meetings.

Legislative Days will be one long day or a day and a half annually.

Congressional Days

Each year, Dean International, Inc. will organize a Congressional Day in Washington, D.C. for Councilmembers and Staff. Dean International, Inc. will organize meetings on Capitol Hill with members of the Garland Delegation, key Congressional Members and Leaders, and Committee staff members as well as Executive Branch officials at the USDOT and other agencies as directed by Council and Staff.

Dean International, Inc. will properly staff the delegation before the Congressional Day as well as during the meetings with handouts, pertinent information, and suggested talking points.

This will be a minimum of a two day mission to Washington, D.C.

**FIRST WRITTEN AMENDMENT AGREEMENT
TO
CONSULTANT SERVICES RETAINER AGREEMENT BY AND BETWEEN
DEAN INTERNATIONAL, INC.
AND THE
CITY OF GARLAND, TEXAS**

THIS FIRST WRITTEN AMENDMENT AGREEMENT (“Amendment”) between Dean International, Inc. (“Dean”), and the City of Garland, Texas (“City”), is made to amend the Consultant Services Retainer Agreement effective _____, 2013 by and between the Dean and the City (the “Retainer Agreement”).

WHEREAS, the City has engaged Dean to provide certain services to the City under the terms and conditions set forth in the Retainer Agreement; and

WHEREAS, it is the mutual desire of the parties to enter into this Amendment to modify certain provisions of the Retainer Agreement relating to the services to be performed by and compensation to be paid to Dean;

NOW, THEREFORE, in consideration of the foregoing, and the benefits to accrue to the parties from this Amendment, the parties agree that the Retainer Agreement is amended as follows:

Amendment No. 1 to the Retainer Agreement: The City and Dean desire to modify Paragraph 2 (A) of the of the Retainer Agreement by increasing the monthly fee to be paid to Dean from \$20,000 to \$30,000 so that Paragraph 2(A) shall hereafter read as follows (deleting the text designated by a ~~strikeout~~ and including text designated by a double-underline):

“(A) City shall pay Consultant for the services of Consultant a fee of ~~\$20,000.00~~
\$30,000.00 per month.”

Amendment No. 2 to the Retainer Agreement: The City and Dean desire to modify Paragraph 5 of the Retainer Agreement by increasing the term from a period of twelve (12) calendar months, terminating on April 30, 2014, to a period of twenty one (21) calendar months, terminating on September 30, 2015 so that Paragraph 5 shall hereafter read as follows (deleting the text designated by a ~~strikeout~~ and including text designated by a double-underline):

“5. Term; Termination; Renewal. This Agreement shall be effective ~~for a term of twelve calendar months following the Effective Date as set forth above the signatures of the parties~~ until September 30, 2015. The City may terminate this Agreement if Consultant fails or refuses to fulfill or perform any covenant, agreement or obligation of Consultant under this Agreement or if Consultant fails or refuses to devote sufficient time and effort to the work to be performed under this Agreement, and such failure or refusal continues without correction for a period of

sixty (60) or more consecutive days following written notice by the City. Within ten (10) days after receipt of such written notice by Consultant, City and Consultant shall meet to outline a mutually acceptable performance optimization plan that is to be implemented over the sixty day period commenced with the delivery of notice. At the end of that period, if the City remains dissatisfied with the performance of Consultant, the City may send a notice of termination setting forth with material specificity the nature of its dissatisfaction and providing Consultant with a further thirty (30) days in which to cure the reasons for termination specified in the second notice. If Consultant is unable or unwilling to cure the reasons for termination to the satisfaction of the City, then the City may terminate this Agreement by delivery of written notice of termination to the Consultant. In the event the City terminates this Agreement and Consultant is not in default or in breach of this Agreement, City agrees to pay Consultant for all services actually performed and for expenses actually incurred as of the day of termination provided that such services and expenses conform to the terms of this Agreement. Not less than sixty (60) days prior to the anniversary date of this Agreement, Consultant may request in writing to the City Council a renewal of this Agreement for another one year term by means of a mutually agreed written agreement executed by both the City and the Consultant. Any renewal of this Agreement shall require the approval of the City Council.”

Amendment No. 3 to the Retainer Agreement: The City and Dean desire to replace Exhibit A of the Retainer Agreement in its entirety and substitute therefor Exhibit A-1, attached to this Amendment.

All other terms of the Services Agreement, as amended, shall remain in full force and effect.

EXECUTED on the dates indicated below.

CITY:

CONSULTANT:

CITY OF GARLAND, TEXAS

DEAN INTERNATIONAL, INC.

