



GARLAND

AGENDA

CITY COUNCIL WORK SESSION

City of Garland

Work Session Room, City Hall

William E. Dollar Municipal Building

200 North Fifth Street

Garland, Texas

July 17, 2017

6:00 p.m.

DEFINITIONS:

Written Briefing: Items that generally do not require a presentation or discussion by the staff or Council. On these items the staff is seeking direction from the Council or providing information in a written format.

Verbal Briefing: These items do not require written background information or are an update on items previously discussed by the Council.

Regular Item: These items generally require discussion between the Council and staff, boards, commissions, or consultants. These items are often accompanied by a formal presentation followed by discussion.

**[Public comment will not be accepted during Work Session
unless Council determines otherwise.]**

NOTICE: The City Council may recess from the open session and convene in a closed executive session if the discussion of any of the listed agenda items concerns one or more of the following matters:

(1) Pending/contemplated litigation, settlement offer(s), and matters concerning privileged and unprivileged client information deemed confidential by Rule 1.05 of the Texas Disciplinary Rules of Professional Conduct. Sec. 551.071, Tex. Gov't Code.

(2) The purchase, exchange, lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.072, Tex. Gov't Code.

(3) A contract for a prospective gift or donation to the City, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.073, Tex. Gov't Code.

(4) Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Sec. 551.074, Tex. Gov't Code.

(5) The deployment, or specific occasions for implementation of security personnel or devices. Sec. 551.076, Tex. Gov't Code.

(6) Discussions or deliberations regarding commercial or financial information that the City has received from a business prospect that the City seeks to have locate, stay, or expand in or near the territory of the City and with which the City is conducting economic development negotiations; or to deliberate the offer of a financial or other incentive to a business prospect of the sort described in this provision. Sec. 551.087, Tex. Gov't Code.

(7) Discussions, deliberations, votes, or other final action on matters related to the City's competitive activity, including information that would, if disclosed, give advantage to competitors or prospective competitors and is reasonably related to one or more of the following categories of information:

- generation unit specific and portfolio fixed and variable costs, including forecasts of those costs, capital improvement plans for generation units, and generation unit operating characteristics and outage scheduling;
- bidding and pricing information for purchased power, generation and fuel, and Electric Reliability Council of Texas bids, prices, offers, and related services and strategies;
- effective fuel and purchased power agreements and fuel transportation arrangements and contracts;
- risk management information, contracts, and strategies, including fuel hedging and storage;
- plans, studies, proposals, and analyses for system improvements, additions, or sales, other than transmission and distribution system improvements inside the service area for which the public power utility is the sole certificated retail provider; and
- customer billing, contract, and usage information, electric power pricing information, system load characteristics, and electric power marketing analyses and strategies. Sec. 551.086; Tex. Gov't Code; Sec. 552.133, Tex. Gov't Code]

1. Consider the Consent Agenda

A member of the City Council may ask for discussion or further information on an item posted as a consent agenda item on the next Regular Meeting of the City Council. The Council Member may also ask that an item on the posted consent agenda be pulled from the consent agenda and considered for a vote separate from consent agenda items on the regular agenda. All discussions or deliberations on this portion of the work session agenda are limited to posted agenda items and may not include a new or unposted subject matter.

2. Written Briefings:

a. Escrow Agreement with Pulte Homes of Texas, L.P. for the Gramercy Park Residential Development

Council is requested to approve an Escrow Agreement with Pulte Homes of Texas, L.P. for the Gramercy Park Residential Development. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the July 18, 2017 Regular Meeting.

b. School Related Traffic Control

The Transportation Department periodically reviews school-related traffic control. A recent review reveals that changes are needed on both Buckingham Road and Sam Houston Drive for North Garland High School. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 1, 2017 Regular Meeting.

c. Sale of Property - 5706 Marina Drive

The City of Garland has received an unsolicited offer from Mr. Manuel Ignacio related to the purchase of City owned property which was obtained through a Sheriff's Sale. This property is located at 5706 Marina Drive, Building "A" Unit #3. Mr. Ignacio has offered \$41,451.95 for the property which exceeds the 2009 judgment of \$28,276.23. The net proceeds from the offer to the City of Garland would be \$1,500 for post-judgment maintenance and \$9,294.19 for City property taxes. In addition to the offer Mr. Ignacio will pay post-judgment taxes of approximately \$4,448.05 of which the City of Garland will receive approximately \$1,247.64. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 1, 2017 Regular Meeting.

d. Oncor Rate Case Denial

Council is requested to consider a resolution denying the rate application and consolidation proposed by Oncor Electric Delivery Company LLC ("Oncor" or "Company"). Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 1, 2017 Regular Meeting.

3. Verbal Briefings:

a. Neighborhood Resident Opinion Survey Results

Staff will provide a historical overview of the Neighborhood Resident Opinion Survey, as well as present results of the 2016 annual survey.

b. Transportation Update

The Transportation Director will provide an update on major strategic transportation initiatives in Garland.

c. Internal Audit Committee Report

Council Member David Gibbons, Chair of the Internal Audit Committee, will provide a committee report on the following items:

- Alcoholic Beverage Permits Audit*
- Garland Cultural Arts Commission, Inc. Audit*
- IT Procurement and Contract Management Audit*
- Environmental Waste Services Revenue Audit Follow-up*
- Animal Services Audit Follow-up*

d. IH-30 Corridor Catalyst Area Plan

Staff will brief the Council on a final draft of the IH-30 Corridor Catalyst Area Plan. A resolution to formally adopt the plan is listed on the July 18, 2017 Regular City Council agenda.

e. Process for Reporting Damaged Telephone Pedestals and Other Utility Concerns

At the request of Mayor Pro Tem Scott LeMay and Council Member B.J. Williams, staff will make a presentation concerning the process for citizens to report damaged utility facilities in need of repair.

f. Network Nodes in Public Rights-of-Way

Staff will provide an update regarding an ordinance adopting design regulations for network nodes ("small cells") in public right-of-way, in accordance with SB 1004.

g. Report on Street and Alley Conditions and PCI Trends

The Street Department will present the City Council a report for its discussion regarding the current status of streets and alleys in the City along with cost information relating to repairs and replacements.

4. Announce Future Agenda Items

A member of the City Council, with a second by another member, or the Mayor alone, may ask that an item be placed on a future agenda of the City Council or a committee of the City Council. No substantive discussion of that item will take place at this time.

5. Adjourn



GARLAND POLICY REPORT

City Council Work Session Agenda

2.a.

Meeting Date: July 17, 2017

Item Title: Escrow Agreement with Pulte Homes of Texas, L.P. for the Gramercy Park Residential Development

Submitted By: Michael Polocek, Engineering Director

Council Goal: Sustainable Quality Development and Redevelopment
Financially Stable Government with Tax Base that Supports Community Needs
Safe, Family-Friendly Neighborhoods

ISSUE

Consider approving an Escrow Agreement with Pulte Homes of Texas, L.P. for the Gramercy Park Residential Development. The proposed agreement would offset future roadway construction costs for Holford Road.

OPTIONS

1. Approve the Escrow Agreement.
2. Take no action.

RECOMMENDATION

Approve Option 1. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the July 18, 2017 Regular Meeting.

BACKGROUND

The Garland Development Code (GDC) requires the dedication and construction of improvements in rights-of-way and easements for capital improvements to support new development. Gramercy Park is a proposed 112 lot residential subdivision currently being constructed at the southwest corner of Campbell Road and Holford Road. See attached map. The City's Major Thoroughfare Plan designates both Campbell and Holford Roads as arterials. Campbell Road is currently constructed as a 4 lane divided concrete road while Holford Road is an unimproved two lane asphalt road and is not built to the ultimate cross section width as shown on the Major Thoroughfare Plan. Per the Plan, Holford Road is to consist of 4 lanes of concrete paving with a grassed median and a 12-foot wide trail.

City Ordinance has a long-standing provision that requires a developer to improve adjacent substandard streets, and up to one-half of a standard arterial street. In addition, City Code and state law require a development project to contribute no more than its proportional share of roadway improvement costs. The Garland Development Code (GDC), Section 3.47 (B)

stipulates that the developer's share of improvements to a perimeter road is at minimum the equivalent of one-half of any adjacent street, along the entire front footage of the subdivision, depending upon the type of the abutting street as shown on the City's Major Thoroughfare Plan. The Engineering Department has analyzed the developer's proportional share attributed to the development and has determined the roadway improvements required by the City are justified.

In many cases, it is not practical to construct a portion of a street, in particular when other portions of the street or its accompanying utilities will not be constructed at the same time. For these cases, the GDC has a provision that allow the developer to contribute funding to the City to be held in escrow until such time as the roadway is improved. This arrangement allows the developer to contribute their obligation for road construction, and allows the City to use those funds to offset future roadway costs.

In this case, the developer has expressed a desire to enter into such an agreement for future improvements to Holford Road. They have submitted an engineer's opinion of probable cost for their half of Holford Road totaling \$511,868.78 including paving, surveying, design, materials testing and the required inflation factor adjustment. The Engineering Department has reviewed and agrees with the quantities and unit prices shown in the engineer's estimate of probable cost.

The developer has chosen to construct the 12-wide trail element with the subdivision development project.

The attached Development Agreement allows for the collection of the developer's cost for Holford Road in lieu of construction of the roadway and waives impact fee collection up to \$511,868.78. Impact fees are collected at the time of Building Permit and are calculated to be \$203,330.40.

CONSIDERATION

1. Council action is required to authorize the City Manager to sign the Escrow Agreement with Pulte Homes of Texas, LP.
2. The agreement has been reviewed by the City Attorney's Office.

Attachments

Escrow Agreement
Engineer's Opinion of Probable Cost
Location Map

ESCROW AGREEMENT
(Holford Road-Gramercy Park)

THIS ESCROW AGREEMENT ("**Agreement**") is entered into by and between the CITY OF GARLAND, TEXAS, a home-rule municipality ("**Garland**"), and **PULTE HOMES OF TEXAS, L.P.**, a Texas limited partnership ("**Owner**").

RECITALS

WHEREAS, Owner owns 26.152 acres, more or less, situated in the City of Garland, Dallas County, Texas and adjacent to Holford Road, as more particularly described in and depicted on Exhibit A, attached hereto and incorporated herein for all purposes ("**Property**"); and

WHEREAS, Holford Road is currently a twenty-foot wide asphalt road that does not meet current Garland Development Code standards ("**GDC**"); and

WHEREAS, the Parties agree that the impact of the Residential Development Project necessitates the improvement of Holford Road along the Property's frontage to, among other requirements, Holford Road ("**Road Project**"); and

WHEREAS, Owner desires to commence development of the Property as a 111 lot, single family, residential subdivision known as Gramercy Park ("**Residential Development Project**"); and

WHEREAS, Garland has investigated and determined that it is not feasible for Owner to improve the Property's proportionate share of the Road Project at the time Owner commences development of the Residential Development Project; and

WHEREAS, Owner has voluntarily elected to escrow an amount equal to the Property's proportionate share of the Residential Development Project, and other costs as detailed in Section 3.49 of the GDC, in lieu of constructing or making the required improvements pursuant to the GDC when such improvements are not feasible at the time the owner develops the subject property; and

WHEREAS, in consideration for Garland: (i) finally accepting each phase of the Residential Development Project upon completion, provided each phase of said project meets all ordinances, rules, regulations and requirements of Garland for final acceptance; and (ii) constructing the portion of the Road Project pursuant to the GDC, Owner shall place the Property's Proportionate Share of the Road Project Construction Costs (hereinafter defined) in escrow as hereinafter set forth; and

WHEREAS, Garland has investigated and determined that it would be advantageous and beneficial to Garland and its citizens to participate in the construction of the Road Project as provided herein.

NOW, THEREFORE, in consideration of the aforementioned recitals, which are fully incorporated as terms and conditions of this Agreement, and the following terms, representations, covenants, and conditions, Garland and Owner agree as follows:

1. Land Subject to Agreement. Owner represents it is the sole owner of the Property.

2. Commencement and Completion of Construction of the Road Project. Owner acknowledges and agrees that Garland: (i) has represented that it has no construction schedule for commencing or completing the Road Project; and (ii) shall in no way be liable for any damages, if any, which may be sustained by Owner, the Residential Development Project and/or the Property, resulting, in whole or in part, directly or indirectly, from Garland's failure to complete the construction of the Road Project by any certain date and/or as set forth in this Agreement.

3. Property's Proportionate Share of the Road Project. The Property's proportionate share of constructing the Road Project includes the following improvements: concrete paving, curb, subgrade, drainage, illumination, landscaping and irrigation, as more particularly described in Exhibit B and the extents of the improvements graphically shown in Exhibit C, attached hereto and incorporated herein for all purposes ("**Property's Proportionate Share of the Road Project**").

4. Construction of the Road Project. Garland, at a later date, will construct, or caused to be constructed, the Road Project. Owner has estimated the costs to construct the Property's Proportionate Share of the Road Project to be five hundred and eleven thousand, eight hundred and sixty eight dollars and seventy eight cents Dollars (\$511,868.78), as more particularly described in Exhibit B, attached hereto and incorporated herein for all purposes ("**Property's Proportionate Share of Construction Costs**").

5. Owner's Payment of the Property's Proportionate Construction Costs. Within fifteen (15) days of its execution of this Agreement, Owner will pay into an escrow account, solely determined by Garland, funds equal to the Property's Proportionate Share of Construction Costs ("**Escrow Funds**"). The Escrow Funds will be available to Garland for the construction costs associated with the Road Project, and Garland shall, in its sole discretion, be entitled to use, at any time, all or a portion of the Escrow Funds in connection with the construction of the Road Project. Garland shall further be entitled to, as its sole property, any and all interest earned on the Escrow Funds, and Owner hereby waives and relinquishes any and all rights or claim to interest earned, if any, on the Escrow Funds.

6. Satisfaction of Owner's Responsibility under the GDC. Garland agrees that Owner's payment of the Property's Proportionate Share of Construction Costs satisfies Owner's responsibility to improve Holford Road under the GDC and agrees that neither Owner nor any future owner of the Property, or any portion thereof, will be required to pay any roadway or thoroughfare impact fees or similar charges assessed per the Roadway Impact Fee ordinance related to the portions of right-of-way included in the Road Project so long as future redevelopment or use of the Property, or any portion thereof, does not increase the impact on public infrastructure or services as compared to the Residential Development Project. Notwithstanding any other provision contained herein to the contrary, in the event that the City reasonably determines that the impact fee owed by the Owner for the Residential Development Project is in excess of the Property's Proportionate Share of the Construction Costs, the Owner shall owe the City the difference between the two. Owner acknowledges and agrees that under no circumstance will any portion of the Escrow Funds be refunded to Owner even if, among other things, the actual costs to construct the Property's Proportionate Share of the Road Project is less than the Property's Proportionate Share of the Construction Costs.

7. Disclaimer and Waiver of Damages and Liability. (A) Owner acknowledges and agrees that Garland is not providing any guarantee, representation and/or warranty, and Garland hereby disclaims any guarantee, representation and/or warranty, of any work performed by Garland, its agents, employees, representatives, contractors, subcontractors and/or designees, in connection with the construction of the Road Project, in whole or in part.

(B) OWNER HEREBY RELEASES GARLAND, ITS COUNCIL MEMBERS, OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES, FROM AND AGAINST, AND WAIVES ANY AND ALL RIGHTS TO, ANY AND ALL CLAIMS AND/OR DEMANDS FOR DAMAGES {PERSONAL OR PROPERTY}, INJURY (INCLUDING DEATH), OR OTHERWISE, IT MAY HAVE WITH REGARD TO THE CONSTRUCTION AND/OR COMPLETION OF THE ROAD PROJECT AND/OR OR ANY OTHER ACT AND/OR OMISSION RELATING, DIRECTLY OR INDIRECTLY, TO THE ROAD PROJECT, IN WHOLE OR IN PART, AS PROVIDED IN THIS AGREEMENT, EXCEPT TO THE EXTENT ANY SUCH CLAIMS ARISE DUE TO, OR DAMAGES ARE CAUSED BY, SOLELY AND DIRECTLY, THE NEGLIGENCE OR WILLFUL MISCONDUCT OF GARLAND OR ITS AUTHORIZED AGENTS, EMPLOYEES, REPRESENTATIVES, CONTRACTORS, SUBCONTRACTORS AND/OR DESIGNEES.

8. INDEMNIFICATION. (A) OWNER DOES HEREBY AGREE TO RELEASE, DEFEND, INDEMNIFY AND HOLD HARMLESS GARLAND AND ITS CITY COUNCIL MEMBERS, OFFICERS, AGENTS, REPRESENTATIVES AND EMPLOYEES FROM AND AGAINST ALL DAMAGES, INJURIES (INCLUDING DEATH), CLAIMS, PROPERTY DAMAGES (INCLUDING LOSS OF USE), LOSSES, DEMANDS, SUITS, JUDGMENTS AND COSTS, INCLUDING REASONABLE ATTORNEY'S FEES AND EXPENSES (INCLUDING ATTORNEYS' FEES AND EXPENSES INCURRED IN ENFORCING THIS INDEMNITY), CAUSED BY THE NEGLIGENT, GROSSLY

NEGLIGENT, AND/OR INTENTIONAL ACT AND/OR OMISSION OF OWNER, ITS OFFICERS, AGENTS, REPRESENTATIVES, EMPLOYEES, CONTRACTORS, SUBCONTRACTORS, LICENSEES, INVITEES AND/OR ANY OTHER THIRD PARTY FOR WHOM OWNER IS LEGALLY RESPONSIBLE FOR IN ITS/THEIR PERFORMANCE OF THIS AGREEMENT AND/OR ARISING OUT OF THE CONSTRUCTION OF THE ROAD PROJECT (HEREINAFTER "CLAIMS"). THIS INDEMNIFICATION PROVISION AND THE USE OF THE TERM " CLAIMS" IS ALSO SPECIFICALLY INTENDED TO APPLY TO, BUT NOT LIMITED TO, ANY AND ALL CLAIMS, WHETHER CIVIL OR CRIMINAL, BROUGHT AGAINST GARLAND BY ANY GOVERNMENT AUTHORITY OR AGENCY RELATED TO OWNER'S PERFORMANCE OF THIS AGREEMENT AND/OR ARISING OUT OF THE CONSTRUCTION OF THE ROAD PROJECT, THAT ARE BASED ON ANY FEDERAL IMMIGRATION LAW AND ANY AND ALL CLAIMS, DEMANDS, DAMAGES, ACTIONS AND CAUSES OF ACTION OF EVERY KIND AND NATURE, KNOWN AND UNKNOWN, EXISTING OR CLAIMED TO EXIST, RELATING TO OR ARISING OUT OF ANY EMPLOYMENT RELATIONSHIP BETWEEN OWNER, ITS EMPLOYEES, CONTRACTORS OR SUBCONTRACTORS, AS A RESULT OF THAT CONTRACTOR'S, SUBCONTRACTOR' S OR EMPLOYEE' S EMPLOYMENT AND/OR SEPARATION FROM EMPLOYMENT WITH OWNER, INCLUDING BUT NOT LIMITED TO, ANY DISCRIMINATION CLAIM BASED ON SEX, SEXUAL ORIENTATION OR PREFERENCE, RACE, RELIGION, COLOR, NATIONAL ORIGIN, AGE OR DISABILITY UNDER FEDERAL, STATE OR LOCAL LAW, RULE OR REGULATION, AND/OR ANY CLAIM FOR WRONGFUL TERMINATION, BACK PAY, FUTURE WAGE LOSS, OVERTIME PAY, EMPLOYEE BENEFITS, INJURY SUBJECT TO RELIEF UNDER THE WORKERS' COMPENSATION ACT OR WOULD BE SUBJECT TO RELIEF UNDER ANY POLI CY FOR WORKERS' COMPENSATION INSURANCE, AND ANY OTHER CLAIM, WHETHER IN TORT, CONTRACT OR OTHERWISE. OWNER IS EXPRESSLY REQUIRED TO DEFEND GARLAND AGAINST ALL SUCH CLAIMS, AND GARLAND IS REQUIRED TO REASONABLY COOPERATE AND ASSIST OWNER IN PROVIDING SUCH DEFENSE.

(B) IN ITS SOLE DISCRETION, GARLAND SHALL HAVE THE RIGHT TO APPROVE OR SELECT DEFENSE COUNSEL TO BE RETAINED BY OWNER IN FULFILLING ITS OBLIGATION HEREUNDER TO DEFEND AND INDEMNIFY GARLAND, UNLESS SUCH RIGHT IS EXPRESSLY WAIVED BY GARLAND IN WRITING. GARLAND RESERVES THE RIGHT TO PROVIDE A PORTION OR ALL OF ITS OWN DEFENSE; HOWEVER, GARLAND IS UNDER NO OBLIGATION TO DO SO. ANY SUCH ACTION BY GARLAND IS NOT TO BE CONSTRUED AS A WAIVER OF OWNER'S OBLIGATION TO DEFEND GARLAND OR AS A WAIVER OF OWNER' S OBLIGATION TO INDEMNIFY GARLAND PURSUANT TO THIS AGREEMENT. OWNER SHALL RETAIN GARLAND-APPROVED DEFENSE COUNSEL WITHIN SEVEN (7) BUSINESS DAYS OF GARLAND'S WRITTEN NOTICE THAT GARLAND IS INVOKING ITS RIGHT TO INDEMNIFICATION UNDER THIS AGREEMENT. IF OWNER FAILS TO RETAIN COUNSEL WITHIN SUCH TIME PERIOD, GARLAND SHALL HAVE THE RIGHT TO RETAIN DEFENSE COUNSEL ON ITS OWN BEHALF, AND OWNER

SHALL BE LIABLE FOR ALL REASONABLE COSTS INCURRED BY GARLAND. THIS PARAGRAPH SHALL SURVIVE THE TERMINATION OF THIS AGREEMENT.

9. PARTIES' ACKNOWLEDGEMENT OF GARLAND'S COMPLIANCE WITH FEDERAL AND STATE CONSTITUTIONS, STATUTES AND CASE LAW AND FEDERAL, STATE AND LOCAL ORDINANCES, RULES AND REGULATIONS, OWNER'S WAIVER AND RELEASE OF CLAIMS FOR OBLIGATIONS IMPOSED BY THIS AGREEMENT.

A. OWNER ACKNOWLEDGES AND AGREES THAT:

- (I) THE IMPROVEMENTS TO BE INSTALLED, CONSTRUCTED, DEDICATED AND/OR PROVIDED BY OWNER AND/OR OWNER'S PAYMENT OF MONEY REQUIRED BY THIS AGREEMENT, IN WHOLE OR IN PART, DO NOT CONSTITUTE A:
 - (A) TAKING UNDER THE TEXAS OR UNITED STATES CONSTITUTION;
 - (B) VIOLATION OF THE TEXAS WATER CODE, AS IT EXISTS OR MAY BE AMENDED;
 - (C) NUISANCE; AND/OR
 - (D) CLAIM FOR DAMAGES AND/OR REIMBURSEMENT AGAINST GARLAND FOR A VIOLATION OF ANY FEDERAL AND/OR STATE CONSTITUTION, STATUTE AND/OR CASE LAW AND/OR FEDERAL, STATE AND/OR LOCAL ORDINANCE, RULE AND/OR REGULATION.
- (II) THE AMOUNT OF OWNER'S FINANCIAL OR INFRASTRUCTURE CONTRIBUTION (AFTER RECEIVING ALL CONTRACTUAL OFFSETS, CREDITS AND REIMBURSEMENTS, IF ANY) AGREED TO IN THIS AGREEMENT IS ROUGHLY PROPORTIONAL TO THE DEMAND THAT SUCH OWNER'S DEVELOPMENT PLACES ON GARLAND'S INFRASTRUCTURE, INCLUDING WITHOUT LIMITATION, THE DEVELOPMENT OF THE PROPERTY.
- (III) OWNER HEREBY RELEASES GARLAND FROM ANY OBLIGATION TO PERFORM OR COMMISSION A TAKINGS IMPACT ASSESSMENT UNDER CHAPTER 2007 OF THE TEXAS GOVERNMENT CODE, AS IT EXISTS OR MAYBE AMENDED.
- (IV) OWNER HEREBY AGREES THAT ANY PROPERTY WHICH IT CONVEYS TO GARLAND PURSUANT TO. THIS AGREEMENT IS ROUGHLY PROPORTIONAL TO THE BENEFIT RECEIVED BY

OWNER FOR SUCH LAND, AND OWNER HEREBY WAIVES ANY CLAIM THEREFORE THAT IT MAY HAVE. OWNER FURTHER ACKNOWLEDGES AND AGREES THAT ALL PREREQUISITES TO SUCH A DETERMINATION OF ROUGH PROPORTIONALITY HAVE BEEN MET, AND THAT ANY VALUE RECEIVED BY GARLAND RELATIVE TO SAID CONVEYANCE ARE RELATED BOTH IN NATURE AND EXTENT TO THE IMPACT OF THE DEVELOPMENT OF THE PROPERTY ON GARLAND'S INFRASTRUCTURE. OWNER AND GARLAND FURTHER AGREE TO WAIVE AND RELEASE ALL CLAIMS ONE MAY HAVE AGAINST THE OTHER RELATED TO ANY AND ALL ROUGH PROPORTIONALITY AND INDIVIDUAL DETERMINATION REQUIREMENTS MANDATED BY THE UNITED STATES SUPREME COURT IN DOLAN V. CITY OF TIGARD, 512 U.S. 374 (1994), AND ITS PROGENY, AS WELL AS ANY OTHER REQUIREMENTS OF A NEXUS BETWEEN DEVELOPMENT CONDITIONS AND THE PRECEDENT IMPACT OF THE PUBLIC INFRASTRUCTURE.