William E. Dollar
City Manager
Date:

David A. Dean
President and CEO
Date:

Attachments: Exhibit A-1

Exhibit A-1 Scope of Work

Consultant agrees to perform the following services on behalf of the City:

A. Strategic Transportation Enhancement Plan. Consultant will create, develop, prepare, and maintain a Strategic Transportation Enhancement Plan (hereinafter STEP) for the purpose of maximizing funding and project development of projects prioritized by the City for project development within the city limits of Garland, including the implementation of the STEP as it relates to IH-635 East, SH-78, Garland Industrial Focus, DART, and IH-30.

The STEP will be a written document that will be updated annually and periodically as directed by the City and will reflect a detailed listing of the then-current funding opportunities for transportation projects as identified above and the potential strategies to assist the City in qualification for same.

For purposes of contract compliance, the City and Consultant acknowledge that while there needs to be a degree of flexibility in addressing the transportation needs of the City as herein outlined, that the creation of the STEP and projects of interest will outline the process and procedure relating to IH-635 East, SH-78, Garland Industrial Focus, DART, and IH-30 within the Garland city limits by which the City and Consultant agree to relate to each other during the term of this Agreement.

The City and Consultant agree that the following projects will be evaluated and City and Consultant will actively pursue the following projects being worked into the STEP as well as specifically outlined goals and objectives agreed to by City and Consultant:

IH-635 East

Examine possibilities to enhance the corridor and identify and assist in the implementation of effective solutions to the high traffic volumes and needed frontage roads; the creation of a corridor coalition of municipalities, stakeholders, and interested organizations and businesses along IH-635 with the purpose of bettering the corridor.

Key concepts that will be advocated for, but not limited to, are

- Continuous Frontage Roads from US 75 to IH-30
- Enhanced Access with Strategically Placed Entrance and Exit Ramps
- Aesthetic Enhancements to the Corridor
- Continuous 2+2 Managed lanes from US 75 to IH-30
- Reconstruction and reconfiguration of the main lanes

- Sound Walls
- TIFIA Loan
- Federal Control of Access Issues
- CDA Authorization in the 84th Legislative Session

Consultant will also work with the City to identify and evaluate various financing opportunities for the project, including but not limited to public-private and public-public partnerships for the project and the various means of City participation in this project.

SH-78

Examine the possibilities for the betterment of the corridor including but not limited to various transit services, corridor zoning and aesthetic improvements, and mobility options, while working in a coordinated effort with other municipalities; key objectives will be to monitor proposed improvements to the corridor, analyze options for the corridor realignment, an dteh redesign fo the corridor as well as identify Federal and State programs from which funding could be secured.

IH-30

Examine possible enhancements and improvements needed for the maximization of the potential and opportunities of the corridor including improved frontage roads and access, intersections, and corridor aesthetics and zoning improvements. The TxDOT project encompassing IH-30 in Garland will be anazlyed and evaluated with improvements noted and suggested with a focus on land use, and the optimization of development opportunities along this catalyst area.

Garland Industrial Focus

Develop an assessment of the transportation infrastructure needs related to the industrial centers within the City of Garland and along primary routes means of ingress and egress. Highways, rail and alternative transportation options will be identified and analyzed. Policy developments that will be examined and analyzed for this focused area will include:

- State tax policies, possibilities of City rail districts, tax free advantage districts, foreign trade zones, inland port connectivity, rail service and support, and other issues agreed to by City and Consultant.

- Working with Garland Leadership to create strategic opportunities and alliances between the City of Garland and Texas seaports in order to strengthen the industrial base for the City
- Create a transportation framework and communications strategy to effectively communicate the City's efforts to the industrial base within and without of the City to retain, expand, and recruit businesses to the City

DART Focus

Monitor the DART agency and create, through the Council with assistance from City Staff, policy suggestions to manage and fully take advantage of the City's contribution to the agency and through strategic opportunities, identify improvements and expansions throughout the City of Garland's transit system, and advocate for those needs to the agency.