- (V) OWNER SHALL INDEMNIFY AND HOLD HARMLESS GARLAND FROM ANY CLAIMS AND SUITS OF PARTIES AFFILIATED WITH OWNER, INCLUDING BUT NOT LIMITED TO, OWNER'S PARTNERS, OFFICERS, DIRECTORS, REPRESENTATIVES, AGENTS, SUCCESSORS, ASSIGNEES, GRANTEEES AND/OR TRUSTEES, BROUGHT PURSUANT TO THIS PARAGRAPH.
- B. OWNER RELEASES, WAIVES AND SHALL HOLD GARLAND HARMLESS FROM ANY AND ALL CLAIMS OR CAUSES OF ACTION BASED ON EXCESSIVE OR ILLEGAL EXACTIONS BROUGHT BY OWNER OR PARTIES AFFILIATED WITH OWNER.
- C. OWNER WAIVES AND RELEASES ANY CLAIM FOR DAMAGES AND/OR REIMBURSEMENT AGAINST GARLAND AND SHALL INDEMNIFY AND HOLD GARLAND HARMLESS FOR ANY CLAIM FOR DAMAGES AND/OR REIMBURSEMENT FOR A VIOLATION OF ANY FEDERAL AND/OR STATE CONSTITUTION, STATUTE AND/OR CASE LAW AND/OR FEDERAL, STATE AND/OR LOCAL ORDINANCE, RULE AND/OR REGULATION BROUGHT BY OWNER OR PARTIES AFFILIATED WITH OWNER.
- D. THIS PARAGRAPH 9 SHALL SURVIVE THE TERMINATION OF THIS AGREEMENT.

10. Limitations of Agreement. The parties hereto acknowledge this Agreement is limited to the Property's Proportionate Share of the Road Project only. State and local law covering property taxes, utility rates and fees, park dedication, perimeter streets, pro rata fees, any and all impact fees and the like are not affected by this Agreement. Further, this Agreement does not waive or limit any of the obligations of Owner to Garland under any other state or local law whether now existing or in the future arising.

11. Default. In the event Owner fails to comply with any of the provisions of this Agreement within ten (10) business days after written notice thereof from Garland, Garland shall have the following remedies in addition to Garland's other rights and remedies, at law or in equity:

- A. to refuse to issue any and all building permits for the Property; and/or
- B. to, without notice or any other action of Garland, immediately revoke any and all building permits issued, and any construction and/or development of the Property shall immediately cease; and/or
- C. to file this instrument in the Land Records of Dallas County as a lien and/or encumbrance against Owner and/or the Property; and/or
- D. to refuse to accept any portion of any public improvements on the Property and/or associated with the development of the Property; and/or
- E. to refuse to finally accept the Property and/or any portion thereof; and/or
- F. to immediately, without further notice to Owner, cease any and all design and/or construction of the Property's Proportionate Share of the Road Project; and/or
- G. to seek specific enforcement of this Agreement.

12. Continuity. This Agreement shall be a covenant running with the land and shall be binding upon Owner, its officers, directors, agents, representatives, employees, heirs, representatives, legatees, successors, assigns, grantees and/or trustees. In addition, the parties shall cause this Agreement to be filed in the Land Records of Dallas County.

13. Miscellaneous.

- A. Notice. Any notice required to be sent under this Agreement must be in writing and may be served by depositing same in the United States Mail, addressed to the party to be notified, postage pre-paid and registered or certified with return receipt requested, or by delivering the same in person to such party via a hand-delivery service, Federal Express or any courier service that provides a return receipt showing the date of actual delivery of same to the addressee thereof. Notice given in accordance herewith shall be effective upon receipt at the address of the addressee. For purposes of notice, the addresses of the parties shall be as follows:

If to Garland:

City of Garland
ATTN: Michael Polocek
PO Box 469002
Garland, Texas 75046
(telephone) 972-205-2170
(facsimile) 972-205-2675

If to Owner, to:
Pulte Homes of Texas, L.P.
4800 Regent Blvd., Suite 100
Irving, Texas 75063
Attn: Clint Vincent
Phone: (972) 462-3409
Email: Clint.Vincent@pultegroup.com

- B. Assignment. This Agreement is not assignable without the prior written consent of Garland, which consent shall not be unreasonably withheld.
- C. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, legal representatives, successors and assigns, as allowed.
- D. Entire Agreement. This Agreement contains the entire agreement of the parties with respect to the matters contained herein and may not be modified or terminated except upon the provisions hereof or by the mutual written agreement of the parties hereto.
- E. Venue. This Agreement shall be construed in accordance with the laws of the State of Texas and shall be performable in Dallas County, Texas.
- F. Counterparts. This Agreement may be executed in a number of identical counterparts, each of which shall be deemed an original for all purposes. A facsimile signature will also be deemed to constitute an original if properly executed.
- G. Authority to Execute. The individuals executing this Agreement on behalf of the respective parties below represent to each other and to others that all appropriate and necessary action has been taken to authorize the individual who is executing this Agreement to do so for and on behalf of the party for which his or her signature appears, that there are no other parties or entities required to execute this Agreement in order for the same to be an authorized and binding agreement on the party for whom the individual is signing this Agreement and that each individual affixing his or her signature hereto is

authorized to do so, and such authorization is valid and effective on the date hereof.

- H. Savings/Severability. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision thereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
- I. Representations. Each signatory represents this Agreement has been read by the party for which this Agreement is executed and that such party has had an opportunity to confer with its counsel.
- J. Miscellaneous Drafting Provisions. This Agreement shall be deemed drafted equally by all parties hereto. The language of all parts of this Agreement shall be construed as a whole according to its fair meaning, and any presumption or principle that the language herein is to be construed against any party shall not apply. Headings in this Agreement are for the convenience of the parties and are not intended to be used in construing this document.
- K. Sovereign Immunity. The parties agree that Garland has not waived its sovereign immunity by entering into and performing its obligations under this Agreement.
- L. No Third Party Beneficiaries. Nothing in this Agreement shall be construed to create any right in any third party not a signatory to this Agreement, and the parties do not intend to create any third party beneficiaries by entering into this Agreement.
- M. Vested Rights/Chapter 245 Waiver. The signatories hereto shall be subject to all provisions of State and Local law, whether now existing or in the future arising. This Agreement shall confer no vested rights on the Property unless specifically enumerated herein. In addition, nothing contained in this Agreement shall constitute a "permit" as defined in Chapter 245, Texas Local Government Code, and nothing in this Agreement provides Garland with fair notice of any project of Owner. OWNER WAIVES ANY STATUTORY CLAIM UNDER CHAPTER 245 OF THE TEXAS LOCAL GOVERNMENT. THIS PARAGRAPH SHALL SURVIVE THE TERMINATION OF THIS AGREEMENT.

- N. Incorporation of Recitals. The representations, covenants and recitations set forth in the foregoing recitals of this Agreement are true and correct and are hereby incorporated into the body of this Agreement and adopted as findings of Garland and Owner and/or its authorized representatives.
- O. Owner's Warranties/Representations. All warranties, representations and covenants made by Owner in this Agreement or in any certificate or other instrument delivered by Owner to Garland under this Agreement shall be considered to have been relied upon by Garland and will survive the satisfaction of any fees and/or payments made under this Agreement, regardless of any investigation made by Garland or on Garland's behalf.
- P. References to Owner. "Owner" as used herein shall mean Owner, its officers, directors, agents, representatives, employees, heirs, representatives, legatees, successors, assigns, grantees, contractors, subcontractors, invitees, licensees, trustees and/or any other third party for whom Owner is legally responsible.
- Q. Indemnification. The parties agree that the Indemnity provisions set forth in Paragraphs 7, 8, and 9 herein are conspicuous, and the parties have read and understood the same.
- R. Waiver. Waiver by either party of any breach of this Agreement, or the failure of either party to enforce any of the provisions of this Agreement, at any time, shall not in any way affect, limit or waive such party's right thereafter to enforce and compel strict compliance.

IN WITNESS WHEREOF, the parties have executed this Agreement and caused this Agreement to be effective on the latest date as reflected by the signatures below.

OWNER: PULTE HOMES OF TEXAS, L.P.,
a Texas limited partnership, by Pulte Nevada I LLC,
its General Partner

By: _____

Name: _____

Title: _____

Date Executed: _____

STATE OF TEXAS
COUNTY OF DALLAS

This instrument was acknowledged before me on the ____ day of _____, 2017, by _____, the _____ of Pulte Nevada I LLC, a Delaware limited liability company, on behalf of said company, in its capacity as General Partner of Pulte Homes of Texas, L.P., a Texas limited partnership, on behalf of said limited partnership.

Notary Public, State of Texas

CITY OF GARLAND, TEXAS

By:_____

Bryan L. Bradford
City Manager, City of Garland, TX

Date Executed:_____

**STATE OF TEXAS
COUNTY OF DALLAS**

This instrument was acknowledged before me on the _____ day of _____, 2017, by Bryan L. Bradford, City Manager, on behalf of the City of Garland, a Texas home-rule municipality.

Notary Public, State of Texas

EXHIBIT B

GRAMMERCY PARK - HOLFORD ROAD

City of Garland, Dallas County, Texas

Land Plan: June 2016

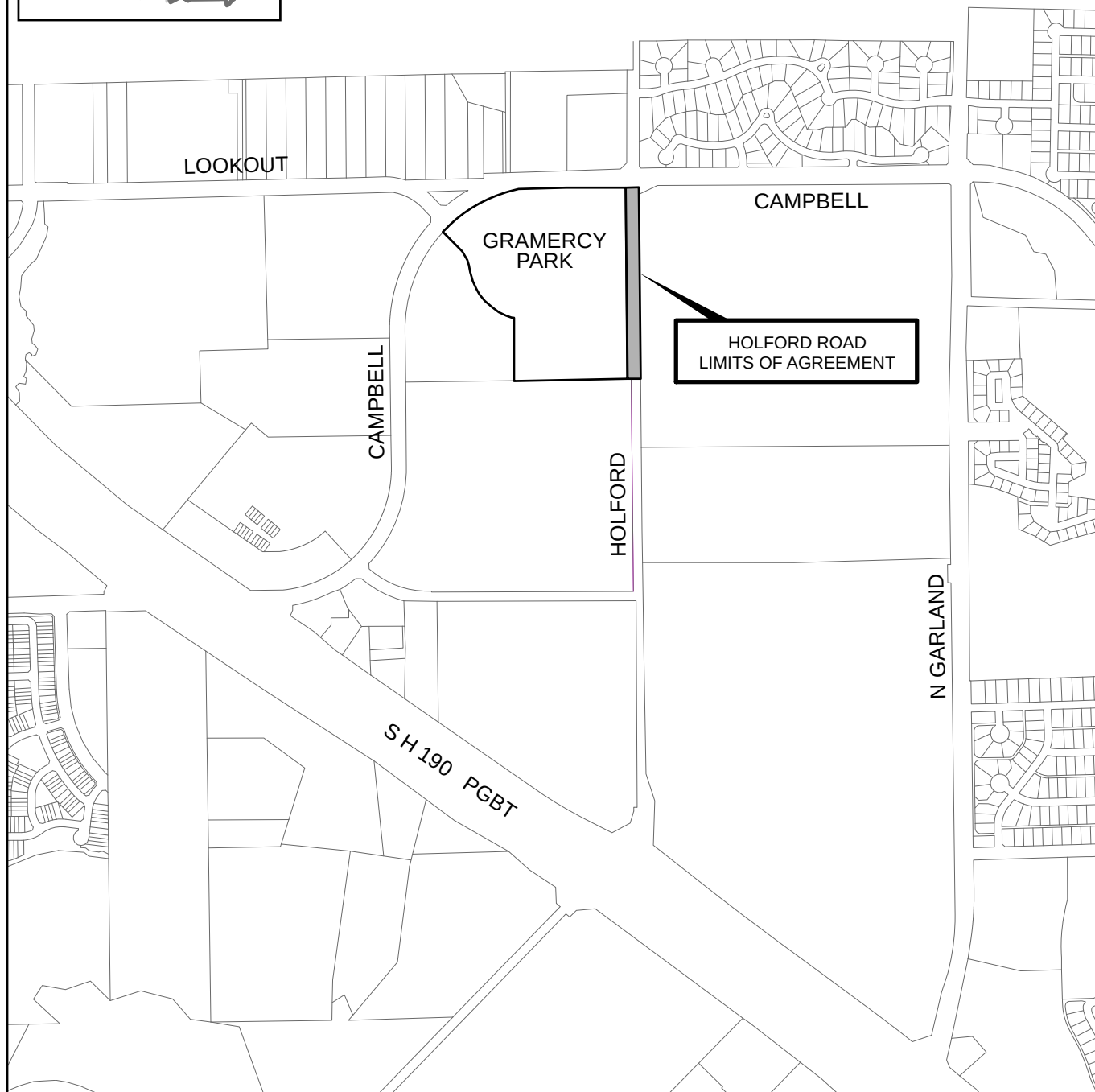
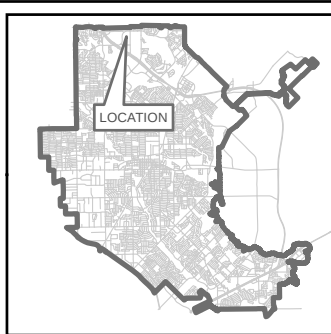
April 27, 2017

Opinion of Probable Cost Summary

HOLFORD ROAD IMPROVEMENTS	UNIT COST	UNIT	QTY	TOTAL
	(\$)	(-)	(± #)	(\$)
SILT FENCE (HIGH FLOW)	\$ 1.50	L.F.	1,250	\$ 1,875.00
8' ROLL OF CURLEX WITH SEED	\$ 1.40	L.F.	2,500	\$ 3,500.00
SAWCUT, REMOVE & DISPOSE EXISTING CURB & GUTTER	\$ 13.00	L.F.	350	\$ 4,550.00
REMOVE & DISPOSE EXISTING ASPHALT PAVEMENT	\$ 20.00	S.Y.	3,000	\$ 60,000.00
UN-CLASSIFIED EXCAVATION	\$ 2.30	C.Y.	2,315	\$ 5,324.07
8" REINF. CONCRETE STREET PAVEMENT (25' B-B)	\$ 48.00	S.Y.	3,655	\$ 175,440.00
MEDIAN OPENING AND LEFT TURN LANE @ BELLVUE	\$ 48.00	S.Y.	273	\$ 13,104.00
6" CEMENT & LIME TREATED SUBGRADE	\$ 4.20	S.Y.	4,264	\$ 17,908.80
HYDRATED LIME (18 LBS/SY)	\$ 178.00	TN.	38	\$ 6,830.93
CEMENT (36 LBS/SY)	\$ 210.00	TN.	77	\$ 16,117.92
4" MEDIAN NOSE PAVING	\$ 30.00	S.Y.	68	\$ 2,040.00
BARRIER FREE RAMPS	\$ 1,500.00	EA.	3	\$ 4,500.00
10' RECESSED CURB INLETS	\$ 3,500.00	EA.	3	\$ 10,500.00
21" RCP	\$ 50.40	L.F.	390	\$ 19,656.00
36" RCP	\$ 104.80	L.F.	150	\$ 15,720.00
4'x4' STORM MANHOLE	\$ 3,500.00	EA.	1	\$ 3,500.00
TRENCH SAFETY	\$ 1.00	L.F.	540	\$ 540.00
ILLUMINATION	3%	L.S.	1	\$ 10,833.20
LANDSCAPE AND IRRIGATION	4%	L.S.	1	\$ 14,444.27
WATER & SANITARY SEWER MINOR ADJUSTMENTS	5%	L.S.	1	\$ 18,055.34
2 YEAR MAINTENANCE BOND (10%)	1.4%	L.S.	1	\$ 5,055.49
SUB-TOTAL				\$ 409,495.02
CONTINGENCY	10%	L.S.		\$ 40,949.50
SURVEY, DESIGN, MATERIALS TESTING	10%	L.S.		\$ 40,949.50
INFLATION - 5 YEARS @ 1%/YEAR	5%	L.S.		\$ 20,474.75
GRAND TOTAL				\$ 511,868.78

NOTES:

- UNIT PRICES ARE BASED ON SIMILAR PROJECTS BID IN 2016, HOWEVER SHOULD BE VERIFIED DUE TO THE VOLATILITY OF PRICES TODAY
- UNIT PRICE FOR 8" REINF. CONC. STREET PAVEMENT INCLUDES TRAFFIC CONTROL, PAVEMENT MARKINGS & SIGNAGE
- UNIT PRICE FOR EXCAVATION INCLUDES MOBILIZATION AND R.O.W. PREP
- QUANTITY OF 21" RCP INCLUDES STUB OUTS PROVIDED TO THE EASTERN HALF OF HOLFORD ROAD.
- THIS ESTIMATE IS FOR HOLFORD ROAD FROM CAMPBELL ROAD TO THE SOUTH END OF PROJECT - 1,260 LF
- DEVELOPER WILL CONSTRUCT 12 FOOT TRAIL ON WEST SIDE OF HOLFORD WITH THE SUBDIVISION CONSTRUCTION
- LEFT TURN LANE ASSUMES 100 LF OF STORAGE



HOLFORD ROAD AGREEMENT EXHIBIT
GRAMERCY PARK

Scale: 1"=100'
File: Gramercy
Date: 06/23/2017
Drawn: jmk

SHEET
1
OF
1



GARLAND POLICY REPORT

City Council Work Session Agenda

2.b.

Meeting Date: July 17, 2017

Item Title: School Related Traffic Control

Submitted By: Paul Luedtke, Transportation Director

Council Goal: Safe, Family-Friendly Neighborhoods

ISSUE

The Transportation Department periodically reviews school-related traffic control. A recent review reveals that changes are needed on both Buckingham Road and Sam Houston Drive for North Garland High School.

RECOMMENDATION

Lengthen the existing school speed zone on Buckingham Road such that it will begin 150 feet east of Sam Houston Drive (rather than just west of Sam Houston); also, establish a new school speed zone on Sam Houston Drive from 800 feet north of Buckingham to 400 feet south of Buckingham (Attachment A).

Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 1, 2017 Regular Meeting.

BACKGROUND

- In response to a request from the school, the Transportation Department conducted observations at North Garland High School and found high pedestrian crossing activity during school arrival and dismissal at the Buckingham Road & Sam Houston Drive intersection, as well as on Sam Houston Drive both north and south of Buckingham Road.
- Daily vehicular volume on Buckingham Road is 31,000; daily volume on Sam Houston Drive is 4,400 north of Buckingham Road and 2,200 south of Buckingham Road.
- Pedestrian crossings at the intersection of Buckingham Road & Sam Houston Drive exceed 80 per hour.

- The Transportation Department staff has determined that the pedestrian/vehicle conflicts are sufficient to warrant the extension of the school speed zone on Buckingham Road and the creation of a school speed zone on Sam Houston Drive.

CONSIDERATION

- Adopting the proposed school traffic control changes will enhance the safety of school children, parents, and motorists in the vicinity of North Garland High School.
- Motorists will encounter a slight increase in delay due to the lower speed limit.

Attachments

NGHS SSZ Exhibit

North Garland High School Existing and Proposed School Zones





GARLAND POLICY REPORT

City Council Work Session Agenda

2.c.

Meeting Date: July 17, 2017

Item Title: Sale of Property - 5706 Marina Drive

Submitted By: Corey Worsham, Tax Administrator

Council Goal: Financially Stable Government with Tax Base that Supports Community Needs
Safe, Family-Friendly Neighborhoods

ISSUE

The City of Garland has received an unsolicited offer from Mr. Manuel Ignacio related to the purchase of City owned property which was obtained through a Sheriff's Sale. This property is located at 5706 Marina Drive, Building "A" Unit #3. Mr. Ignacio has offered \$41,451.95 for the property which exceeds the 2009 judgment of \$28,276.23. The net proceeds from the offer to the City of Garland would be \$1,500 for post-judgment maintenance and \$9,294.19 for City property taxes. In addition to the offer Mr. Ignacio will pay post-judgment taxes of approximately \$4,448.05 of which the City of Garland will receive approximately \$1,247.64.

OPTIONS

The City Council May:

1. Approve the 5706 Marina Drive, Building "A" Unit #3 property sale to Mr. Ignacio and provide an executed deed without warranty, or
2. Deny the offer presented by Mr. Ignacio.

RECOMMENDATION

Staff recommends that the City Council accept the offer and sell the property to Mr. Ignacio. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 1, 2017 Regular Meeting.

BACKGROUND

The property was struck off to the City of Garland at a Sheriff's Sale on April 6, 2010. Section 34.05(h) of the Texas Property Tax Code grants consents of sale for all taxing entities owning interest in the real property. The City of Garland will accept payment on behalf of all entities and disperse all sale proceeds.

CONSIDERATION

This property has been held by the City of Garland since 2010 and pursuant to Section 34.05 of the Texas Property Tax Code may be resold to a private entity with the approval of the governing body.

Attachments

5706 Marina Dr. - Offer to Purchase

5706 Marina Dr. - Picture and Map

5706 Marina Dr. - Resolution

Exhibit A - 5706 Marina Dr. Deed

PerdueBrandonFielderCollins&Mott LLP
ATTORNEYS AT LAW

1919 S. SHILOH RD.
GARLAND, TEXAS 75042
TELEPHONE 972-278-8282
FAX 972-278-8222
www.pbfcmlaw.com

J. Douglas Burnside
ATTORNEY AT LAW
dburnside@pbfcmlaw.com

June 12, 2017

Mr. Corey Worsham
Tax Assessor/Collector
City of Garland
217 N. 5th Street
Garland, Texas 75040

Via electronic-mail

Re: Offer from Manuel Ignacio to purchase
5706 Marina Drive, Garland, Texas

Dear Mr. Worsham:

Manuel Ignacio has offered to purchase 5706 Marina Drive, Garland, Texas (BEING LOT 3, BLOCK 1, (BUILDING A, UNIT 3) CAPTAINS QUARTERS 2/CROWS NEST ADDITION, aka 5706 MARINA DR., CITY OF GARLAND, DALLAS COUNTY, TEXAS, AS RECORD IN VOL. 88219, PAGE 2197, OF THE DALLAS COUNTY DEED RECORDS) for \$41,451.95.

This property was sold at a Sheriff's Sale on April 6, 2010 pursuant to delinquent tax collection suit number TX08-40116. There were no bidders and the property was struck off to the City of Garland for itself and on behalf of the other taxing jurisdictions.

The property's most recent value according to the Appraisal District is \$56,860.00. The property was struck off for the total judgment amount, \$28,276.23, which includes taxes, penalties and interest, costs of court, and costs of sale.

Pursuant to the Texas Property Tax Code, City reimbursement for post-sale maintenance, court costs and costs of sale must be paid first out of the proceeds of a resale. Those costs total \$3,956.94. The remainder would be distributed to the taxing jurisdictions pro-rata. A breakdown of amounts each taxing entity will receive is enclosed.

Because the sale price is greater than the total amount of the Judgment, this sale meets the criteria of §34.05(h) and does not require the consent of the other taxing units in the Judgment.

Please note that as a part of this transaction, all post-judgment taxes for the years 2009-2010 will be paid at closing exclusive of the above amounts. The total amount of post-judgment taxes will be approximately \$4,448.05 of which the City of Garland will receive approximately \$1,247.64.

If the City decides to accept this offer, enclosed for execution is a Special Warranty Deed our office prepared for this resale. When the Deed is executed, please return it to me so that I may finalize the transaction.

If you have any questions or need additional information, please do not hesitate to call me.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Douglas Burnside", is written over a light blue rectangular background.

J. Douglas Burnside

Enclosure

Re-sale Disbursement Worksheet
City of Garland

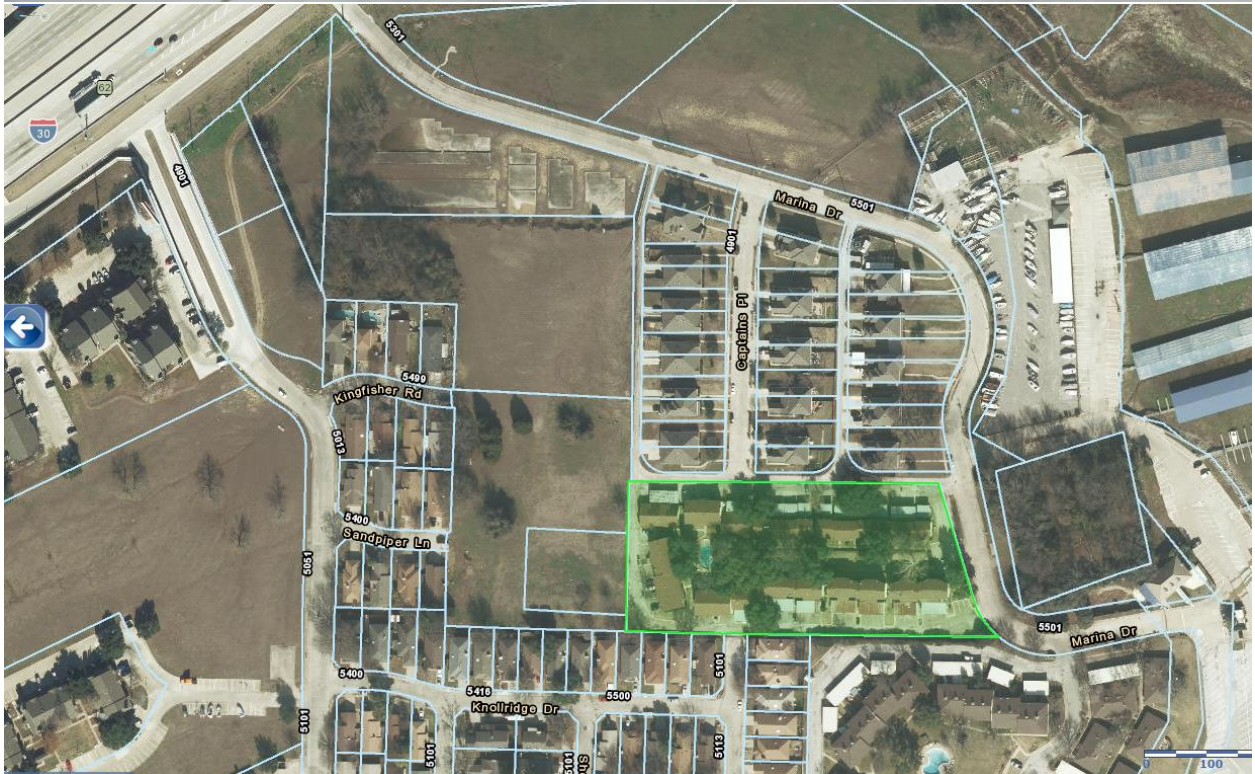
CAD Acct #:	26126750010030000
Property address:	5706 Marina Drive
Cause No.:	TX08-40116
Judgment Date:	July 29, 2009
Sheriff's Sale Date:	April 6, 2010
Judgment amount:	GISD 1997-2008 taxes \$15,193.66 (63.7%)
	City 2000-2008 taxes \$5,912.16 (24.8%)
	County 2004-2008 taxes \$2,745.26 (11.5%)
Total Judgment for Taxes:	\$23,851.08
Court costs:	\$780.00
Sheriff's fees for sale:	\$1,388.19
Publication fees for sheriff's sale, paid by Gay & McCall:	\$288.75
Total Costs:	\$2,456.94

Checks to be disbursed as follows:

1.	Dallas County District Clerk	\$780.00
2.	Dallas County Sheriff	\$1,388.19
3.	Gay, McCall, Isaacks & Roberts	\$288.75
4.	City of Garland (administrative fee)	\$1,500.00
5.	City of Garland (Pro-rata Judgment tax year distribution)	\$9,294.19
6.	Garland ISD (Pro-rata Judgment tax year distribution)	\$23,885.14
7.	John Ames, Dallas County Tax Assessor (Pro-rata Judgment tax year distribution)	\$4,315.68
	TOTAL	\$41,451.95

The cause number and Dallas Central Appraisal District tax account number should be on all checks.

5706 Marina Dr. Building A Unit 3
Picture and Map



RESOLUTION NO. _____

A RESOLUTION AGREEING TO THE SALE OF CERTAIN PROPERTY LOCATED WITHIN THE CITY OF GARLAND AND OWNED BY TAXING AUTHORITIES INCLUDING THE CITY OF GARLAND AS THE RESULT OF A TAX SALE; AUTHORIZING THE MAYOR TO EXECUTE A DEED WITHOUT WARRANTY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, taxing entities including the City of Garland, Texas, have become owners of certain real property by virtue of a foreclosure sale conducted pursuant to an order of the 162nd Judicial District Court of Dallas County, Texas in cause number TX08-40116, and

WHEREAS, it is to the benefit of all taxing entities that the property ultimately be returned to the tax rolls

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

Section 1

That City agrees to the to the sale of certain real property (BEING LOT 3, BLOCK 1, (BUILDING A, UNIT 3) CAPTAINS QUARTERS 2/CROWS NEST ADDITION, aka 5706 MARINA DR., CITY OF GARLAND, DALLAS COUNTY, TEXAS, AS RECORD IN VOL. 88219, PAGE 2197, OF THE DALLAS COUNTY DEED RECORDS).

Section 2

That the Mayor is hereby authorized to execute a deed without warranty in the form and substance of that attached hereto as Exhibit "A".

Section 3

That this Resolution shall be and become effective immediately upon and after its adoption and approval.

PASSED AND APPROVED this the ____ day of _____, 2017.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary

DEED WITHOUT WARRANTY

THE STATE OF TEXAS §
 § KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF DALLAS §

That the **City of Garland**, a Texas home-rule municipality ("Grantor"), for and in consideration of Ten and No/100 Dollars (\$10.00) and other good and valuable consideration to Grantor, the receipt and sufficiency of which is hereby acknowledged, paid in hand by **Manuel Ignacio, P.O. Box 275, Greenville, TX 75403** ("Grantee"), has GRANTED, SOLD and CONVEYED, and by these presents does GRANT, SELL and CONVEY unto Grantee that certain lot, tract, or parcel of land, commonly known as **5706 Marina Drive**, situated in the City of Garland, County of Dallas, State of Texas, to wit:

BEING LOT 3, BLOCK 1, (BUILDING A, UNIT 3) CAPTAINS QUARTERS 2/CROWS NEST ADDITION, aka 5706 MARINA DR., CITY OF GARLAND, DALLAS COUNTY, TEXAS, AS RECORD IN VOL. 88219, PAGE 2197, OF THE DALLAS COUNTY DEED RECORDS (the "Property").

This Deed Without Warranty is subject to:

- (i) any and all visible and apparent easements and encroachments, whether of record or not;
- (ii) any and all covenants, conditions, reservations, restrictions, exceptions, easements, rights-of-way, mineral interests, mineral leases, or other instruments of record applicable to the land or any part thereof;
- (iii) rights of the public to any portion of the above described property lying within the boundaries of dedicated or existing roadways or which may be used for road or street purposes;
- (iv) rights of parties in possession; and
- (v) any right of redemption as specified in Chapter 34, Subchapter B, Texas Property Tax Code.

It is understood and agreed that Grantor is not making any warranties or representations of any kind or character, express, implied or statutory, with respect to the Property, its physical condition or any other matter or thing relating to or affecting the Property and that the Property is being conveyed and transferred to Grantee "AS IS, WHERE IS, AND WITH ALL FAULTS." Grantor does not warrant or make any representations, express or implied, as to fitness for a particular purpose, merchantability, design, quantity, physical condition, operation compliance with specifications, absence of latent defects or compliance with laws and regulations (including, without limitation, those relating to zoning, health, safety and the environment) or any other matter affecting the Property.

THIS DEED IS MADE WITHOUT WARRANTY, EXPRESS OR IMPLIED, AND GRANTOR EXPRESSLY DISCLAIMS, EXCEPTS AND EXCLUDES ANY AND ALL WARRANTIES OF TITLE OR OTHERWISE FROM THIS CONVEYANCE, INCLUDING, WITHOUT LIMITATION, ANY WARRANTIES ARISING UNDER COMMON LAW OR STATUTE.

The intent of this Deed Without Warranty is to transfer the Property foreclosed on by the Grantor taxing jurisdictions in Cause TX08-40116 in the 162nd Judicial District Court, Dallas County, Texas, and no more.

When the context requires, singular nouns and pronouns include the plural.

TO HAVE AND TO HOLD the Property, together with all and singular the rights and appurtenances thereto and in anywise belonging unto Grantee, his heirs, successors and assigns forever; **WITHOUT WARRANTY AND SUBJECT IN ALL RESPECTS TO THE DISCLAIMERS SET FORTH ABOVE.**

EXECUTED on the dates set forth in the acknowledgements below, to be EFFECTIVE on the _____ day of _____ 2017.

GRANTOR:

CITY OF GARLAND, a Texas home-rule
municipality

By: _____

Title: _____

THE STATE OF TEXAS §
 §
COUNTY OF DALLAS §

The foregoing instrument was acknowledged before me on the _____ day of _____, 2017, by _____, in his capacity as Mayor of the City of Garland.

NOTARY PUBLIC, STATE OF TEXAS

PRINTED NAME OF NOTARY

MY COMMISSION EXPIRES:



City Council Work Session Agenda

2.d.

Meeting Date: July 17, 2017

Item Title: Oncor Rate Case Denial

Submitted By: Matt Watson, Finance Director

Council Goal: Defends Rightful Powers of Municipalities

ISSUE

Council is requested to consider a resolution denying the rate application and consolidation proposed by Oncor Electric Delivery Company LLC ("Oncor" or "Company").

OPTIONS

1. Approve the resolution denying the rate application and consolidation proposed by Oncor.
2. Do not approve the resolution denying the rate application and consolidation proposed by Oncor.

RECOMMENDATION

Unless otherwise directed by Council, this item will be scheduled for formal consideration at the August 1, 2017 Council Meeting.

BACKGROUND

The City, along with 158 other cities served by Oncor, participates in the Steering Committee of Cities Served by Oncor ("Steering Committee"). The Steering Committee has been in existence since the late 1980s. It took on a formal structure in the early 1990s when cities served by the former TXU gave up their statutory right to rate case expense reimbursement in exchange for higher franchise fee payments. Empowered by city resolutions, the Steering Committee has been the primary public interest advocate before the Public Utility Commission, the Courts, and the Legislature on electric utility regulation matters for the last 30 years.

On March 17, 2017, Oncor filed an application to change rates with cities retaining original jurisdiction. In the filing, the Company seeks to increase system-wide transmission and distribution rates by \$317 million or approximately 7.5% over present revenues. The Company asks the City to approve an 11.8% increase in residential rates and a 0.5% increase in street lighting rates. If approved, a residential customer using 1000 kWh per month would see a bill increase of about \$6.68 per month.

On April 18, 2017 the City Council adopted a resolution suspending the Oncor rate application

and authorized the steering committee to review the proposed rate changes. The Steering Committee engaged the services of three consultants, Mr. Lane Kollen, Mr. Richard Baudino, and Mr. Karl Nalepa, to review the Company's filing. The consultants identified numerous unreasonable expenses and propose significant reductions to the Company's request. Accordingly, the Steering Committee's attorneys recommend that all cities adopt the Resolution denying the rate change. Once the Resolution is adopted, Oncor will have 30 days to appeal the decision to the Public Utility Commission of Texas where the appeal will be consolidated with Oncor's filing (i.e. PUC Docket No. 46957) currently pending at the Commission.

CONSIDERATION

Oncor is the transmission and distribution electric utility for approximately 15% of Garland and City Council has original jurisdiction over this matter. Under the law, cities with original jurisdiction have 125 days from the initial filing to take final action on the application. However, this deadline was suspended until August 19, 2017. As such, all cities with original jurisdiction will need to adopt the resolution no later than August 19.

Attachments

Resolution

RESOLUTION NO: _____

A RESOLUTION OF THE CITY OF GARLAND, TEXAS FINDING THAT ONCOR ELECTRIC DELIVERY COMPANY LLC'S ("ONCOR" or "company") APPLICATION TO CHANGE RATES WITHIN THE CITY SHOULD BE DENIED; FINDING THAT THE CITY'S REASONABLE RATE CASE EXPENSES SHALL BE REIMBURSED BY THE COMPANY; DECLARING AN EFFECTIVE DATE; AND REQUIRING NOTICE OF THIS RESOLUTION TO THE COMPANY AND LEGAL COUNSEL

WHEREAS, the City of Garland, Texas ("City") is an electric utility customer of Oncor Electric Delivery Company LLC ("Oncor" or "Company"), and a regulatory authority with an interest in the rates and charges of Oncor; and

WHEREAS, the City is a member of the Steering Committee of Cities Served by Oncor ("Steering Committee"), a coalition of similarly situated cities served by Oncor that have joined together to efficiently and cost effectively review and respond to electric issues affecting rates charged in Oncor's service area; and

WHEREAS, on or about March 17, 2017, Oncor filed with the City an application to increase system-wide transmission and distribution rates by \$317 million or approximately 7.5% over present revenues. The Company asks the City to approve an 11.8% increase in residential rates and a 0.5% increase in street lighting rates; and

WHEREAS, the Steering Committee is coordinating its review of Oncor's application and working with the designated attorneys and consultants to resolve issues in the Company's filing; and

WHEREAS, through review of the application, the Steering Committee's consultants determined that Oncor's proposed rates are excessive; and

WHEREAS, the Steering Committee's members and attorneys recommend that members deny the Application; and

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

Section 1

That the rates proposed by Oncor to be recovered through its electric rates charged to customers located within the City limits, are hereby found to be unreasonable and shall be denied.

Section 2

That the Company shall continue to charge its existing rates to customers within the City.

Section 3

That the City's reasonable rate case expenses shall be reimbursed in full by Oncor within 30 days of the adoption of this Resolution.

Section 4

This Resolution shall become effective from and after its passage.

Section 5

That a copy of this Resolution shall be sent to Oncor, care of Howard Fisher, Oncor Electric Delivery Company, LLC, 1616 Woodall Rodgers Freeway, Dallas, Texas 75202 and to Thomas Brocato, Counsel to the Steering Committee, at Lloyd Gosselink Rochelle & Townsend, P.C., P.O. Box 1725, Austin, Texas 78767-1725.

PASSED AND APPROVED this _____ day of _____, 2017.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary

Published: _____



**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.a.

Meeting Date: July 17, 2017

Item Title: Neighborhood Resident Opinion Survey Results

Submitted By: Becky King, Managing Director

Summary of Request/Problem

Staff will provide a historical overview of the Neighborhood Resident Opinion Survey, as well as present results of the 2016 annual survey.

Recommendation/Action Requested and Justification

For information only; no action required.



**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.b.

Meeting Date: July 17, 2017

Item Title: Monthly Transportation Update

Submitted By: Paul Luedtke, Transportation Director

Summary of Request/Problem

Monthly report by the Director of Transportation on major strategic transportation initiatives in Garland.

Recommendation/Action Requested and Justification

Information only.

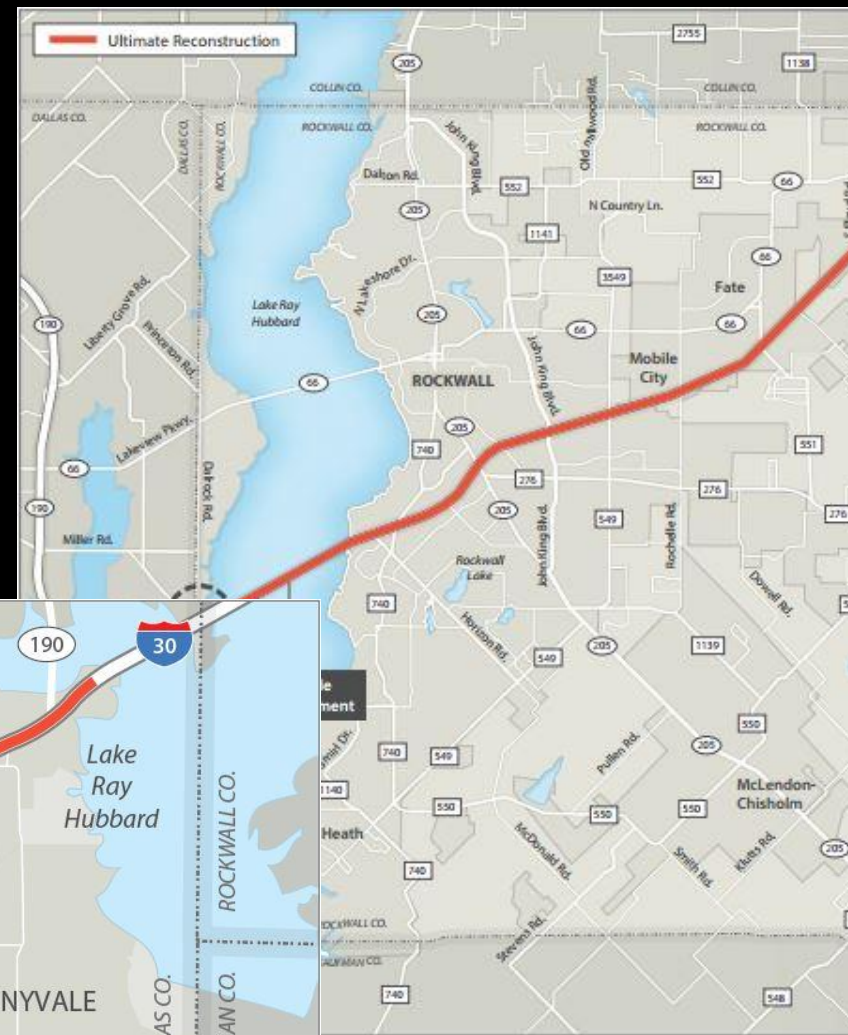
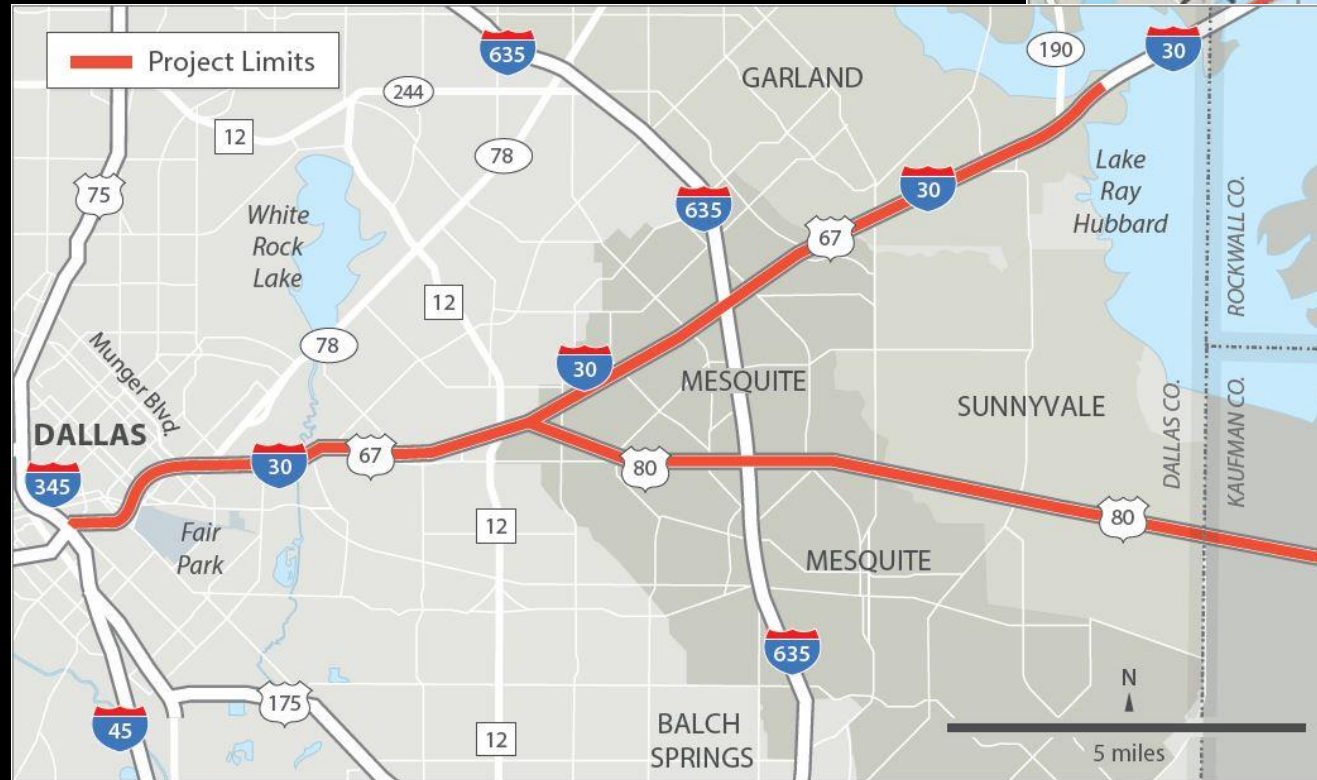
Attachments

Transportation Update July 2017

Transportation Update

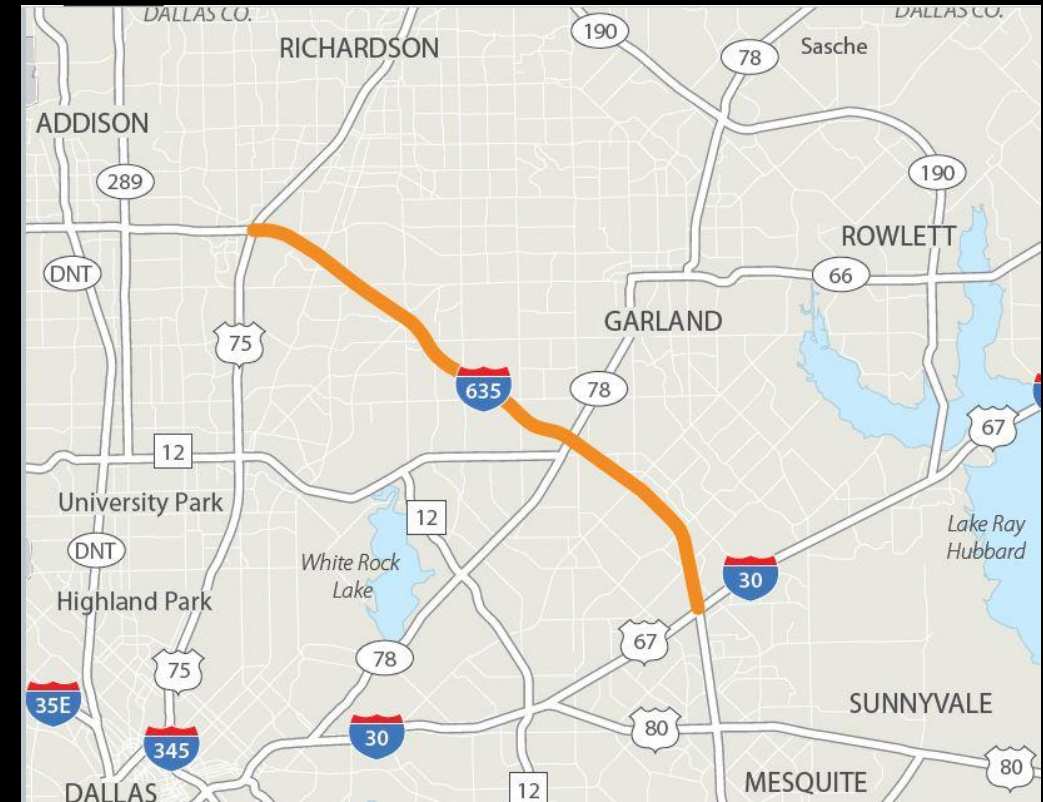
July 17, 2017

IH 30



IH 635 East

- ◆ Engineering
 - ◆ Construction Plans - Complete
 - ◆ Traffic and Revenue study - Complete
 - ◆ Public Hearing - Complete
 - ◆ Environmental - Complete
 - ◆ Ready for Construction Bidding
- ◆ Funding
 - ◆ Still Number 1 Project
 - ◆ No Funding from Legislature
 - ◆ “Laser Focus” on IH 635 East
 - ◆ Evaluating Options





GARLAND
CITY COUNCIL ITEM SUMMARY SHEET

City Council Work Session Agenda

3.c.

Meeting Date: July 17, 2017

Item Title: Internal Audit Committee Report

Submitted By: Jed Johnson, Internal Auditor

Summary of Request/Problem

Council Member David Gibbons, Chair of the Internal Audit Committee, will provide a committee report on the following items:

- Alcoholic Beverage Permits Audit
- Garland Cultural Arts Commission, Inc. Audit
- IT Procurement and Contract Management Audit
- Environmental Waste Services Revenue Audit Follow-up
- Animal Services Audit Follow-up

Recommendation/Action Requested and Justification

Council discussion.



**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.d.

Meeting Date: July 17, 2017

Item Title: IH-30 Corridor Catalyst Area Plan

Submitted By: Nathaniel Barnett, Sr. Planner

Summary of Request/Problem

Staff will brief the Council on a final draft of the IH-30 Corridor Catalyst Area Plan. The last Council briefing took place during the May 15, 2017 Work Session. A resolution to formally adopt the plan is listed on the July 18, 2017 Regular City Council agenda.

Recommendation/Action Requested and Justification

The draft plan and resolution are included on the City Council's July 18 Regular Agenda for formal consideration and action. Should the Council request further discussion or changes, the Council has the option to postpone to a later date.

Attachments

Final Draft IH-30 Catalyst Area Plan



City of Garland
I-30 CORRIDOR
CATALYST AREA PLAN

FINAL DRAFT

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ACKNOWLEDGMENTS

City Council

Mayor Douglas Athas
David Gibbons, Council District 1
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WHAT'S INSIDE

EXECUTIVE SUMMARY	5	PART THREE CATALYST AREA PLANS	32
PART ONE OVERVIEW	6	I-30 Corridor Catalyst Area	32
Purpose.....	6	I-30 Redevelopment Strategies Toolbox	34
Overview.....	6	I-30 Revitalization Strategies Toolbox.....	36
Study Area	6	Broadway TIA	38
Engagement.....	8	Rosehill TIA.....	42
PART TWO AREA ASSESSMENT	10	Harbor Point TIA.....	46
Site Analyses.....	10	PART FOUR IMPLEMENTATION	50
Market Assessment by Land Use	10	Broadway TIA Action Plan	51
Economics and Demographics.....	12	Rosehill TIA Action Plan.....	55
Physical Assessment	13	Harbor Point TIA Action Plan.....	58
Conclusion	30	APPENDIX	63

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EXECUTIVE SUMMARY

The Interstate Highway 30 (I-30) corridor from Northwest Highway to Lake Ray Hubbard is a well-traversed and highly visibly commercial corridor in South Garland. Changing market conditions, inconsistent land uses, and aging building stock are characteristic of the existing economic and physical conditions of the area. A result of the economic development goals identified in the Envision Garland 2030 Comprehensive Plan, the I-30 corridor was designated as a catalyst area with the intent of focusing redevelopment and revitalization efforts in the area. Three Targeted Investment Areas (TIA) were identified at major intersections within the catalyst area as activity centers to spur investment. These major intersections are located at I-30 and Broadway Boulevard, also known as the Broadway site; I-30 and Rosehill Road, also known as the Rosehill site; and Harbor Point. This plan identifies key opportunities for redevelopment and reinvestment in the corridor as a whole as well as the three TIAs. The plan is intended as a guide to direct future investment.

An analysis was conducted of the existing physical and market conditions of the corridor as a whole to gain a better understanding of the needs of the area. The analysis found that much of the area has a mix of zonings, inconsistent land uses, and aging commercial stock. In addition, the analysis found opportunities for the development of a variety of housing and a gap in the inclusion neighborhood retail. In response to these conditions, the plan recommends consolidating land to larger parcels when possible, unifying zoning districts, and pursuing mixed-use land development.