B. Public Policy Survey. Monitor meetings and prepare reports as appropriate, generally keeping the City informed of relevant transportation-related actions by the following agencies to the projects identified above: various transportation-related agencies and organizations at the local, state and federal levels of government, including the U.S. Congress and appropriate committees, U.S. Attorney General, U.S. Department of Transportation agencies including the Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, Texas Governor's Office, Texas Attorney General's Office, Texas Legislature and appropriate committees, Texas Transportation Commission, Texas Department of Transportation-Headquarters (Austin), Texas Turnpike Authority, Texas Department of Transportation-Dallas District, Texas Department of Transportation-Fort Worth District, the Dallas Area Rapid Transit Authority, the Fort Worth Transportation Authority, the Denton County Transportation Authority, North Central Texas Council of Governments, Dallas Fort Worth International Airport, Metropolitan Planning Organization, Regional Transportation Council, Dallas Regional Mobility Coalition, Tarrant Regional Transportation Coalition, Dallas County Commissioners Court, Tarrant County Commissioners Court, the City of Dallas, the City of Fort Worth, and others to be mutually agreed upon relating to those projects;

C. Legislative and Congressional Strategy. Develop and implement a legislative and congressional strategy designed to enhance funding allocations for the above-referenced transportation projects and initiatives, as well as the organization and implementation of annualized legislative days in Austin and congressional days in Washington, D.C. and other legislative tactics and strategies to ensure the projects' completion;

D. Advocacy Group. Form and administer, under the direction of the City Manager, an educated group of citizens and stakeholders to forward the City of Garland's transportation

projects, according to the Council's transportation objectives and recommendations, including IH-635 East, IH-30, DART, and SH 78; and

E. Assist Client in any other service mutually agreed upon by City and Consultant in writing and subject to additional remuneration.



City Council Item Summary Sheet

☐ Work Session

☒ Agenda Item

Date: March 4, 2014

Boards and Commissions

Summary of Request/Problem

Council is requested to consider appointments to Boards and Commissions.

Recommendation/Action Requested and Justification

Submitted By:

Approved By:

William E. Dollar
City Manager



Board & Commission Application

Please Print or Type. **PLEASE DO NOT SEND RESUME.**

Return completed application to: City Secretary's Office, 200 North Fifth Street, Garland, Texas 75040

Board or Commission of first, second, and third choice: (Utility Advisory Board has a separate application)

- | | | |
|---|---|---|
| <input type="checkbox"/> Board of Adjustment | <input type="checkbox"/> Garland Cultural Arts Commission | <input type="checkbox"/> Parks and Recreation Board |
| <input type="checkbox"/> Building and Fire Codes Board | <input type="checkbox"/> Garland Youth Council | <input type="checkbox"/> Plan Commission |
| <input type="checkbox"/> Citizens Environmental and Neighborhood Advisory Committee | <input type="checkbox"/> Housing Standards Board | <input type="checkbox"/> Plumbing and Mechanical Code Board |
| <input checked="" type="checkbox"/> Community Multicultural Commission | <input type="checkbox"/> Library Board | <input type="checkbox"/> Senior Citizens Advisory Committee |
| <input type="checkbox"/> Electrical Board | | |

Full Name: ALEXANDRU LUCIAN GIAMBASU
 Home Address: 2203 ENGLISH DR Bus. Address: _____
 City, State, Zip: GARLAND, TX 75041 City, State, Zip: _____
 Home Phone: 214-499-2626 Phone (Other): _____
 Email Address: lucisane@sbglobal.net

Resident of Garland for 14 years Resident of Texas for 27 years

Are you a registered voter in Dallas County? ☒ Yes ☐ No

Voter Registration No. 107885200 Precinct No. 2700 City Council District No. 5

Have you ever been convicted of a felony? ☐ Yes ☒ No

Have you ever been convicted of a Class A misdemeanor? ☐ Yes ☒ No

Please list any experience that qualifies you to serve in the areas you have indicated.

I WAS BORN IN ROMANIA, I TEACH SPANISH @ GARLAND HIGH, I HAVE CONSTANT CONTACT WITH AND AWARENESS OF ETHNIC COMMUNITIES IN GARLAND.
 If you have served on a City Board or Commission, please specify and list dates of service.

List civic or community endeavors with which you have been involved.

REGULARLY ATTEND NEIGHBORHOOD ASSN. MEETINGS, AS WELL AS CITY

What is your educational background?

B.A. SPANISH LANGUAGE/JOURNALISM, UNT DENTON, TX

What is your occupational experience?

HIGH SCHOOL TEACHER, GARLAND H.S. SINCE 2001

* Plan Commission members must own property within the city.

I hereby affirm that all statements herein are true and correct

[Signature]
Signature of Applicant

FOR OFFICE USE ONLY

Ad Valorem Tax Status

Current ☒ Past Due ☐

Status of Utility Accounts

Current ☒ Past Due ☐

Suit/Claim Filed in City Secretary's Office

Yes ☐ No ☒

Signatures

[Signature] 2/17/14
Tax Clerk

[Signature] 2/17/14
Accounting Clerk

[Signature] 2/17/14
City Secretary

Date Appointed _____

Appointed By _____

Date Notified _____

Date Disclosure Form Filed _____

Revised 4/2008