This plan understands each TIA is different and makes unique development strategy recommendations based on the context available opportunities. To better design plans sensitive to the needs of the district, the plan also introduces a toolbox of redevelopment and revitalization strategies most suited for this corridor. From the toolbox, strategies are recommended for each of the TIAs to be implemented based on the analysis. In this way, three different approaches were taken for the TIAs: community-focused, revitalization-focused, and destination-focused.

The community-focused approach to the development of the Rosehill TIA is intended to fill the gaps for neighborhood retail and create a place to anchor the community. The greenfield conditions of the Rosehill site allow for the development of a master planned mixed-use development. The introduction of this type of development would have the potential to

generate higher value overtime in comparison to typical highway oriented development. A signature catalytic development of this nature would also have the most impact throughout the corridor in the long-term to stimulate further development.

The Broadway TIA includes a large amount of existing commercial development which reduces the feasibility of redevelopment in the district. For this reason, a revitalization-focused approach is recommended for the Broadway TIA to capitalize on the existing commercial development. The implementation of long-term redevelopment and reinvestment will have the greatest impact on the district. Retail revitalization efforts to enhance the appearance of existing structures and district branding will help to create a more vibrant and distinct retail district.

Similar to the Broadway TIA, the Harbor Point TIA also includes existing development and little room for new development. The TIA encompasses lakeside commercial, high-density residential, and lake-front recreation. The approach for this area involves a destination-focused design and strategies which incorporate new mixed-use retail, residential, and commercial development by better allocating existing commercial areas and crafting a more vibrant, pedestrian friendly commercial area with outdoor spaces for gathering. As a destination oriented location, improvements to the existing renovated John Paul Jones Park and district branding will draw patrons to the entertainment atmosphere. Due to the low likelihood of the existing high-density residential development to the north and south of I-30 to be redeveloped in the near- to mid- term, long-term redevelopment and reinvestment is recommended to improved the current state of housing stock.

To implement the recommendations of the TIA plans, action plans were devised to assist the City with coordinating the plan. The action plans identify a champion to lead the effort, potential partnerships to help implement, possible funding sources to draw from, and initial steps to kick start the redevelopment process. Potential partners may include entities such as City departments, government agencies, and local stakeholders who can assist in the progression of the plan. By designating initial steps and providing checkpoints, the City has the ability to ensure the plan is being implemented.

PART ONE | OVERVIEW

Purpose

The purpose of this catalyst area plan is to create a cohesive vision for the Interstate Highway 30 (I-30) Corridor Catalyst Area and devise appropriate strategies to implement and ultimately revitalize the corridor as a whole. Inspiration for the revitalization of the corridor is based on the goals established in the Envision Garland 2030 Comprehensive Plan. There are opportunities in the I-30 corridor for new development as well as revitalization that can only be explored by conducting a formal analysis of the existing needs and economic opportunities. The intent of this plan is to establish distinct development strategies for three identified Targeted Investment Areas (TIA) to spur redevelopment of the corridor and surrounding areas. This plan will provide guidance for future new development and redevelopment, identify effective strategies for economic growth, and outline actionable items to achieve the goals of Envision Garland.

Overview

The concept to redevelop aging and under performing commercial centers stems from the goals identified in the Envision Garland 2030 Comprehensive Plan. Adopted in March of 2012, the plan sought to enable redevelopment and implement aggressive economic growth strategies through targeted strategic investment. As a result of City Council's desire to see action and not let plans simply sit on the shelf, creation of the I-30 Corridor Catalyst Area Plan was initiated to help spur economic activity within the catalyst area through the use of economic strategies and development goals.

This plan takes a three part approach to developing a catalyst area plan: information gathering, area assessment, and plan development. Information and input gathered from site visits, the Planning Advisory Committee, and the Technical Committee painted a comprehensive picture of the existing conditions in the corridor. A detailed assessment of the corridor analyzed the market and economic conditions, population and demographics, and physical conditions and existing land uses. This information was then used to create a generalized land use plan for the entire catalyst area and TIA plans for each of the three TIAs located at I-30 and Broadway Boulevard, I-30 and Rosehill Road, and Harbor Point. These plans outline development strategies and design features to encourage economic development within the TIA.

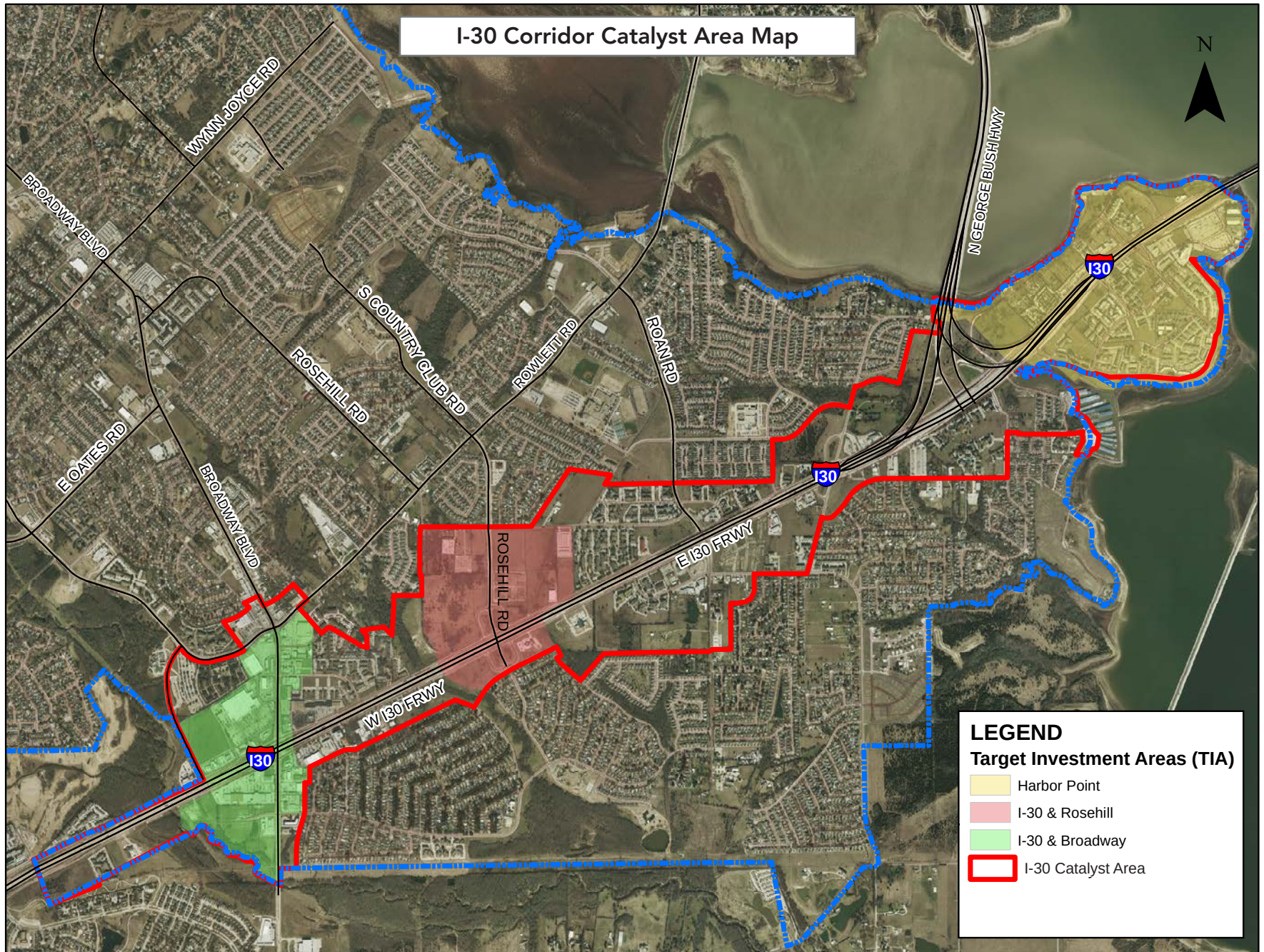
This plan takes into account that one size does not fit all situations and therefore, while each TIA may have similar conditions, the same strategy is not used in every case. While this plan creates a vision for the corridor, it also outlines realistic actionable strategies to assist the City in decision making to bring ideas and goals into reality with the explicit purpose of revitalizing the I-30 corridor and improving the overall quality of life.

Study Area

Located in the southern most portion of the City of Garland, the I-30 corridor study area consists of 2.18 square miles of land along the north and south side of I-30. The study area is directly bounded by the City of Mesquite to the west and Lake Ray Hubbard to the east. Both access points serve as gateways to the City. Land uses in the area include pockets of commercial development along the highway frontage, retail development concentrated at the intersection of I-30 and Broadway Boulevard, and multi-family residential located along the highway, most heavily concentrated between the President George Bush Turnpike (PGBT) and Lake Ray Hubbard.

South Garland is characterized as an established community with aging housing and commercial real estate. New commercial and residential development is occurring to the south, east, and west of the study area. Within the corridor, new commercial has been constructed, however limited. As a result, the area has developed a perception reflecting the aged housing, abundance of multi-family residential, and lack of entertainment options. The community is especially sensitive to high density development due to the negative connotation associated with the existing garden-style apartment housing options. This sensitivity to land uses has been taken into consideration in the development of this plan.

The corridor has excellent regional connectivity with connection to PGBT. The future extension of PGBT to Interstate Highway-20 (I-20) will have significant impact on the future development within the corridor and the surrounding cities. Future Texas Department of Transportation (TxDOT) improvements are scheduled for this portion of I-30. These improvements will increase accessibility through better ramp configurations, intersection enhancements (removing "jug handles") and potential roadway aesthetics.



Engagement

The primary advocates in the development of this plan are the Planning Advisory Committee (PAC), the Technical Committee (TC), and the consultant team from Freese and Nichols, Inc. (FNI) and RCLCO. The PAC served as the advisory task force made up of members of the community selected by the City Council. These members include Planning and Zoning Commission members and stakeholders who are familiar with the needs and opportunities of the study area. The TC consists of members of City staff who are involved with City development.

In developing the plan, the consulting team from FNI and RCLCO met with both committees three times starting in the fall of 2016. The first meeting in October 2016 was an information gathering session to learn about impediments, opportunities, and other information pertinent to the development of a successful plan. The PAC and consultant team took a tour of the study area to conduct a visual assessment and visit the three TIAs.

The consultant team met with both committees again in December 2016 and February 2017. At the meeting in December, the consultant team presented initial plans for a sustainable catalyst area program and the economic analysis of the corridor. At the February meeting, the consultant team presented concept plans and development strategies for each of the TIAs based on the information gathered at the initial meeting. After receiving feedback from both committees, the consultant team returned to the committees again with a final draft of the Catalyst Area Plan.

The following are major themes gathered from the initial meetings with both committees:

OPPORTUNITIES

- The corridor is a great location with access to PGBT, Highway 635, and Lake Ray Hubbard.
- Lakefront property at Harbor Point can be capitalized on as an amenity.
- I-30 has high traffic counts and high visibility to passing traffic.
- The PGBT extension will provide additional access to the corridor.
- Future TxDOT improvements will improve accessibility.
- Lake Ray Hubbard contributes ecotourism opportunities.
- Large, contiguous, vacant parcels at I-30 and Rosehill provide opportunity for new development.

CHALLENGES

- There is an existing negative perception along this corridor.
- Existing highway layout has poor traffic accessibility.
- There is a poor configuration of land uses and many planned development districts are intermixed.
- Competing retail centers in the City of Mesquite and City of Rockwall draw potential consumers away from South Garland.
- Existing commercial properties are performing sufficiently and provide little incentive for property owners to make improvements.
- A large amount of garden-style apartments are located in poor locations where commercial development could be located.
- South Garland is faced with challenges associated with aging housing and older commercial real estate.



One Thing

- 1) Upscale entertainment district
- 2) entertainment that attracts young families
- 3) mixed use - residential, office, retail
- 4) Anchor restaurant
- 5) Mixed use



Opportunities & Assets

- Great access & location
- Different types of multi-family (mixed use)
- Demand from younger generation for "something different"
- Education of community on new types of residential
- Opportunity to bring in younger folks
- need upscale to change mindsets
- Dove Creek - should be extended to 30. Garland did this right but should come further.
- Land for parks is there just needs to be built
- Signage or naming of corridor an opportunity
- programs in neighborhoods to bridge unity is an opportunity

Challenges

Planning for extension of roadway
Current residential/businesses at Harbor Point
Multifamily that is part Garland/part Mesquite
Land use & extensive use of P.D.s - some PDs are very limited to limited amount of uses
Some overlays have been deleted w/ new UDC but city open to them.
Perception of high crime.
High traffic counts, but NOT stopping. Most keep going through.
Traffic accessibility & ease of access
Struggle w/ off ramp between Rockwell & Garland (Dabrock)

PART TWO | AREA ASSESSMENT

Site Analyses

BROADWAY

The site at I-30 and Broadway Boulevard, also referred to as the Broadway site, has excellent visibility from I-30, while the intersection of a major North/South thoroughfare allows for easy access from Garland to major regional employment cores. Broadway's existing retail concentrations support the perception of the site as a commercial center; however, because the site's existing retail buildings continue to age and the immediately surrounding neighborhoods provide limited new household growth, Broadway is unlikely to attract major new tenants or investment without some public intervention. Acquiring land for development would also be a challenge, as the site has multiple land owners and high occupancy. However, there may be an opportunity for investment to create an attractive park and trail system in the expansive greenspace and creek to the west and south of the site, helping re-energize parts of the planning area in addition to revitalization strategies.

ROSEHILL

The site at I-30 and Rosehill Road, also referred to as the Rosehill site, is made up of large, empty parcels which allow for easier land acquisition and development. Rosehill Road connects to several residential neighborhoods to the north and south, allowing for local access in addition to regional access via I-30. Like Broadway, the site has excellent visibility from the interstate; however, ease of access is limited by circuitous exit ramps. Plans to redesign the Rosehill Road and I-30 intersection have been discussed, which would improve the opportunity for development at the site. In addition, the site has expansive greenspace to the west and south, which could connect with a trail system. Rosehill's size and proximity to existing residential neighborhoods, along with attractive site characteristics, make it the most feasible for near-term development.

HARBOR POINT

Harbor Point is a large site with waterfront access and impressive lake views. Of the three sites, Harbor Point is closest to large areas of household growth east of Lake Ray Hubbard. Although Harbor Point offers some of the newest and highest quality retail on the corridor, the development has shortcomings.

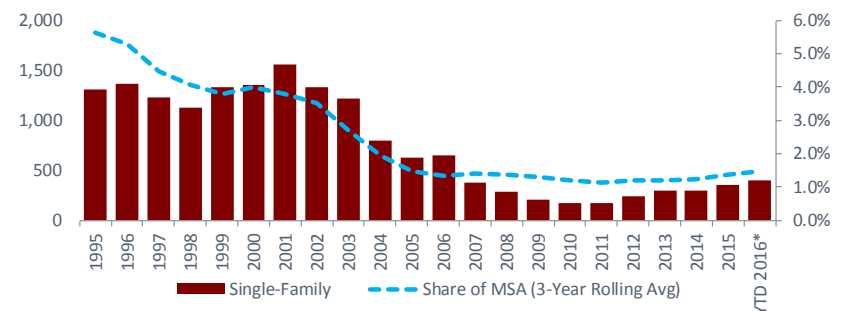
The positioning of the buildings on-site results in limited visibility from I-30, and the parking lot design makes it difficult for visitors to move between businesses on foot. The site design also restricts views of the lake except from private restaurant space. Public access to the waterfront is minimal, and although the dock has since been reopened, patrons were unable to access Harbor Point's dock for a short time in 2016. Nonetheless, the site's waterfront holds significant potential, and targeted investments to increase public access will help enhance the value and appeal of the planning area.

Market Assessment by Land Use

FOR-SALE HOUSING

The Garland-Rowlett area has enjoyed strong growth post-recession, with single-family permits increasing approximately 130 percent from 2010 to 2016 as shown in Figure 1.1. Activity remains far below the late 1990s and early 2000s, as developable acreage has diminished. New residential activity is concentrated in the Rowlett area and is priced at a premium to the I-30 corridor, buoyed by quality schools, strong regional access, and newer retail and services. Actively selling communities near the study area are experiencing healthy absorptions, with a sales pace of 2-3 homes a month.

Figure 1.1 Historical Single-Family Permits Garland and Rowlett, TX; 1995-2016



*2016 figures account for permits through September Source: U.S. Census

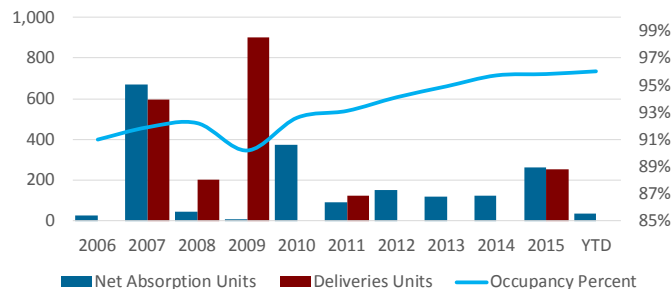
Low cost of living and easy access to central Dallas are key demand drivers for the area. The opening of the PGBT will also drive demand as it improves access to the north, making the area an attractive residential location for employees of both the Telecom Corridor and Downtown. There is an opportunity for higher density infill residential developments that can appeal to young professionals, young families, and empty-nesters, attracted by relative affordability and employment proximity.

RENTAL HOUSING

The Garland-Rockwall area rental housing market, especially near the TIA sites, is dominated by aging communities from the 1980s. Newer communities have been concentrated in the City of Rockwall and Northern Garland, most delivering between 2007 and 2009 as shown in Figure 1.2. Occupancy has remained high in recent years, after dipping due to slow absorption of the late-2000s deliveries.

The demand-drivers for rental housing are the same as for-sale housing: low cost of living and easy access to Dallas and employment cores. There is an opportunity for new urban-lite, multi-family, and single-family rental options in the study area, functioning as a step up from current area options while still serving as a discount to Bayside and pricier neighborhoods of Central Dallas.

Figure 1.2 Historical Multi-Family Absorption, Deliveries and Occupancy Garland-Rockwall Submarket; 2006-2016

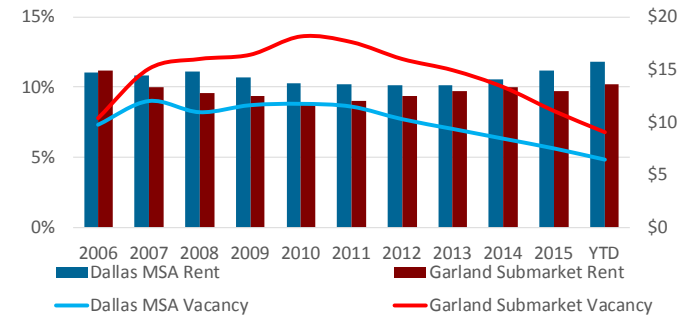


Source: CoStar; Axiometrics; RCLCO

RETAIL

Retail along I-30 in Garland is primarily neighborhood and community-serving, concentrated at the I-30 and Broadway intersection. Though the I-30 corridor is typified by aging retail space, Figure 1.3 shows vacancies have declined over the past five years in the Garland sub-market as well as the MSA overall. Rents have grown at an average annual rate of 2.6 percent around Garland and 2.9 percent in the MSA.

Figure 1.3 Rent and Vacancy for All Retail, 2006-2016



Source: CoStar; Esri; RCLCO

Retail demand is driven by household growth, not only in the immediate area, but also in nearby communities as the corridor can capture demand from commuters traveling between Dallas, Rowlett, Garland, and eastern suburbs along I-30 and PGBT. There is support for additional neighborhood-serving retail, restaurants, and smaller-scale entertainment options. The opportunity for new regional and power center developments are likely limited.

OFFICE

The majority of office and flex space in the area was built before 1990 and is concentrated between Downtown Garland and Interstate Highway 635 (I-635). Recent office development is mostly neighborhood-serving and is proximate to the higher growth areas of the City of Rockwall and the Firewheel area of Garland. Though flex space continues to maintain less than 5 percent vacancy, the relocation of Raytheon has significantly increased office vacancies. Garland sub-market has achieved slower rent growth than the MSA due to the area's slower population growth and older built environment.

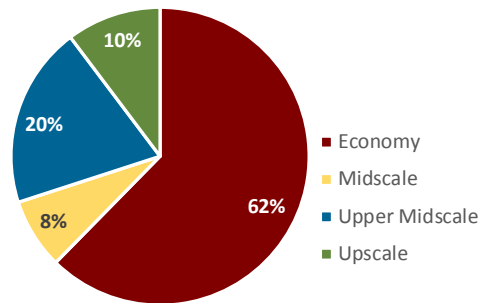
Office demand is driven by proximity to a large and growing base of office-using employees, which the Garland area currently lacks. Regional accessibility, which is improving with the opening and planned extension of the PGBT, is also a key office demand driver. Office space is likely a secondary or tertiary driver of development along the I-30 corridor, with additional household growth needed to drive opportunity in the area. New development opportunity is likely limited to small-scale neighborhood and medical office, with traditional office lacking support unless household growth accelerates significantly and the corridor develops a high-quality integrated, mixed-use environment that employers are increasingly seeking.

HOSPITALITY

Approximately 70 percent of hotel rooms in Garland are economy or midscale hotels (Motel 6 tier to La Quinta tier) with low average daily rates as shown in Figure 1.4. Since 2010, revenues per available room in Garland have increased by over 70 percent, compared to just 47 percent for the Metroplex as a whole, largely due to the addition of several upper midscale and upscale hotels. New hotel development in the area is largely occurring in Garland along the PGBT and in the City of Rockwall.

Garland's hospitality market largely serves the existing household base, with secondary support from lake tourism and employment. The development of higher-quality parkland along the waterfront will improve the area's appeal to hotel operators and lake tourism, while improved access to higher-income household growth along the PGBT will increase the study area's attractiveness. There will likely be support for new development in the mid- to long-term, as additional affluent household growth enters the study area, with the opportunity strongest for upper midscale and or upscale hotels that are not currently represented along the I-30 corridor.

Figure 1.4 Distribution of Hotel Rooms by Classification Garland-Rowlett Area



Source: STR; Texas Office of the Governor; Source Strategies Inc.; RCLCO

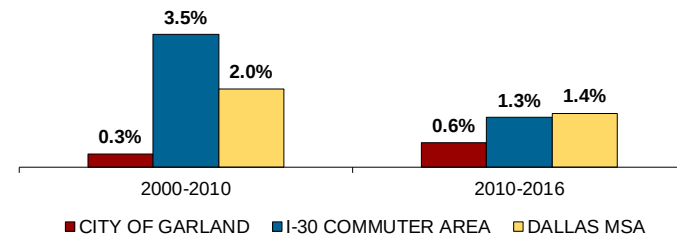
Economics and Demographics

The Dallas-Fort Worth-Arlington metropolitan statistical area (MSA) grew at a pace of 1.4 percent from 2010 to 2016, according to Esri household growth estimates. (See Figure 1.5). Although Garland grew at a slower pace in that period (0.6 percent), the I-30 commuter area, which includes households in the cities of Rowlett, Rockwall, and Wylie who commute through the study area, nearly kept pace with the MSA at 1.3 percent. In the previous 10-year period, the I-30 commuter area outpaced MSA growth (3.0 percent compared to 2.0 percent in the MSA).

The median household income in the MSA was \$60,850 in 2016. Garland's median income was below the MSA at \$52,800, while the median income in the I-30 commuter area was 126 percent of the MSA, at \$76,700.

The study area has easy access to two of the City of Dallas MSA's five largest employment cores: Central Dallas with over 270,000 employees, and the Telecom Corridor with over 150,000 employees in 2014. Employment growth in the City of Dallas MSA has outpaced the nation each year since 2004. Metro area employment has grown at an average annual rate of 2.7 percent since 2010, while the national average was 1.4 percent during the same period.

Figure 1.5 Average Household Growth Rates, 2000-2016



Source: Esri Business Analyst; RCLCO

Physical Assessment

With limited areas of land available for new development, it is critical to have an overall view of the existing conditions in the corridor to understand the opportunities available. An assessment of the physical features within the corridor will help to craft a plan that describes locations for new development and identify where redevelopment is most beneficial. The following assessments and associated maps analyze the existing conditions of different physical features within the corridor.

EXISTING ZONING

The I-30 Catalyst Area Existing Zoning Map illustrates the current zoning designations within the study area. The map shows a wide variety of zoning districts along the highway with a majority of them being commercially based. Zoning districts including Community Retail (CR), Light Commercial (LC), Urban Business District (UB), Multi-Family (MF) and a variety of Planned Developments (PD) are located directly along the frontage of I-30. PDs traditionally allow for more flexibility in development typologies. The significance of this finding is the need to maintain consistency and compatibility of zoning in all future development plans.

EXISTING LAND USE

There are concentrated pockets of Commercial & Retail and High Density Residential along the corridor. The I-30 Catalyst Area Current Land Use Map reveals that 344.86 acres of the study area are vacant making up the largest land use in the corridor. Other prominent land uses within the corridor include High Density Residential with 299.72 acres and Commercial & Retail with 170.02 acres. Primary retail nodes are located at the Broadway and Harbor Point. The area contains 344.86 acres of vacant land which holds potential for new development.

BASE ASSEMBLY

The I-30 Catalyst Area Ease of Assembly Map shows 88 percent of the property within the study area is of single ownership which could indicate a great ease for assembly. 12 percent is under multiple ownership. A small amount of properties have multiple ownership; however, many of these properties are concentrated in the area of Harbor Point. Multiple ownership can present a significant barrier to redevelopment.

BLOCK MAP

Analyzing existing building blocks within the study area helps to understand current building patterns. The building forms shown in the I-30 Catalyst

Area Block Map suggest auto-oriented development patterns. Most of the properties have open space in front or large parking lots which is indicative of auto-oriented retail. Clusters of multi-family apartments indicate lower-density garden-style apartments popular in the 1950s-1990s. Future infill development can help better connect the existing building footprints.

COMMERCIAL PROPERTIES CONDITIONS

While some structures may be showing signs of aging or reflect an older building style, most of the commercial properties in the study area are in good condition. The condition of properties within the study area were rated as "excellent", "good", "average", or "poor" based on the evaluation conducted by Dallas County Appraisal District (DCAD). The I-30 Catalyst Area Commercial Properties Condition Map shows that a majority of the commercial properties are considered to be in "good" condition while a handful of the commercial properties are considered to be in "excellent" condition. Very few of the properties are considered to be in an "average" or "poor" condition. Additionally, there is a direct correlation between the properties in "excellent" condition and the properties built more recently as shown on the I-30 Catalyst Area Commercial Properties Age of Structure Map.

COMMERCIAL PROPERTIES AGE OF STRUCTURE

According to the I-30 Catalyst Area Commercial Properties Age of Structure Map, most of the structures were built within the last 40 years with a majority being built in the 1970s and 1980s. The newest development was constructed at Harbor Point and Broadway. The oldest commercial property in the study area was built in the 1950s. Over time, structures may start showing signs of aging and areas may be prime for redevelopment and new development interest.

RESIDENTIAL PROPERTIES AGE OF STRUCTURE

According to the I-30 Corridor Catalyst Area Residential Age of Structure Map, most of the existing residential was constructed in the 1980s and 1990s. Only a few properties were built between the 1930s to the 1970s as well as the 2000s. A very small amount of properties were constructed in the 2000s. New housing products may help to improve the corridor's overall perception.

PHYSICAL FEATURES

The I-30 Catalyst Area Physical Feature Map shows that the primary physical feature within the study area that could cause impediments to development is the floodplain. Additionally, floodplains provide opportunities for trails and

potential routes for connectivity from one TIA to another. There are three points where the floodplain intersects the study area and crosses I-30. The largest of the three points is located at Duck Creek on the southwest end of the corridor.

ACTIVITY GENERATORS

The I-30 Catalyst Area Activity Generator Map reveals activity generators in the area are primarily located along Lake Ray Hubbard. The lake is a large physical feature with potential to drive activity. Activity generators along the water are located at the marina, John Paul Jones Park, and the Bass Pro retailer. In addition, the Lake Ray Hubbard Transit Center at the other end of the study area has a significant amount of ridership and can serve as a catalyst for more activity in the area.

STRONGEST IDENTITY BLOCKS

The locations with the strongest identity blocks are located at places with significant existing investment, distinct character, or image. These qualities could be both positive and negative for visitor perceptions. According to the I-30 Catalyst Area Strongest Identity Blocks Map, Harbor Point, John Paul Jones Park, existing office, and the retail at Broadway are the most identifiable identity blocks. These locations hold potential to help anchor new investments and redevelopment.

VACANT LAND

Identifying areas for future development begins with an assessment to identify potential locations to accommodate future projects. Vacant land is often the easiest to develop and therefore, it is essential to identify where such opportunities are located. The I-30 Catalyst Area Vacant Land Map shows that of the almost 345 acres of vacant land, a concentration of the largest percentage is located at the intersection of Rosehill and I-30 in the middle of the study area. These sites have the greatest potential to be utilized as future catalyst sites.

PUBLICLY-OWNED LAND

Publicly owned land provides a great opportunity to explore public private partnerships. As a public land owner, the City has the ability to leverage its existing investment in land within the study area to facilitate future development. The development of the TIAs will require creative solutions and innovative approaches to attract and secure the most beneficial development opportunities for the area. The I-30 Catalyst Area Public-Owned Land Map identifies land within the study area that is currently under public ownership.

LAND VALUES

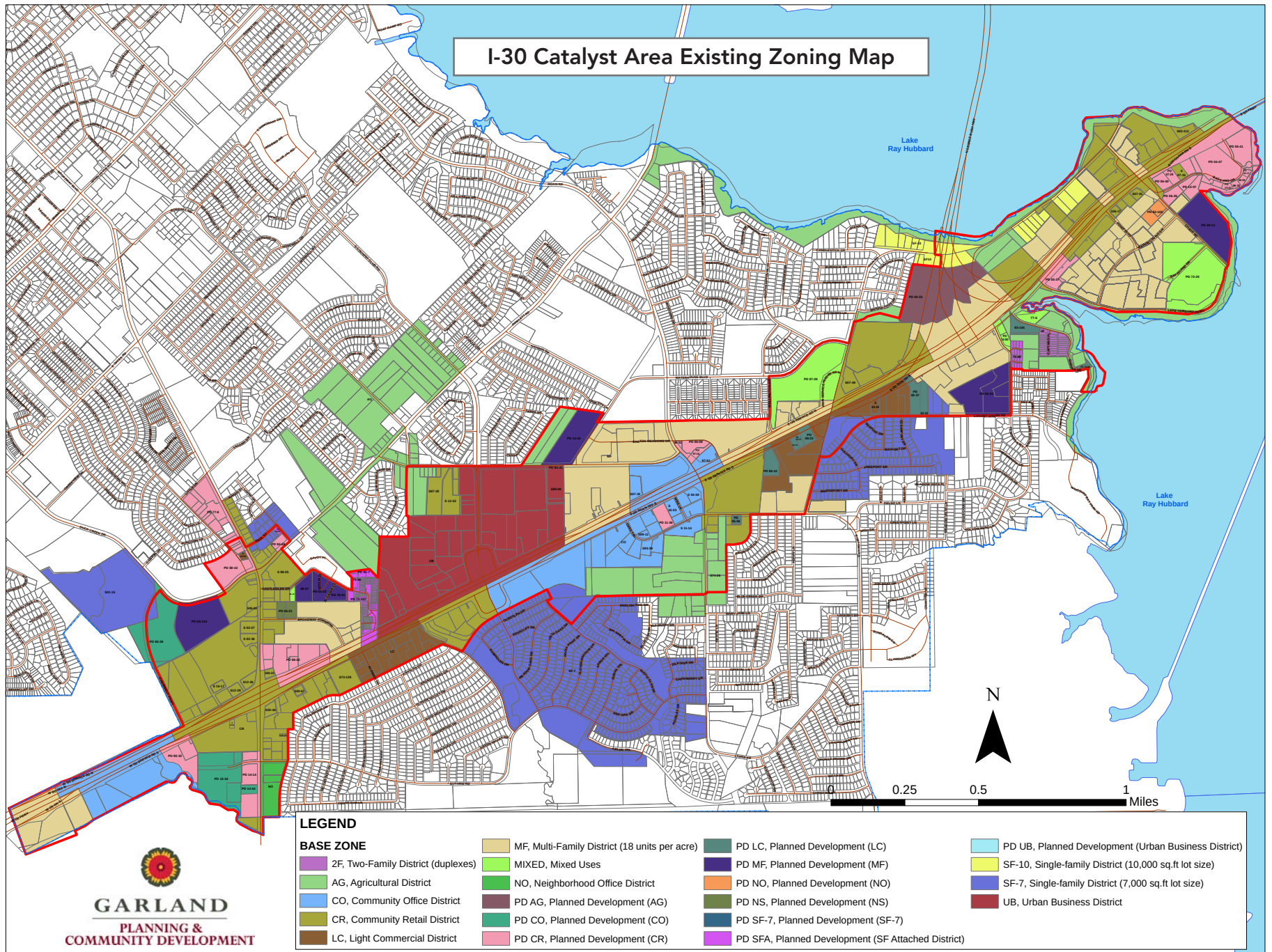
The Land Values Map is one of the most important maps for development and is based on the county's tax assessments. The values shown are based on price per square foot and do not represent market values of the owner's expectations. The study area's largest concentration of high land values is located near the Broadway and Harbor Point areas. From a land value perspective, these locations represent the most recent development. A larger portion of the study area is appraised at less than \$7.38 per square foot. This presents an opportunity to assemble lands for new development due to lower land assessments. In general, the first two value categories, shown in blue and light blue, are more likely land value situations where new development could occur.

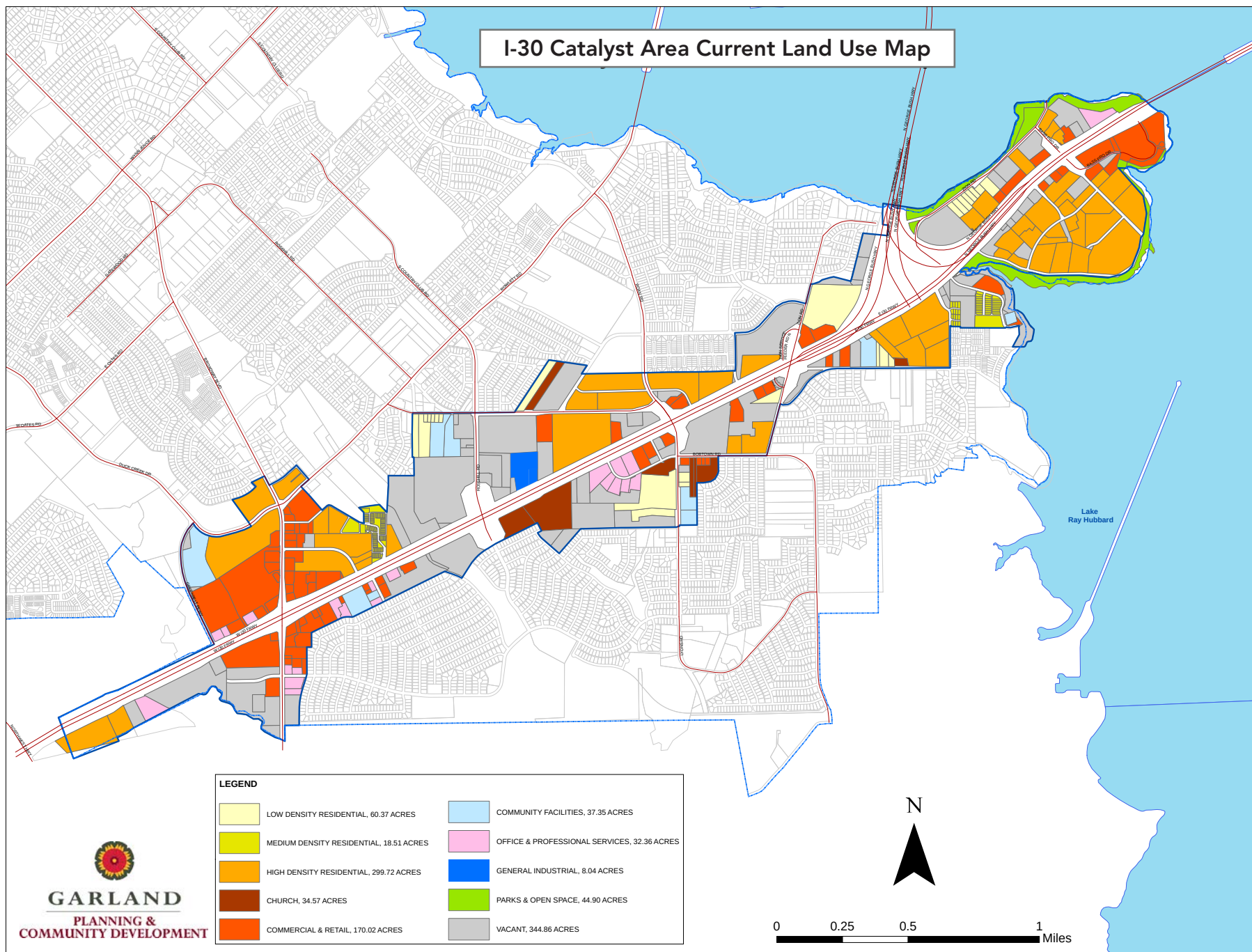
PROPERTY ENCUMBRANCES

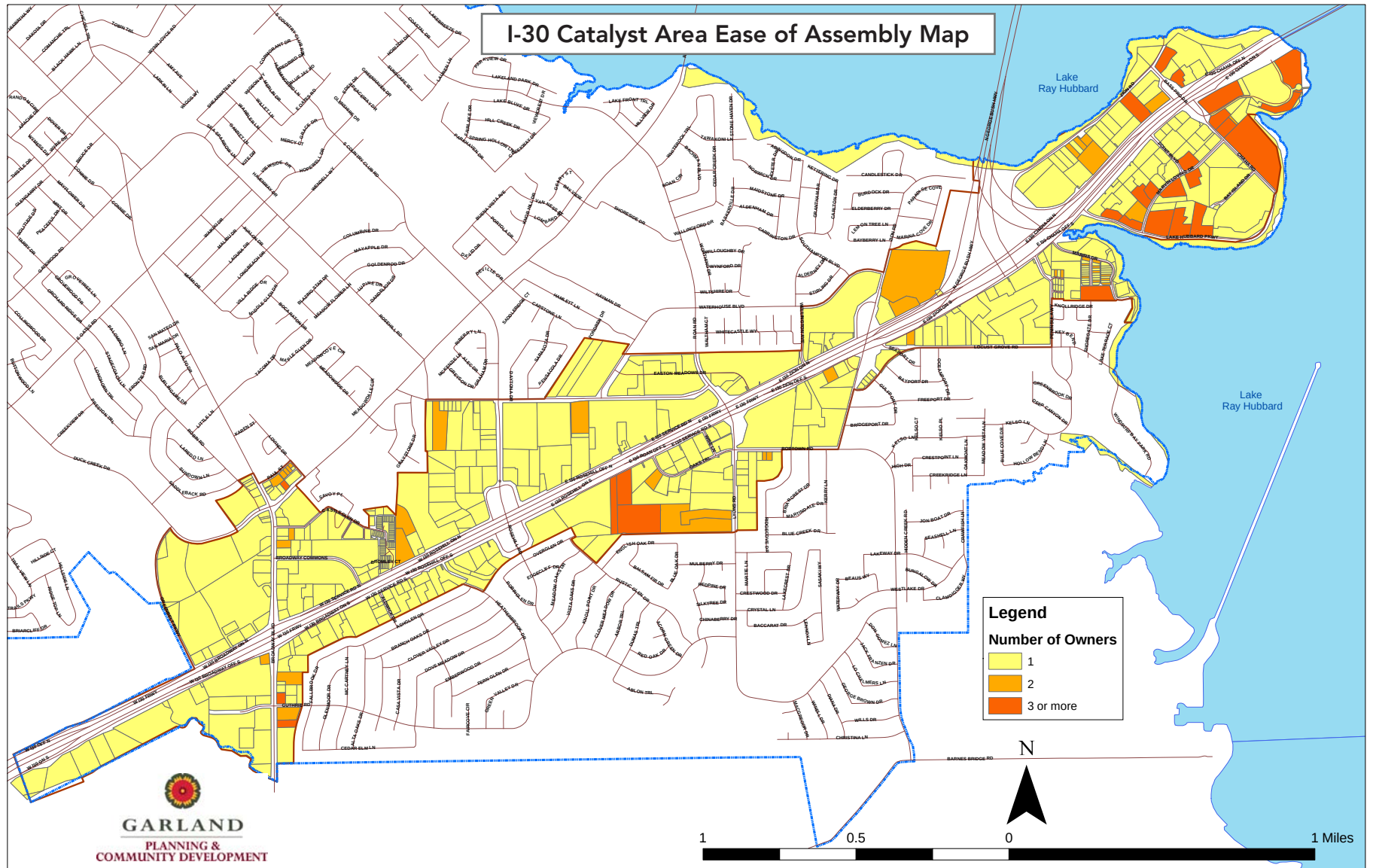
The I-30 Catalyst Area Property Encumbrances Map identifies the location of property encumbrances within the study area. Based on this preliminary assessment, the study area holds potential to develop larger parcel clusters. Items such as historical sites, cemeteries, gas wells, rights of way and utility easements all impact development. TIAs with one or more of these encumbrances may make it more difficult to assemble large parcels of land and therefore, require more strategic planning efforts. The map illustrates only minimal encumbrances directly adjacent to or within the study area.

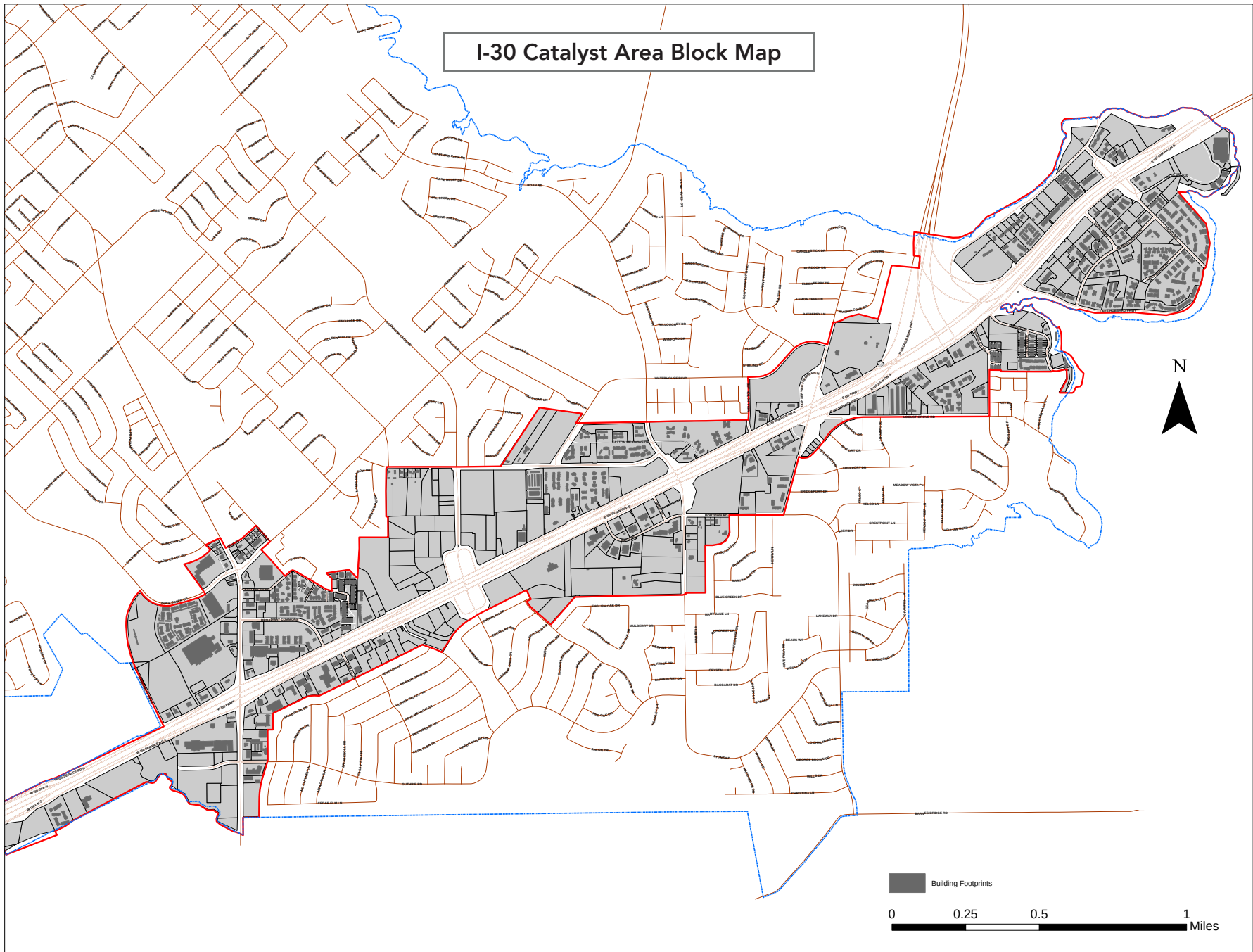
PEDESTRIAN CIRCULATION

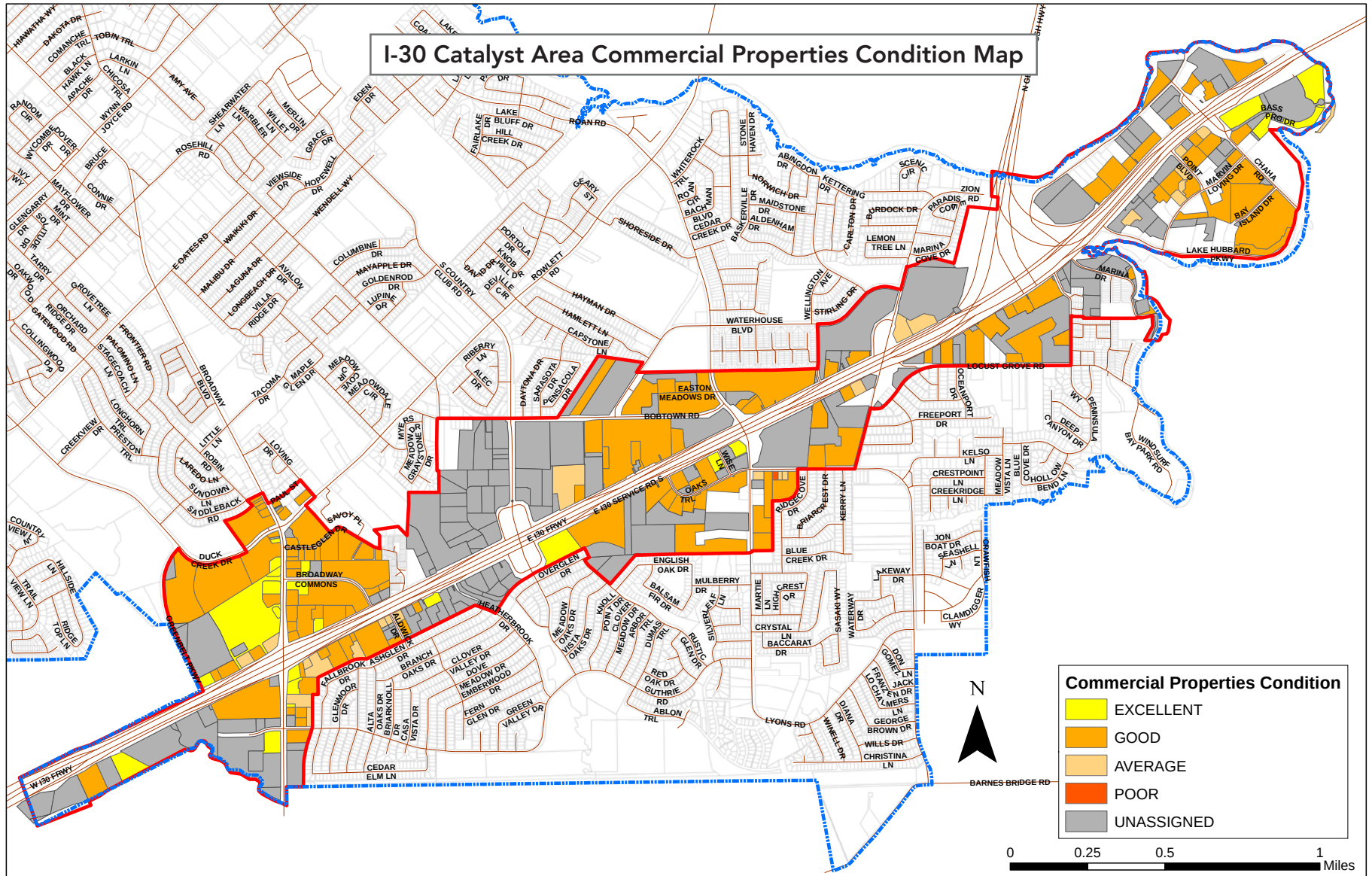
The I-30 Catalyst Area Pedestrian Circulation Map identifies the existing and planned bicycle and pedestrian facilities such as on- and off-street paths and bikeways, sidewalks, and planned or existing trailheads. As future development or redevelopment occurs, a commitment to providing accessibility and connectivity via these networks will be crucial. As evidenced by the map, existing pedestrian and bike facilities are limited in the study area. On-street facilities are planned for Rosehill Road and Bobtown Road within the corridor. Guthrie Road, near the Broadway TIA, is currently undergoing striping as part of the on-street network. Future trail heads and trail connections are planned to connect to trails in the City of Mesquite to the southwest which will increase access to the study area. The future extension of an off-street trail along Lake Ray Hubbard at John Paul Jones Park will also increase pedestrian access across I-30 at Harbor Point. Continuing to provide pedestrian infrastructure in all future development will be necessary to adhere to the desire for connectivity.

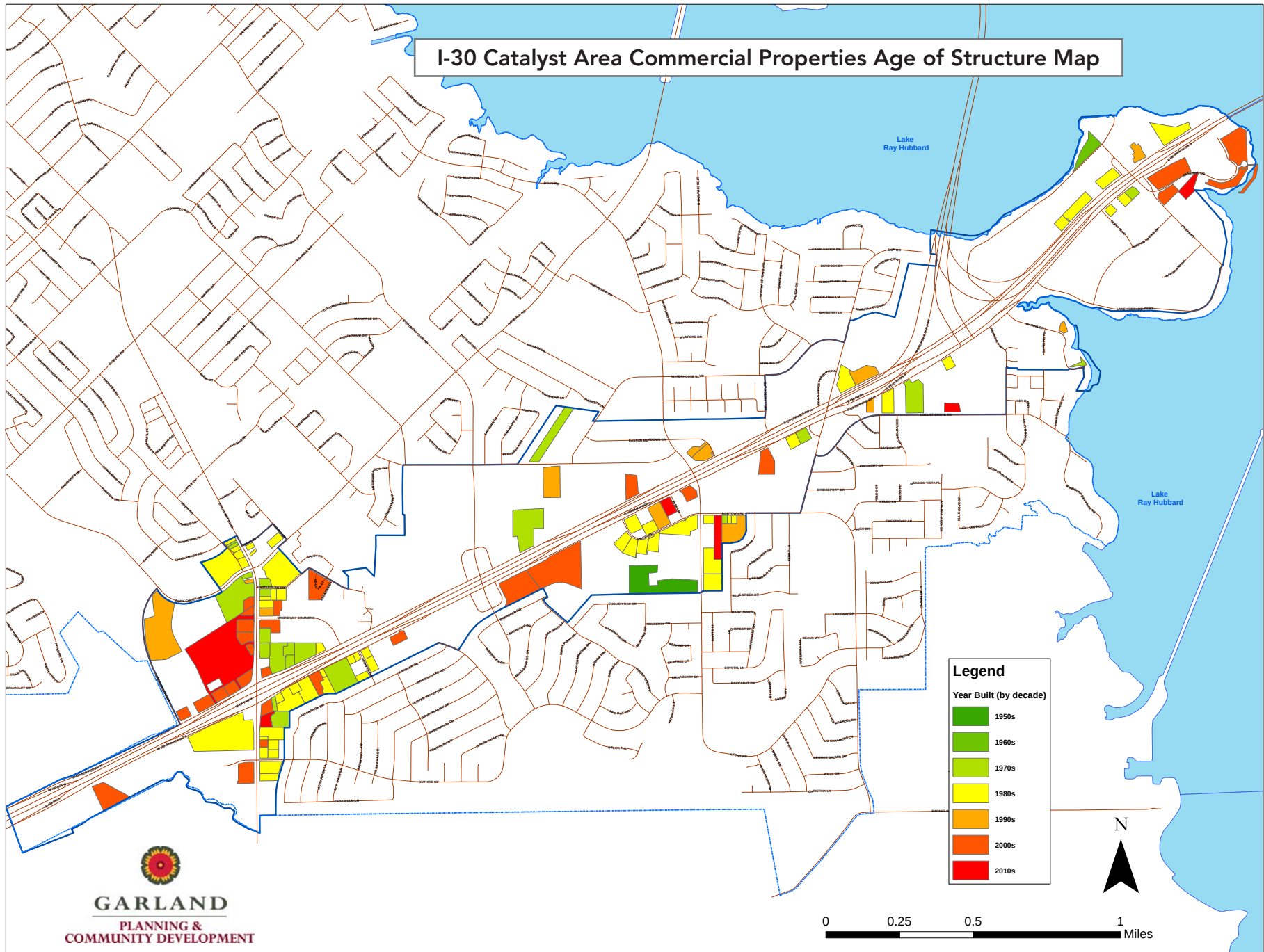


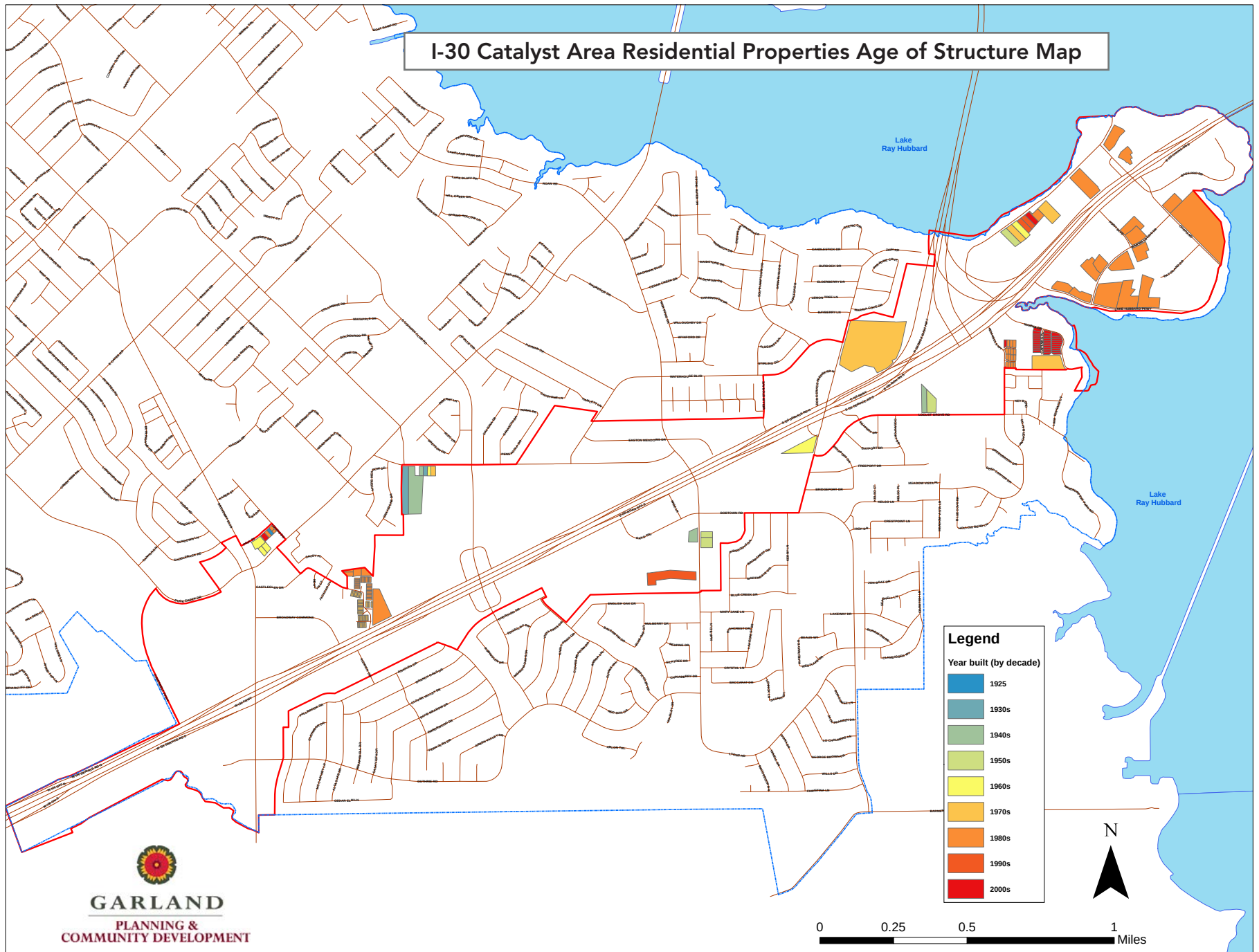


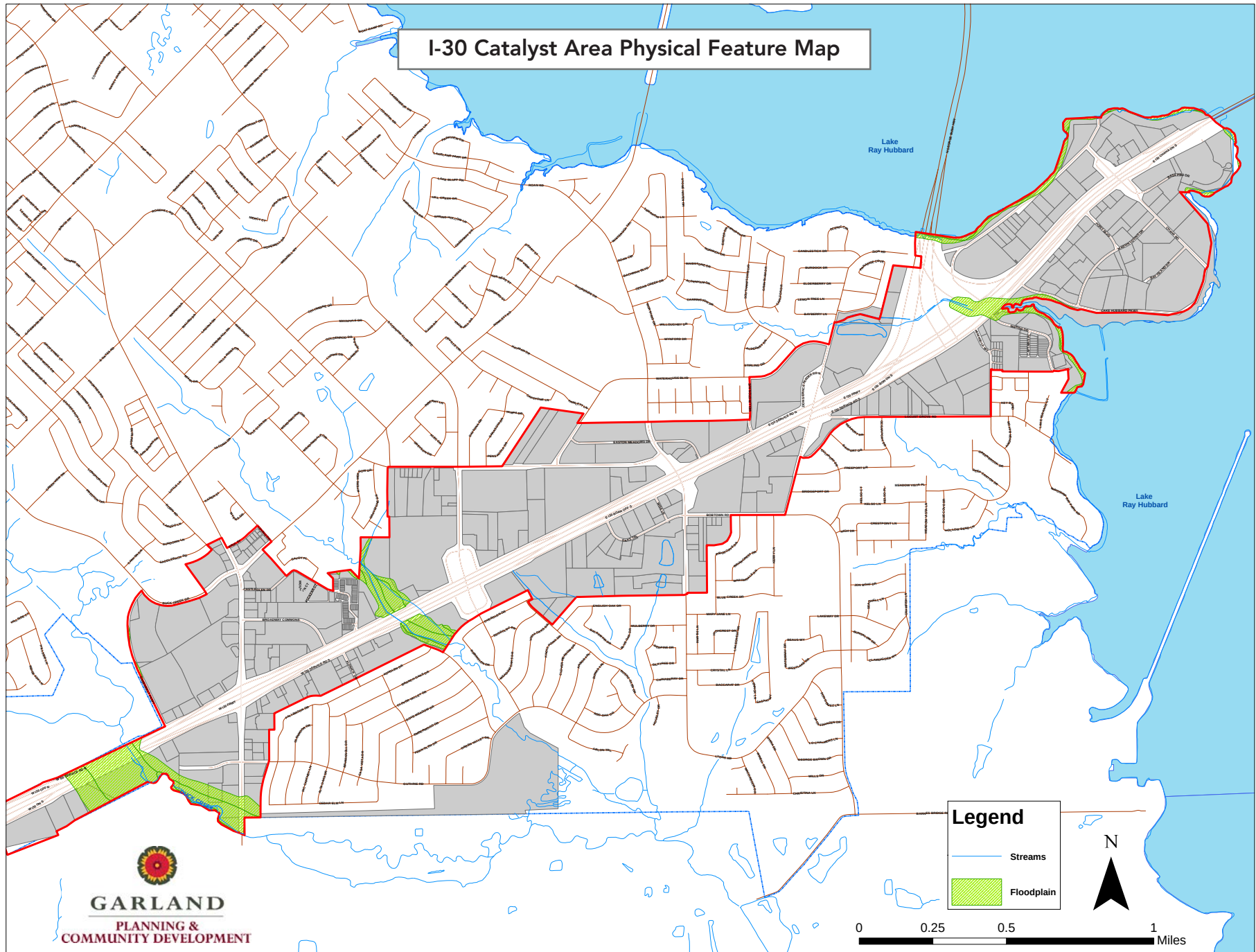


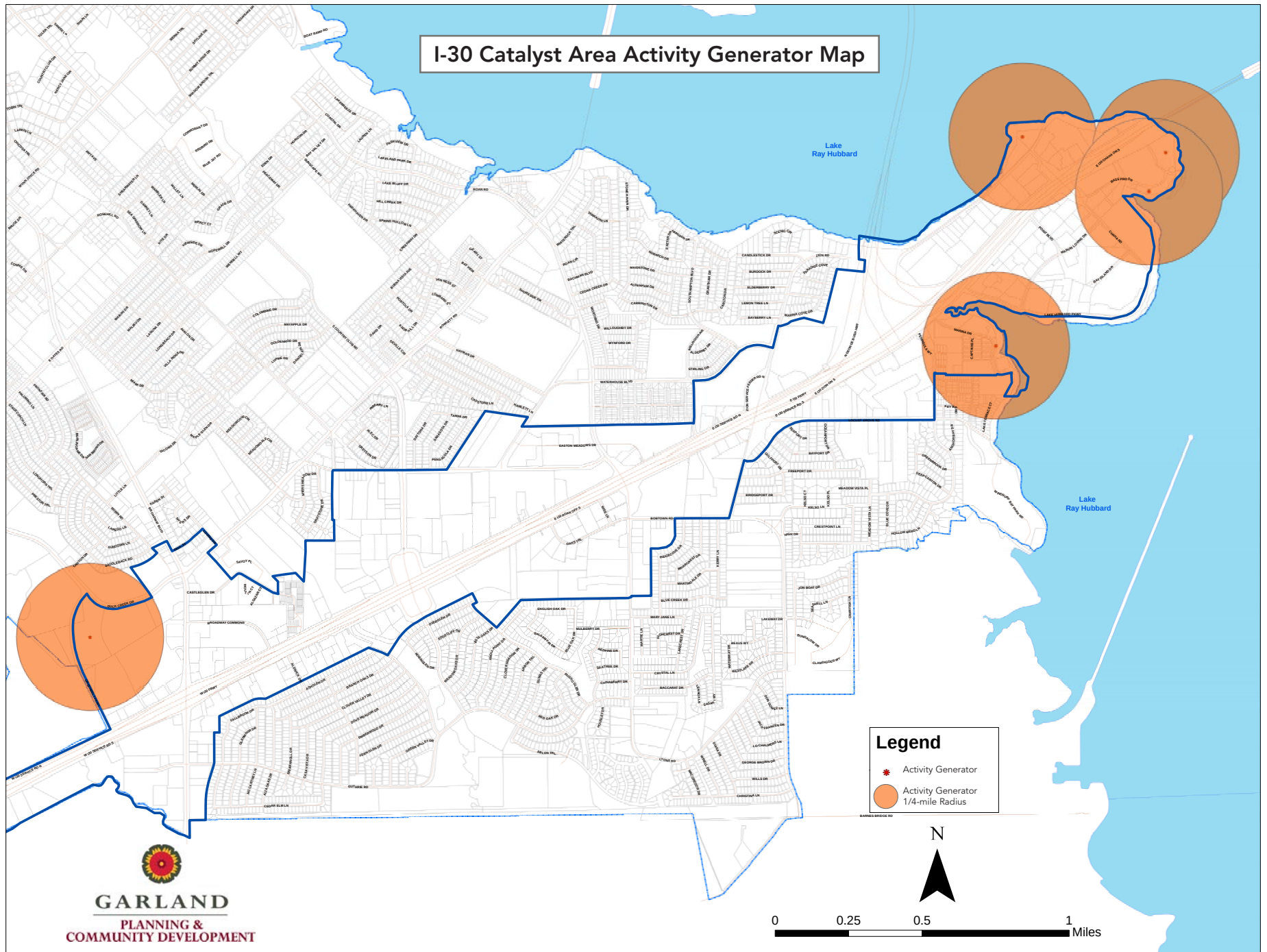


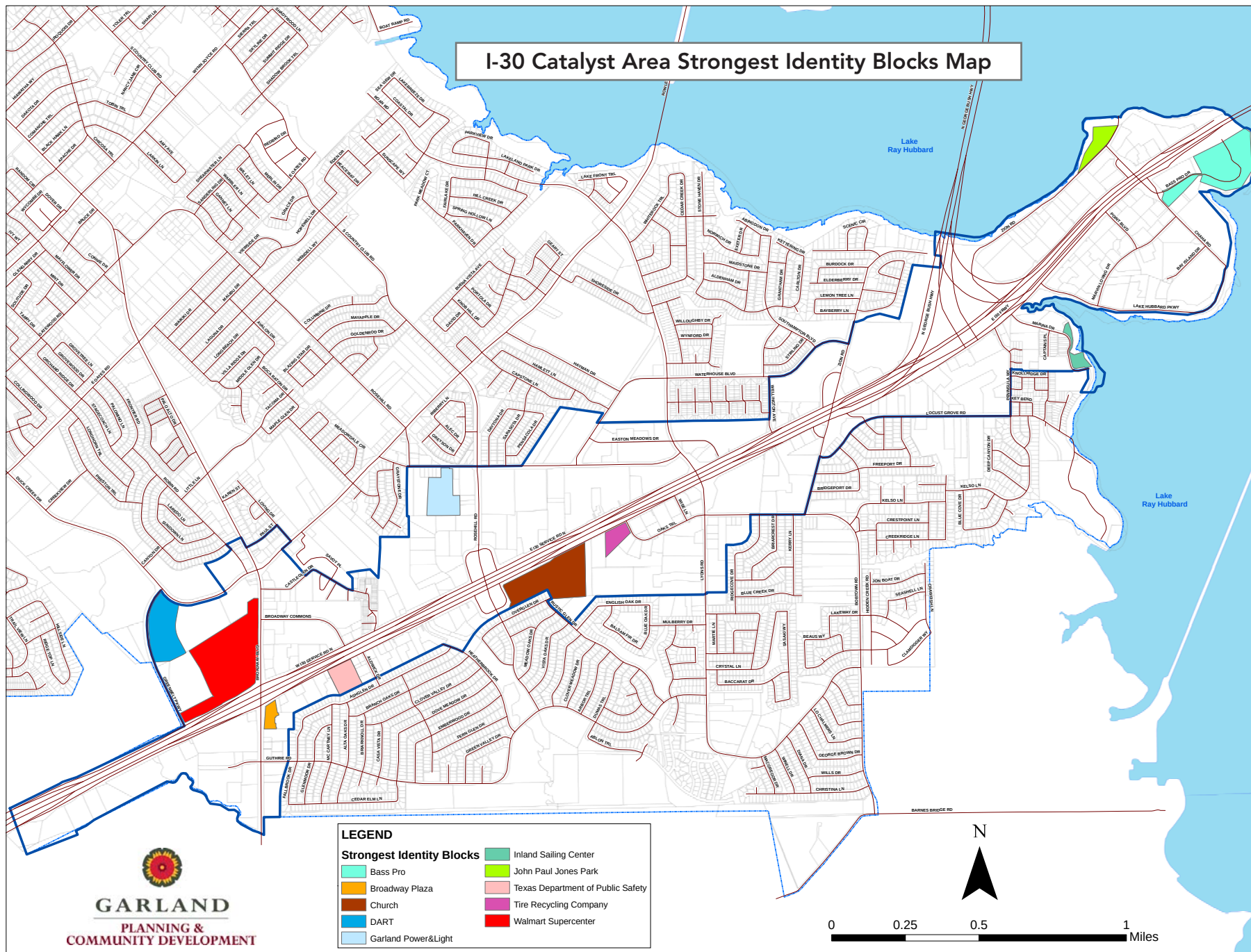


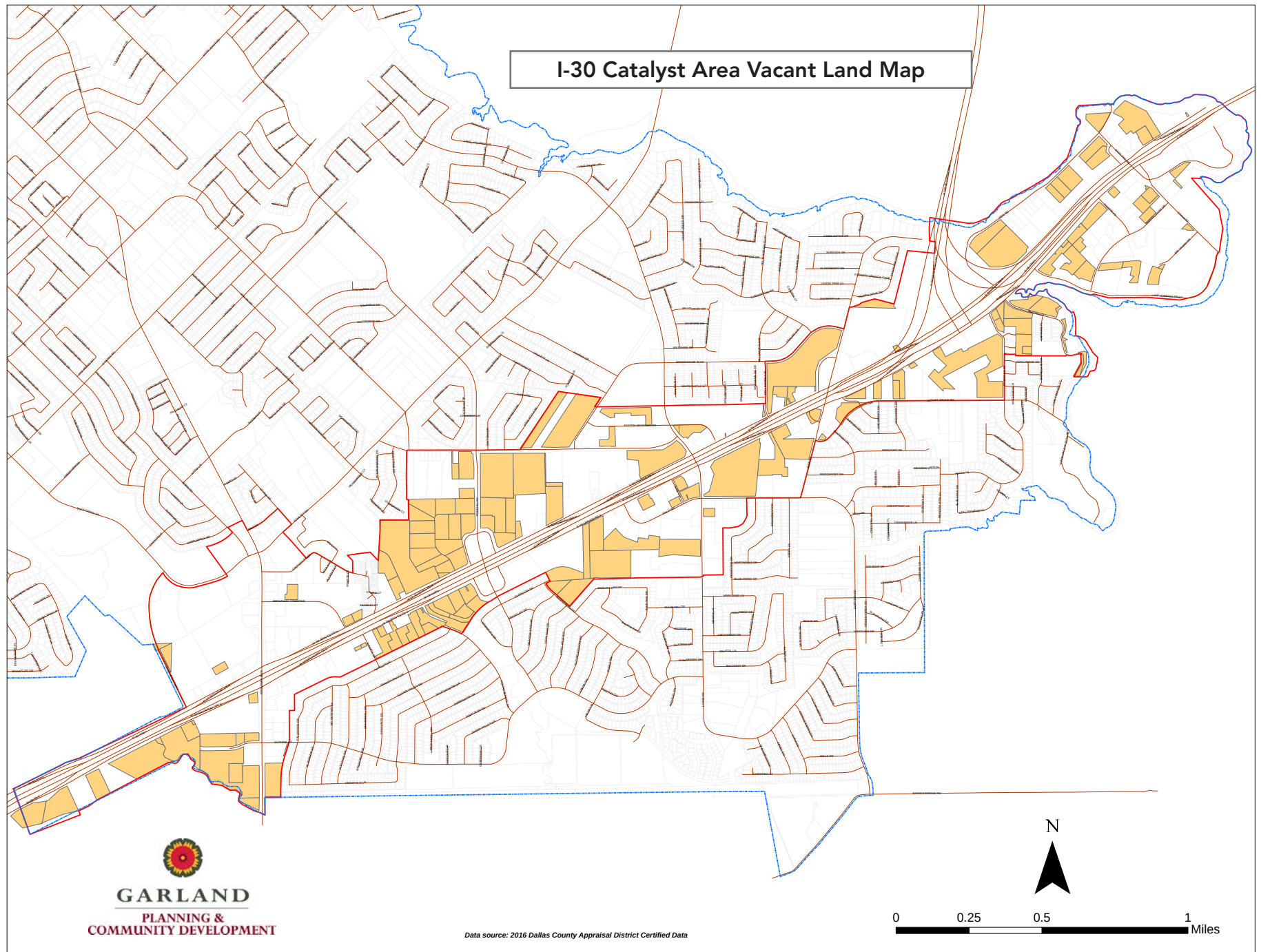








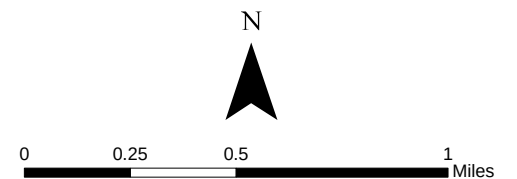




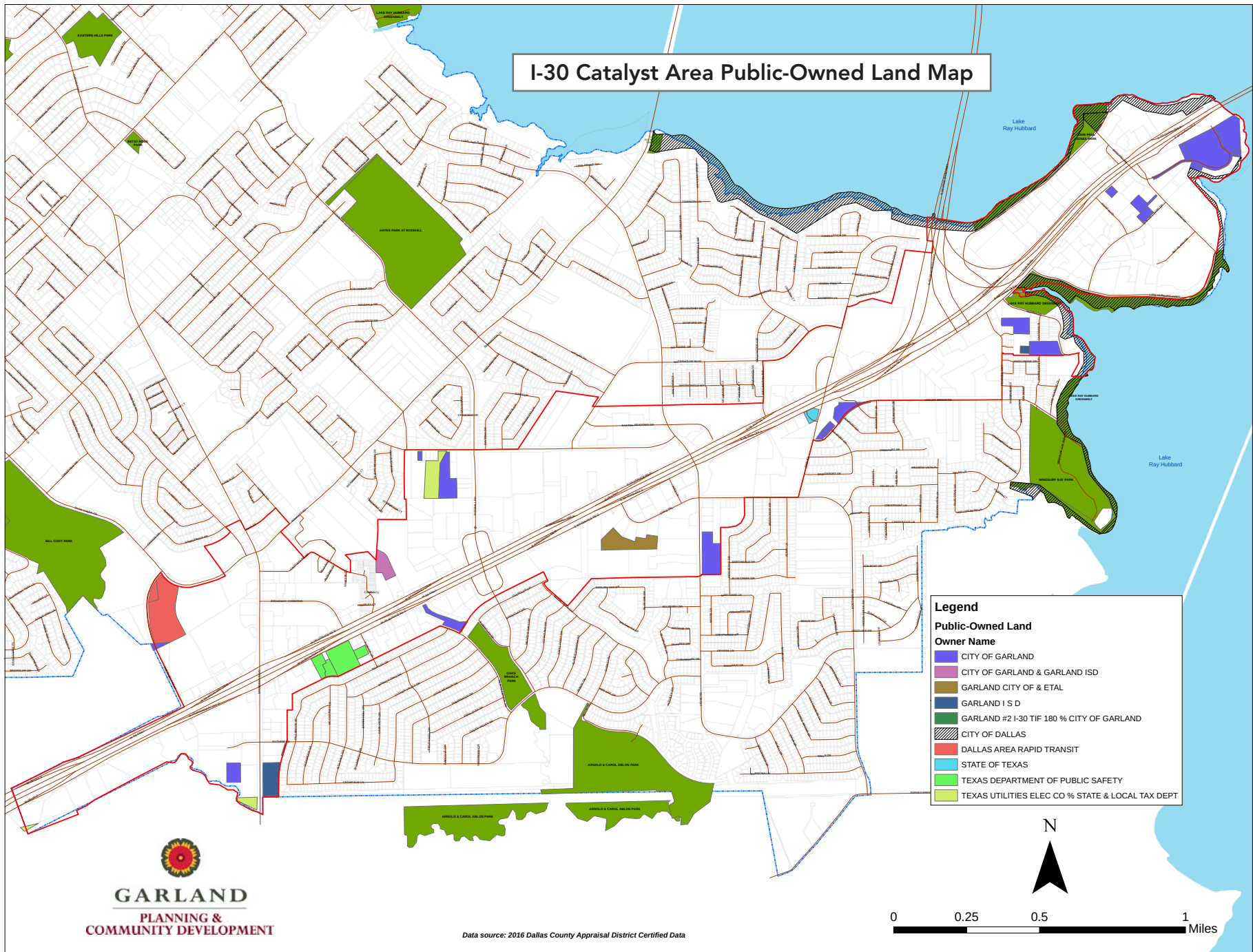
I-30 Catalyst Area Vacant Land Map

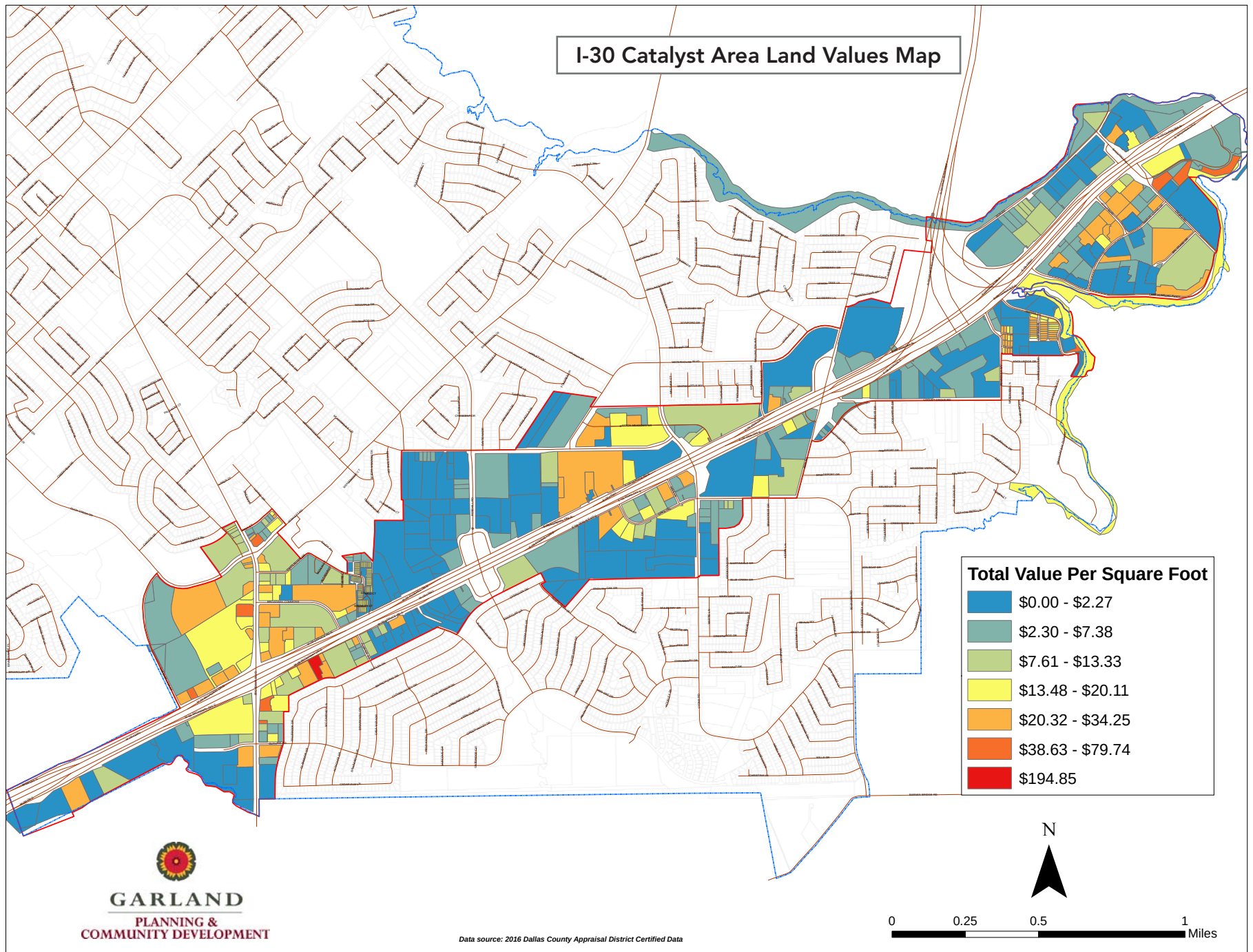


Data source: 2016 Dallas County Appraisal District Certified Data



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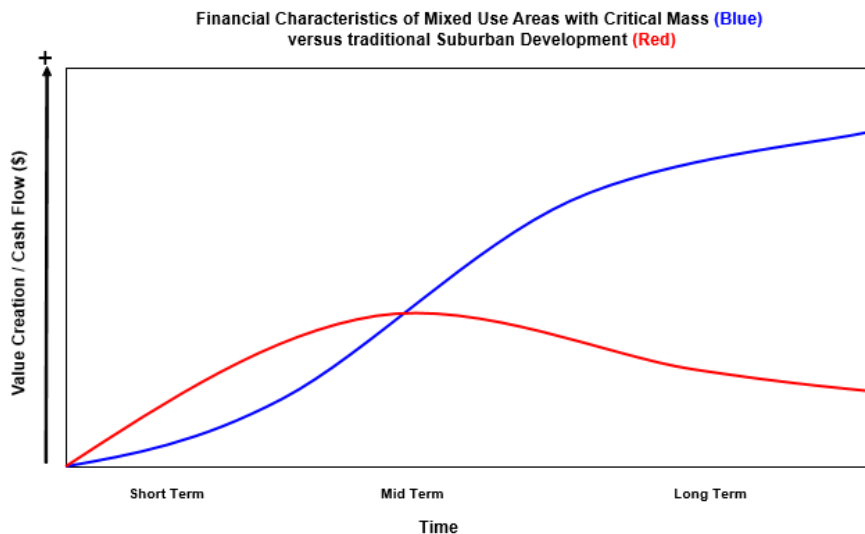


Conclusion

Analysis of current market conditions and regional trends illustrates that residential land uses, including both for-sale and rental housing, provide the greatest near-term opportunity for TIAs along the I-30 corridor given regional household growth and the area's relative affordability. Though the area's current spending potential, existing retail supply, and the rise of e-commerce limit the feasibility of a large retail offering, there is a market gap for more neighborhood-serving retail, with demand increasing over time as the area experiences additional household growth. Neighborhood and medical office will also garner demand in the mid- to long-term as more households move into the area and require additional services. Demand potential for new hotel rooms is likely limited in the near-term until the area adds additional households and continues to enhance its recreational appeal.

In the absence of meaningful real estate investment, whether it be renovations or new construction, the performance of properties can begin to sink for both business owners and the municipality. Figure 1.6 demonstrates this concept. However, redevelopment efforts to create a more vibrant setting to include a diverse mix of land uses would reorient development in the TIAs along I-30 with the trajectory of the blue line in Figure 1.6.

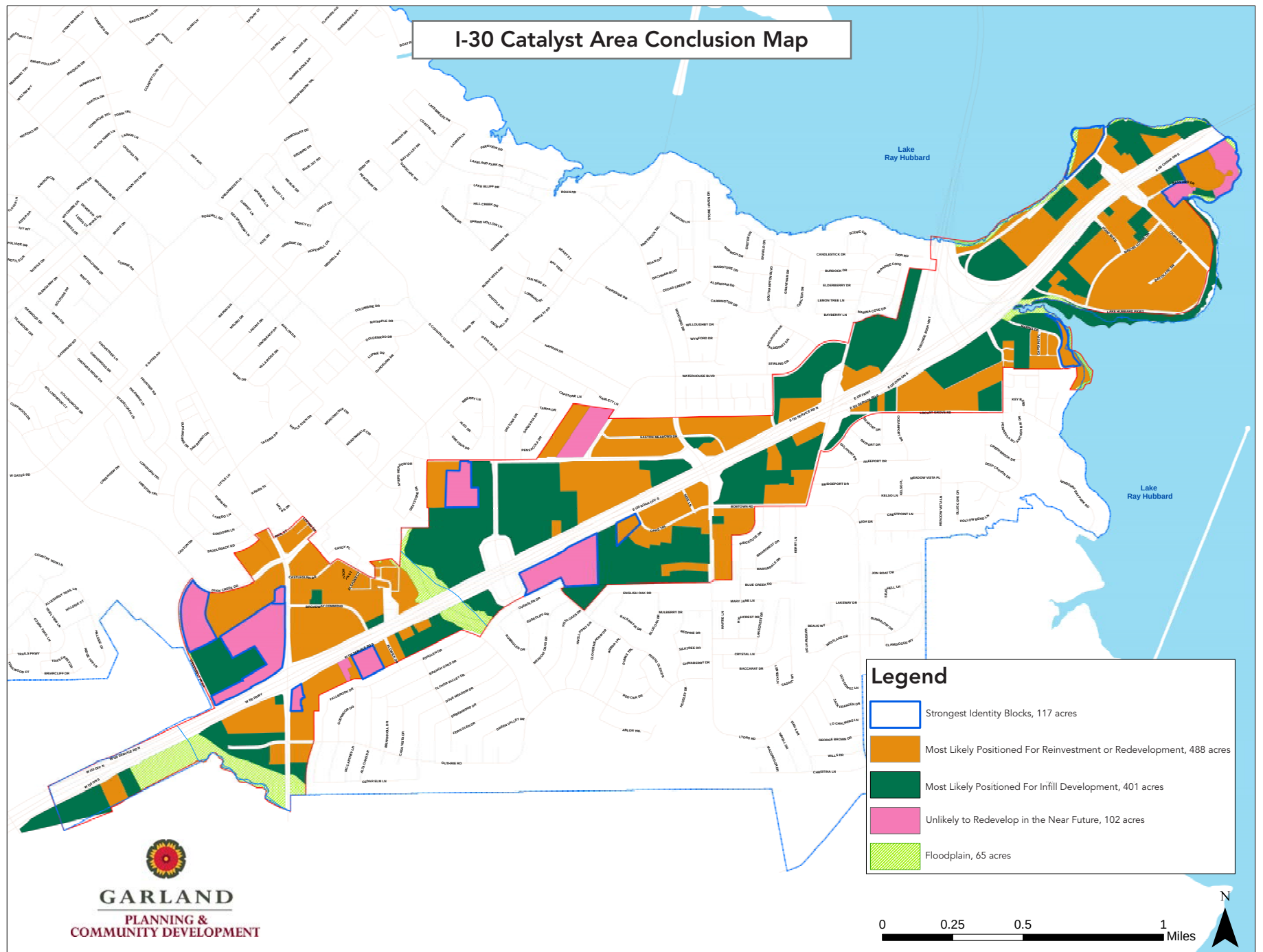
Figure 1.6 Value of Mixed-Use vs. Single-Use Development



Source: RCLCO

The development opportunities for the three TIAs are not the same and therefore have not been treated as such. Based on the market assessment and site analyses of the TIAs along the I-30 corridor, the Rosehill TIA represents the greatest near-term opportunity to capture a large share of this new residential and commercial development. The expanse of vacant land at the Rosehill TIA allows for an integrated and cohesive master plan that will generate higher long-term values than conventional interstate-oriented development and provide value support for surrounding neighborhoods. The market analysis conducted in 2012 as part of the development of the Envision Garland Comprehensive Plan reached a similar conclusion to that of this study for the area of the Rosehill TIA; however, the City Council desired to see business and office development which has been reflected in the Comprehensive Plan. As opposed to the business and office development proposed by the Comprehensive Plan, an integrated mix of land uses that includes quality public spaces and housing options for a wide range of households (including Millennials starting families to retiring Baby Boomers) will create a more vibrant neighborhood in addition to commercial development along the corridor.

The existing income-producing properties at the Broadway and Harbor Point TIAs likely limit the feasibility of redevelopment opportunities in the near-term. Significant public investment and participation would be required to aggregate enough land given the current fragmented ownership in the TIAs to create dynamic mixed-use developments. The incremental tax revenues generated by new, market-supportable development do not justify the large capital outlays or subsidies required to acquire and redevelop existing income-producing properties at Broadway and Harbor Point in the near-term. Thus, other retail rehabilitation strategy tools should be utilized to encourage revitalization of these areas in the near-term and shape long-term redevelopment efforts when they're more economically viable.



PART THREE | CATALYST AREA PLANS

I-30 Corridor Catalyst Area

GENERALIZED LAND USE MASTER PLAN

The Generalized Land Use Master Plan is intended to be a blueprint of the area plan study boundaries. It is very important to stress the need for revitalization and redevelopment in the corridor, thus the land use vision must allow flexibility in land use patterns. Future developments will require cooperation with both public and private entities. That flexibility in final application for each TIA's infill should still require high quality applications, but should not discourage investment. Rather, strategic partnerships will be essential in implementing the community's desires for destinations and corridor gateways in each TIA.

The right of a municipality to coordinate growth is rooted in its need to protect the health, safety, and welfare of local citizens. An important part of establishing the guidelines for such responsibility is management of land uses, which sets an overall framework for the preferred pattern of development. Specifically, it designates various areas for particular uses, based principally on the specific land use policies. It is important to remember that the associated land use information and maps are not zoning regulations. Rather, the information is proposed to be used as a tool to guide development, infrastructure, and future development decisions.

UPDATED LAND USE IDEAS

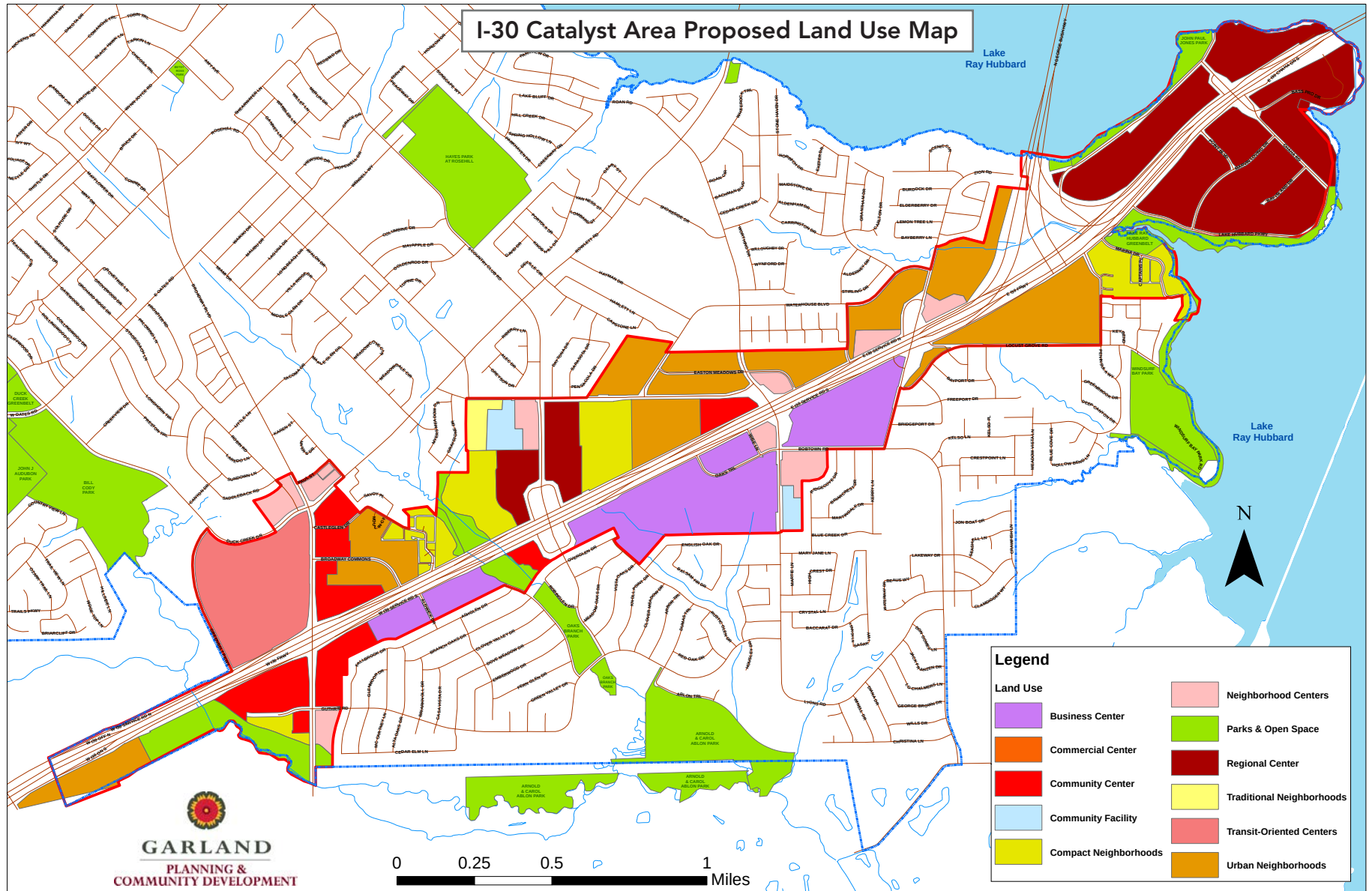
The corridor plan's land use refinements are a supplement to the Envision Garland plan's Land Use chapter, but must work in context of the existing Land Use chapter to maximize Citywide strategies. The refined land use strategies are based upon area planning scale, market findings, and new community input. Much of the Envision Garland land use strategies for the I-30 corridor remain. However, based on this report's economic and real estate assessments, refinement to the business designated areas have been updated in the corridor. Specifically, the Rosehill TIA, north of I-30, has been refined to focus on creating a new neighborhood in South Garland by incorporating a mixed-residential and mixed-use concept.

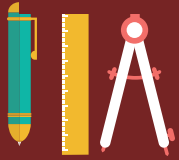
The Rosehill area should retain residential and mixed-uses that fit within the existing context and character. To define the pedestrian realms and create a distinctive sense of place, mixed-use buildings should generally be placed along block perimeters with modest or very limited setbacks, heights should be generally consistent along block frontages and across streets, and parking should be located so as not to dominate the pedestrian view-shed.

LAND USE CATEGORIES

The proposed land use types are based on existing designations defined in Envision Garland. They build upon destination initiatives and provide development choices. The proposed land use types designate a range of housing options comprising attached and detached single-family, medium-density, urban-style mixed-use, and live-work units. The residential products target market-rate units, mixed housing options, and high-density choices. The commercial districts have been reallocated to better complement the recommendations of the economic analysis and development types shown in the concept plans. The proposed land use types are as follows:

- Business Center
- Community Center
- Community Facility
- Compact Neighborhoods
- Neighborhood Centers
- Parks and Open Space
- Regional Center
- Traditional Neighborhoods
- Transit Oriented Neighborhoods
- Urban Neighborhoods

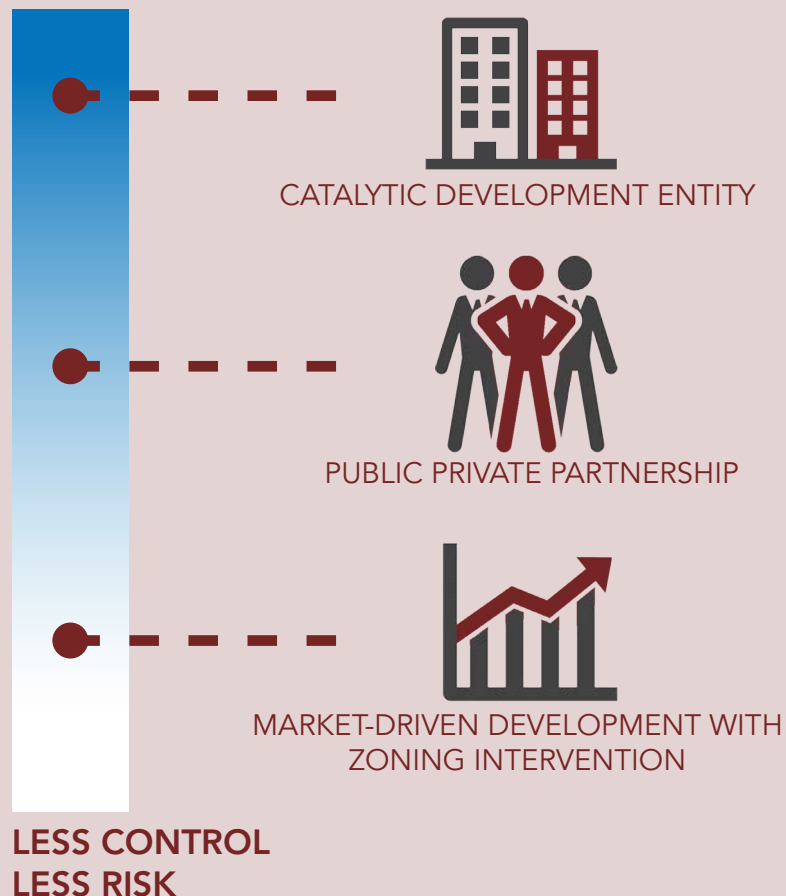




I-30 Redevelopment Strategies Toolbox

There are a variety of land development tools available to the City, with each of them having a different level of risk associated. The risk assumption for each method differs based on the structure of the deal and the level of control desired by the City. The more control a city has on development, the more risk falls upon the city and conversely, the more development is left to the market, the less risk to the city and the less control the city has.

**MORE CONTROL
MORE RISK**



MARKET-DRIVEN DEVELOPMENT WITH ZONING INTERVENTION

Under this scenario, the results of the I-30 Corridor Catalyst Area Plan would be translated into the zoning code, design guidelines, and overlays. These codes and overlays would determine the allowable uses and achievable densities within the TIAs, and the master plan would serve as the guiding document to determine what land uses would be encouraged to locate in particular areas.

The public sector would have the right to plan infrastructure and roadways in accordance with the master plan, under the assumption that such fixed investments could help guide growth over time into the places suggested by the master plan. The public sector would also take on the responsibility of communicating the plan vision to the land owners within the TIAs, especially those that own land that would not benefit from the upzoning and therefore would not represent an increase in value achieved.

Development economics combined with the need for one or more developers to engage in multiple transactions with multiple land owners significantly affect potential future development. This suggests that large developments in the TIAs may take even longer than the market could otherwise reasonably absorb.

Pros

- Requires little or no public monies for land acquisition.
- Does not require public sector involvement in the development process.
- Existing effort can be adequate to guide zoning changes and design guidelines.

Cons

- Provides no control over ultimate design or execution of the TIAs.
- Actual development will likely take longer than currently anticipated, delaying the arrival of revenues for the City.
- Requires developer interest to engage in potentially protracted negotiations with landlords. Developers may not be interested in these negotiations currently because easier options exist.
- Zoning can be reversed or changed, eliminating protection for the TIAs well before any real development is finished or revenues recognized.

PUBLIC PRIVATE PARTNERSHIP

This option is almost identical to the Catalytic Development Entity option, but involves a slightly different mechanism in order to conduct land acquisition. Instead of acquiring land via transactions, the CDE engages land owners in a constructive negotiation and then land owners place their land into the development as equity contributions. They do this in exchange for a preferred return on the upside of the land values once the Catalytic Development Entity develops the land (either on its own or via sale to a developer).

This allows the CDE to move forward with the developments within the TIAs without the need to raise capital for the acquisition of land owner parcels. It does, however, require an extensive and involved legal process for constructing the terms of participation and structuring the mechanisms for equity return to land owner/investors.

Pros

- Accelerates the development process.
- Combines public goals with private-sector mentality.
- Allows for political responsibility to a board while maintaining development discipline and focus on the dollars and cents.
- Provides a single entity who will steward projects from concept to completion.
- Requires little or no up-front capital for land acquisition.

Cons

- Requires creating a separate entity that has quasi-private motives and dashed lines of political accountability.
- Requires complicated legal and financial structuring and management to create the partnerships.

CATALYTIC DEVELOPMENT ENTITY

Under this scenario, the public sector players involved in the TIAs create a Catalytic Development Entity (CDE) that would be the single steward for development at the TIAs. This CDE may fall within the description of an Economic Development Corporation or Department – it would have the

authority to enter into transactions, issue and assume debt, acquire and divest of property, and a host of other factors relevant to the act of real property development. It would be governed by a board comprised of officials from the City of Garland in addition to a select number of other entities as needed. The board would have the role of selecting and managing an Executive Director, whose sole responsibility would be the execution and development of the TIAs.

The CDE would need to be seeded with monies either in actuality (via grants, public transfers, or fundraising) or other assets in lieu of monies (lands, properties, other assets, etc.) in order to capitalize its property acquisition efforts. The CDE would enter into transactions and negotiations with land owners – issuing debt if need be to cover excess expenses – and assemble the lands for the project. Once assembled, the CDE could either develop the property in the TIAs itself, hire a fee developer to develop the property, or engage in an RFP process.

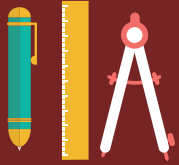
The Development Authority would function much like a private developer, except that its primary goal is not purely profit-generation but rather the execution of redevelopment of the TIAs in a means concomitant with generating monies for the City of Garland. In this regard, it is a combination of private sector business agility and motive with public sector objectives and agendas. The CDE would have to be funded up-front, however, with monies that have not yet been identified. Alternatively, the CDE could be given assets, such as non-related real estate, that could be monetized to fund the acquisition and development process.

Pros

- Accelerates the development process.
- Combines public goals with private-sector mentality.
- Allows for political responsibility to a board while maintaining development discipline and focus on the dollars and cents.
- Provides a single entity who will steward projects in the TIAs from concept to completion.

Cons

- Requires up-front capital for property acquisition.
- Requires creating a separate entity that has quasi-private motives and dashed lines of political accountability.



I-30 Revitalization Strategies Toolbox

There are a variety of revitalization programs and strategies that can be initiated to encourage revitalization.

While participation in programs initially requires the use of public funds, the returns on investment can often surpass the amount expended by the public. New development, building renovations, and building rehabilitations enhance the overall look, feel, and value of the community and can positively impact adjacent residential neighborhoods. The following programs and techniques are encouraged within the corridor to spur aesthetic improvements within the corridor's existing commercial areas.

PROGRAMS

Facade Improvement Program

A facade improvement program provides funds to assist businesses with repairs, touch-ups, and changes to commercial building facades. The program encourages property and business owners to pro-actively renovate the facade of their business and improve the overall aesthetic of retail areas. Under this program, the City could match private investment up to a certain dollar amount and target certain retail areas or districts.

Retail Landscaping Program

Landscaping has the potential to significantly impact the overall appearance of commercial centers. Many existing retail and commercial centers within the corridor have minimal landscaping and local businesses may not have the funding to make exterior improvements. Therefore, offering a landscaping incentive may entice business owners to perform minor improvements to their property.

Retail Rehabilitation Program

To encourage redevelopment of existing retail centers, the City could consider offering low-interest loans, matching funds, or even grants in exchange for significant rehabilitation. Significant rehabilitation would include an improvement where both the exterior and interior of an existing structure are improved and modernized. This would lead to a new, attractive exterior and more functional and desirable interior spaces,

likely increasing property values. These incentives should be used for more expensive rehabilitation projects and would likely require a higher degree of public participation in order to make such investments feasible.

Neighborhood Enterprise Zone

Neighborhood enterprise zones use tax incentives and regulatory relief to attract investment to blighted urban districts. Once a neighborhood enterprise zone is established, businesses or developments within the zone are eligible for incentives. Studies of state programs have shown some success in job growth and investment, but that targeted development incentives alone are insufficient to revitalize a district. The Texas Enterprise Zone Program allows local communities to partner with the State of Texas to encourage job creation and capital investment in economically distressed areas. Local communities can nominate a new or expanding business as an "enterprise project". Approved projects are eligible to apply for state sales and use tax refunds on qualified expenditures.

Neighborhood Empowerment Zone

A neighborhood empowerment zone is a designated area where cities can offer economic incentives that promote investment and redevelopment. Typically, they are located just outside of a commercial center to encourage development that supports and improves the commercial center. Neighborhood empowerment zones allow the city to waive fees, abate city property taxes, and set performance standards. New and rehabilitated developments in these areas are eligible for incentives such as municipal property tax abatements, fee waivers, and release of city liens.

AESTHETICS

Incentives for Enhanced Exterior Improvements

Incentives in the form of waived fees, expedited approval, or leniency on other development requirements not related to health and safety can be offered in exchange for developers who provide exterior improvements beyond the minimum requirements for parking, lighting, landscaping, and other elements of development.

Parking

An example of an incentive for parking would be to require the construction of a slightly reduced number of parking spaces when parking areas are located to the rear or side of a building away from public view.

Lighting

To avoid any adverse impacts on residential areas, lighting facilities are to be reflected away from adjacent residential areas. The City should examine developing lighting standards to be used in certain commercial districts.

Landscaping

Landscaping is particularly important along I-30, arterial, and collector streets to project a positive image. Incentives should be provided for landscaping beyond the minimum requirement. Creative stormwater management techniques such as bioswales and rain gardens along with native plant materials should also be encouraged within the corridor.

Other Elements

Various elements such as trash receptacles, open storage, expansive parking lots, service areas, ground-mounted equipment, and roof-mounted equipment are examples of elements that are needed for businesses to operate that are not generally considered to be visually attractive. Screening for these elements generally should include landscaping, earth berms in conjunction with landscaping (mainly for parking areas), masonry walls in conjunction with landscaping, parapet walls (mainly for roof-mounted equipment), and use of other materials that are compatible with the structure(s).

Facade Design Regulations

Materials used for the exterior facades of buildings within non-residential areas should generally be limited to brick, stone, rock, or some variation thereof. Alternate materials such as concrete, concrete block, or stucco should only be approved under certain circumstances with committee approval. Reflective and/or mirrored glass should not be permitted to comprise a large percent of building facades. Metal buildings should likewise not be permitted. The facades of large commercial structures can be large and visually unappealing. A minimum amount of facade articulation should be implemented to reduce massing and create more interesting and inviting retail centers.

Transitioning Land Uses: Apartments

Feedback from the PAC revealed garden-style apartments of the past are an eyesore for the surrounding community. Along the I-30 corridor, garden-style apartments are scattered along the frontage taking up prime real estate for commercial businesses making it difficult to grow economically. There are two overall methods by which to resolve this land use issue: remove them or improve them. The following discusses different strategies to remove or improve nonconforming or undesirable uses within the corridor.

Removal

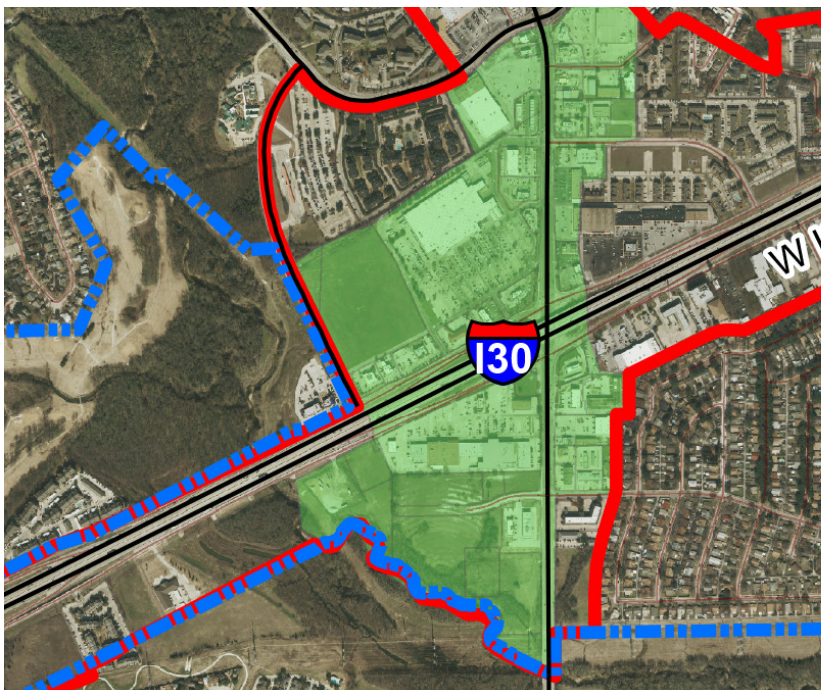
- **Amortization** is a technique for the removal of nonconforming land uses after the value of the building has been recovered over a period of time. This method requires diligent enforcement and there must be justified evidence that the use is in fact nonconforming and should be removed.
- **Purchasing Land** allows the city the opportunity to remove any land uses and determine what type of land use should be in its place. This method is difficult to implement due to the financial burden and maintenance responsibility on the city.
- **Changing Regulatory Policies** to require an additional process for approval will impose measurements to ensure apartments are located in places more suited for residential dwellings away from highway frontages.

Improvement

- **Incentivizing Commercial Development** along the corridor creates greater demand for commercial developments and also makes it less valuable for residential uses to be located in prime commercial areas.
- **Targeting Code Enforcement** ensures a high standard for multi-family development in the area through targeted code enforcement and improves the aesthetics and quality of life in the corridor.
- **Establishing Neighborhood Empowerment or Enterprise Zones** around existing commercial areas provides opportunities for revitalization around the commercial areas.
- **Working with Property Owners** opens up a line of communication between property owners and municipalities to express their needs and can lead to implementing another type of incentive to improve the existing complexes.



The Broadway TIA is approximately 160.78 acres (.25 square miles) and centralized at the intersection of Broadway Boulevard and I-30. The boundaries of the district generally enclose the retail area south of Duck Creek Drive/Rowlett Roads, east of Greenbelt Parkway, north of the open space along the drainage area, and the retail properties adjacent to Broadway Boulevard to the east.



The Broadway TIA is characterized by older retail centered on a major intersection at Broadway Boulevard and I-30. High visibility from the highway and large retail anchors keep the area economically vibrant by attracting patrons to the area, although not visually appealing due to aged exterior design and few updates made over time. Aesthetic roadway improvements have been made to Broadway Boulevard and future improvements to I-30 are anticipated for the near future. Currently, there is not a cohesive character for the shopping area. While the district is successful, there is not a distinctive character for the retail center.

Revitalization of existing structures will serve to improve the overall aesthetic of the district. Standard roadway improvements and enhanced landscape will help to create an identity for the Broadway TIA and the corridor.

Existing land uses in the TIA are primarily commercial and retail. Surrounding the TIA is a range of retail, single-family residential and high-density residential. Land uses in the TIA are proposed to remain the same with the addition of new professional office and townhomes to the south of I-30. Since the district contains successfully performing businesses, the plan does not propose to make any major changes to the make up of land uses.

- Large upfront capital investment is needed to drive immediate redevelopment.
- Lower incremental tax revenue given existing properties are already income producing.
- Little incentive for property owners to invest in properties.

The Broadway site has excellent visibility from I-30, and its location at the intersection of a major north-south thoroughfare allows for easy access from Garland to major regional employment cores. Additionally, the site has expansive greenspace to the west and south, which could connect with Mesquite's existing trail system and serve as an attractive natural and recreational amenity. Broadway's existing retail concentrations support the perception of the site as a commercial center; however, because the site's existing retail buildings continue to age and the immediate surrounding neighborhoods provide limited new household growth, Broadway is unlikely to attract major new tenants or investment in the near-term without public intervention.

Acquiring land in the near-term for redevelopment would also pose a challenge, as the land in the Broadway TIA has multiple land owners, and most parcels contain existing buildings with relatively high occupancies. A financial analysis of parcels in the Broadway TIA indicates that the presence of existing income-producing properties makes acquiring land and redeveloping existing structures economically infeasible in the near-term unless significant public financial participation is involved. Given the finite quantity of demand for residential and commercial land uses along the corridor in the near-term,

a concentrated and cohesive master planned development at Rosehill would be more catalytic for the overall corridor. Additionally, when compared to the Rosehill TIA, the Broadway TIA provides a much lower return on investment to the City of Garland given the relatively large public financial contribution and the moderate increase in incremental tax revenue the City would gain through redeveloping the existing properties. Though redevelopment makes limited financial or market sense in the near-term, there are a number of revitalization strategies the City of Garland can put in place immediately to begin enhancing the aesthetics of the area and potentially spur additional

private investment. Numerous municipalities across the Metroplex and country have capitalized on many of these beneficial revitalization strategies. See the Revitalization Strategies Toolkit section for potential revitalization tools.

Retail revitalization strategies such as facade, landscaping, or streetscape improvements would make the Broadway TIA more attractive for development. With such improvements, there is likely market-driven support in the medium- to long-term for small infill retail offerings, residential development along the creek, and flex-tech or neighborhood office behind the Kroger shopping center. As the corridor experiences new household growth and the built environment is aesthetically enhanced through revitalization efforts, the area will likely experience market-driven reinvestment from the private sector in the long-term.



POTENTIAL CAPITAL IMPROVEMENT PROJECTS

Based on the TIA plan, the following capital improvement projects should be implemented. The Capital Improvement Program should be updated to prioritize the following projects.

- Improve off-street trail facilities within the TIA.
- Enhance streetscape along Broadway Boulevard starting with the area within the boundaries of the TIA.

DEVELOPMENT STRATEGY

- Promote revitalization of existing commercial stock through the use of retail revitalization strategies.
- Introduce new development of townhomes and restaurant pad sites in vacant area south of I-30 to spur new development and effectively infill available development areas.
- Implement new development design regulations.
- Make aesthetic roadway improvements on Broadway Boulevard in conjunction with TxDOT improvements to I-30 to help create a regional identity.

BROADWAY TIA CHARACTER IMAGES



Roadway Improvements and Landscaping



Flex Office



Professional Office



Entry Branding



Trail Head



Parking Lot Landscaping



Townhomes



Revitalized Retail Center



Pad Restaurant



Pad Restaurant

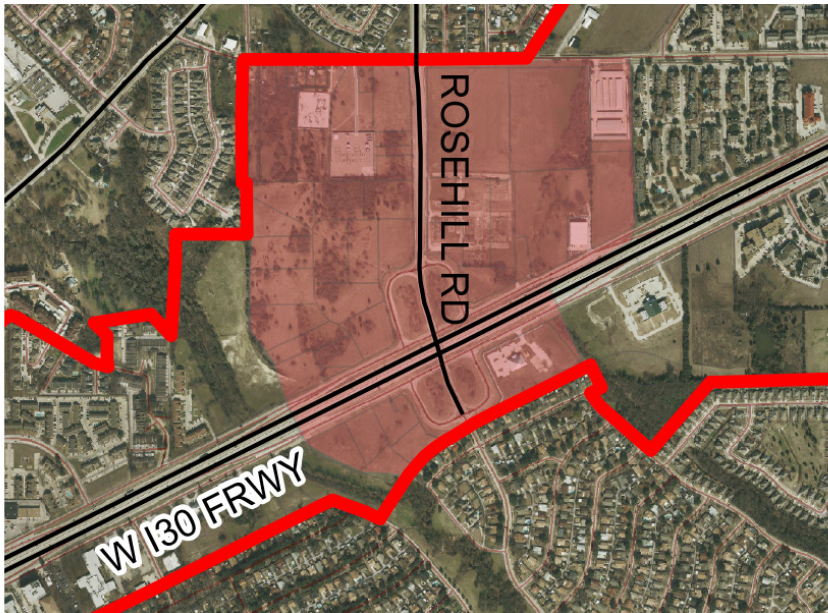




Rosehill TIA

LOCATION

The Rosehill TIA consists of approximately 156.78 acres (.24 square miles) of primarily vacant land at the intersection of Broadway Boulevard and I-30. The site covers both the north and south side of I-30 with the larger portion of the TIA on the north side of the interstate.



URBAN DESIGN AND CHARACTER

The Rosehill TIA is almost a blank slate with plenty of potential for development. The design for the TIA proposes a medium density, master planned mixed-use development with a variety of housing types, walkable blocks for pedestrian circulation, and public plazas for gathering. Mid-level urban residential surrounding ground level parking lots allow for the urban feel of the City while maintaining a consistent scale with the surrounding single-family. A mix of low- to middle low- density presents a variety of housing types. A small scale grocer and local retailer in the area offer goods and services nearby in a walkable distance. Community anchors such as a community center or church serve the surrounding neighborhood and foster community events. Greenspaces within the TIA connect the different parts of the site and allow for formal or informal activities. These features combine to create a neighborhood scale, community oriented, urban center.

EXISTING AND PROPOSED LAND USES

Much of the property was previously high-density housing and is currently surrounded by single-family residential. The proposed use for the site involves a mix of residential and commercial uses in a synergistic master-planned development. Commercial uses within the development may include fast casual dining, local retailers, neighborhood commercial businesses, and community anchors. A mix of residential housing types and lot sizes range from single-family lots to urban residential in a mixed-use design. To the south of I-30, existing land uses include a park and a church while retail and commercial development are proposed as future land uses. The uses in this portion of the TIA should complement the master-planned development to the north of I-30.

INVESTMENT CHALLENGES

- High level of investment required for development which can deter developers.
- Piecemeal ownership could result in broken development patterns.

MARKET ASSESSMENT

The Rosehill site is made up of large, mostly vacant parcels which allows for easier land acquisition and development. Rosehill Road connects to several residential neighborhoods to the north and south, allowing for local access in addition to regional access via I-30. Like Broadway, the site has excellent visibility from the interstate; however, ease of access is limited by circuitous exit ramps. A planned reconfiguration of the Rosehill Road/I-30 intersection would improve the opportunity for development at the site. In addition, the site has expansive greenspace to the west and south, which could connect with a trail system.

An analysis of current market fundamentals and future demand drivers indicate near-term support for both rental and for-sale housing options within a walkable, mixed-use neighborhood village at Rosehill. The Rosehill TIA can support a wide range of residential products, including small lot for-sale, attached for-sale, urban-lite rental, and single-family rental housing options catering to buyers seeking more lifestyle housing types. Differing from attainably priced suburban housing options elsewhere in the Metroplex, housing at Rosehill can satisfy a current market gap for smaller, higher-quality lifestyle homes in a walkable environment, while still maintaining attainable home prices for young families and empty-nesters.

Complementary to the residential development while also appealing to I-30 commuters, there is demand at Rosehill to provide a moderately-sized neighborhood retail offering with restaurants, a neighborhood grocer, and other service-oriented retail. Additionally, the introduction of community anchors such as an events venue, and/or the proposed church will help embed the development within the existing neighborhood. In the medium-to long-term, increasing development momentum and continued household growth will drive additional housing demand and support further commercial development such as neighborhood and medical office, a hotel, and supplementary neighborhood retail.

Though the development of a cohesive master-planned village within the Rosehill TIA will face the challenge of aggregating fragmented land ownership, the area benefits from a lack of existing income-producing properties which can significantly increase the required purchase price of land. A financial analysis of estimated project costs and developer returns illustrates that the area will likely need public participation in order for a developer to hit target returns and deliver the public space and streetscape needed to create a cohesive master planned community, enabling higher density housing options and commercial development set back from I-30. Depending on the type of investment vehicle used by the city (i.e. PID, TIF, TIRZ, etc.), the developer will likely need between \$10M and \$16M to earn a target return of 10 percent. With a larger upfront investment there is more risk to the City with the potential for a higher return on investment. By implementing a reimbursement method such as a TIF, there is less risk to the City, however a much lower return on investment.

Figure 1.7 Financial Comparison

	UPFRONT	REIMBURSEMENT
	Lump Sum Subsidy	TIF
Master Developer Return (IRR)	10%	
Total City Subsidy	\$9.6M	~\$16.2M
City Return On Investment		
NPV at 0% Discount	~\$48.2M	~\$41.6M
NPV at 5% Discount	~\$16.6M	~\$9.9M

Compared to TIAs that require redeveloping income-producing properties, Rosehill provides the highest return on investment to the City of Garland given the relatively small public financial contribution and the significant increase in incremental tax revenue the City would gain through new development on the vacant land. See the Redevelopment Strategies section for potential project structures.

POTENTIAL CAPITAL IMPROVEMENT PROJECTS

Based on the TIA Plan, the following capital improvement projects should be implemented. The Capital Improvement Program should be updated to prioritize the following projects.

- Coordinate with private developers for the construction of public roadways within the proposed development.
- Coordinate with private developers for the construction of public utilities within the proposed development.
- Coordinate with private developers for the design and development of proposed public spaces such as parks and plazas within the proposed development.
- Work with TxDOT to convert the Rosehill interchange to a modern urban diamond with U-turn roadways and X-ramps.

DEVELOPMENT STRATEGY

- Consolidate and revise zoning to allow for the mixed-use development.
- Assemble properties to create larger tracts for redevelopment.
- Consider which strategy from the Redevelopment Strategies Toolbox best aligns with the City's risk appetite and goals. Evaluate different investment vehicles the City would be interested in pursuing to help finance mixed-use developments (TIF, PID, TIRZ, etc.).

ROSEHILL TIA CHARACTER IMAGES



Pedestrian Scale Street Amenities



Townhomes



Single-Family



Urban Residential



Mixed-Use Retail



Rosehill Identity and Connectivity



Plazas and Event Space



Common Greens



Retail and Restaurants



Mid-Scale Mixed-Use



DRAFT



Harbor Point TIA

LOCATION

The Harbor Point TIA covers approximately 312.12 acres (.49 square miles) of land to the north and south of I-30 bordered by Lake Ray Hubbard to the east and PG&T to the west.



URBAN DESIGN AND CHARACTER

The existing character in the area is based upon the lake front location and auto-centric nature. The proposed character of the area will build upon the success of lake front development with plazas for gathering and public events. Pedestrian improvements throughout will allow patrons of retail located to the south to take advantage of the remaining lake access to the north of I-30.

EXISTING AND PROPOSED LAND USES

Existing land uses within the district consist of high-density residential, retail, restaurants, and a regional commercial anchor. Park land and open space is located along the lake front. The plan for this district proposes to ultimately leave the existing land use mix as is with the addition of park improvements, trails, infill residential and commercial development.

The infill development will introduce additional housing options with an urban mixed-use character, shops, restaurants, and multiple plazas to encourage gathering and outdoor activities. Existing high-density residential, covering approximately 125 acres of the TIA, presents a large obstacle to redevelopment of that land. Transitioning land uses from the existing high-density residential to another commercial or mixed-use land use will prove difficult and likely unrealistic in the near- to mid-term, therefore the plan proposes to focus on other development opportunities with a focus on those most visible from I-30.

INVESTMENT CHALLENGES

- Fragmented land ownership presents an obstacle for large development.
- The positioning of existing commercial buildings on-site in relation to the highway results in limited visibility from I-30.
- Current site design restricts views of the lake (except from private restaurant space), prevents public access to the waterfront, and reduces the quantity of available lake front properties.
- Patrons who once visited Harbor Point by boat have been unable to dock at the site since February 2016. Although the dock has since been reopened, limitations created by dock closures frustrates patrons and business owners alike.

MARKET ASSESSMENT

Harbor Point is a large site with waterfront access and impressive lake views. Of the three sites, the Harbor Point TIA is most proximate to large areas of household growth east of Lake Ray Hubbard. Although Harbor Point offers some of the newest and highest quality retail on the corridor, the planning area has shortcomings. The positioning of the buildings on-site results in limited visibility from I-30, and the parking lot design makes it difficult for visitors to move between businesses on foot. The site design also restricts views of the lake except from private restaurant space. Public access to the

waterfront is minimal, and patrons have been unable to access Harbor Point's dock since early 2016. Nonetheless, the site's waterfront holds significant potential, and targeted investments to increase public access will help enhance the long-term value and appeal of the planning area.

The large concentration of income-producing properties and fragmented land ownership, especially the presence of several condominium buildings, present noteworthy challenges for redeveloping meaningful portions of the planning area in the near-term. Additionally, much of the planning area contains relatively high-density development, making the assets more valuable and increasing the capital required to aggregate meaningful tracts of land. The relatively high-density existing development also limits the incremental value rewarded to the City for the redevelopment of the older apartments and condominiums in the TIA. However, Harbor Point serves as one of Garland's greatest assets and ensuring the long-term success of the area should be one of the main goals of the City.

Many of the strategies outlined in the Revitalization Strategies Toolkit section (See Revitalization Strategies Toolkit) should also be applied to properties within the Harbor Point TIA. Furthermore, the City should focus on additional code enforcement support to enhance the overall aesthetics of the planning area in the near-term. In addition to some of these efforts, Garland should focus on enhancing the utilization of lake front land with better-designed and programmed public space such as parks, trails, and a kayak launching area. This more inviting environment and the continued growth of the household base along the I-30 corridor will enable additional residential and commercial development in the medium- to long-term. Garland will likely need to revisit some of the redevelopment strategies in order to help aggregate the fragmented land holdings and increase the area's appeal to private developers. The Harbor Point TIA presents the greatest opportunity for more regional-oriented commercial land uses though the feasibility of much of this development is limited in the near- and medium-term given the limited current market support and necessary upfront public investment.

POTENTIAL CAPITAL IMPROVEMENT PROJECTS

Based on the TIA plan, the following capital improvement projects should be implemented. The Capital Improvement Program should be updated to prioritize the following projects.

- Make improvements to existing off-street trail along Lake Ray Hubbard and extend existing trail under I-30.
- Make general park improvements to John Paul Jones Park.
- Coordinate with private developers for the design and development of proposed public spaces such as parks and plazas within the proposed development.
- Improve pedestrian facilities across the bridge at Bass Pro Drive.
- Work with TxDOT to convert the Bass Pro interchange to a modern urban diamond with U-turn roadways and X-ramps.

DEVELOPMENT STRATEGIES

- Implement enhanced code enforcement on existing high-density developments.
- Continue existing park trail under I-30 and make general improvements to the existing John Paul Jones Park to enhance usability of the park.
- Implement strategic branding with streetscape enhancements and wayfinding signage to develop a unified identity.
- Consider which strategy from the Redevelopment Strategies Toolbox best aligns with the City's risk appetite and goals.

HARBOR POINT TIA CHARACTER IMAGES



Pedestrian Spaces and Streetscapes



Retail and Restaurants



Townhomes



Mixed-Use with Outdoor Seating



Urban Residential



Plazas and Common Spaces



Parking Lot Walkway



Lakefront Boardwalk Development



Improved Parks and Trails



Mixed-Use Development



PART FOUR | IMPLEMENTATION

The most common need with any community plan is creating actionable directions that clearly outline the initial steps that a city must take in order to begin implementation. The intent for this plan is not to be forgotten, but to take action and see results.

The following action plans break down each of the development strategies identified for each TIA respectively. By breaking the development strategy down into distinct steps, the City already has the tools and instructions to get started immediately.

This plan identifies the following:

- The entity (or entities) and person(s) responsible for implementation;
- Potential funding sources;
- Potential partnerships; and
- A short list of key action items to measure success.

In addition to assisting with kick starting the revitalization process, the plans serve as a checklist for the City to use to ensure the plan is being implemented. The action plan can also be used as a guide for the City to review the progress of the plan, see what has been done, and assess if revisions to the plan are necessary.

Broadway TIA Action Plan

DEVELOPMENT STRATEGY

Promote revitalization of existing commercial stock through the use of retail revitalization strategies.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Economic Development

POTENTIAL FUNDING SOURCES

- Low Interest Loans from the City
- North Central Texas Council of Governments Grants

POTENTIAL PARTNERSHIPS

- Planning and Community Development
- Property Owners/Business Owners

ACTIONS	TIMELINE	STATUS
1. Develop a comprehensive incentive program as a method to assess applications and issue incentives.	1 year	
2. Develop funding mechanism to fund potential incentives.	1-2 years	
3. Implement Facade Improvement Incentives.	1-3 years	
4. Implement Retail Rehabilitation Incentives.	1-3 years	
5. Implement Retail Landscape Incentives.	1-3 years	

Broadway TIA Action Plan

DEVELOPMENT STRATEGY

Introduce new development of townhomes and restaurant pad sites in vacant area south of I-30 to spur new development and effectively infill available development areas.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Planning and Community Development

POTENTIAL FUNDING SOURCES

- Tax Abatements

POTENTIAL PARTNERSHIPS

- Economic Development
- Property Owners/Business Owners

ACTIONS	TIMELINE	STATUS
1. Analyze zoning in the area.	3 months	
2. Ensure existing zoning supports new development, specifically for professional office and townhomes.	1 year	
3. Initiate changes in zoning if necessary.	1 year	
4. Implement incentives to entice new development.	1-3 years	

Broadway TIA Action Plan

DEVELOPMENT STRATEGY

Implement new development design regulations.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Planning and Community Development

POTENTIAL FUNDING SOURCES

- Low Interest Loans from the City

POTENTIAL PARTNERSHIPS

- Economic Development
- Property Owners/Business Owners

ACTIONS	TIMELINE	STATUS
1. Analyze existing development design regulations.	3 months	
2. Develop new regulations that foster a higher-quality development.	1-2 years	
3. Adopt new regulations.	1-2 years	
4. Offer incentives for development design elements that are above and beyond the minimum requirement.	Ongoing	

Broadway TIA Action Plan

DEVELOPMENT STRATEGY

Make aesthetic roadway improvements on Broadway Boulevard in conjunction with TxDOT improvements to I-30 to help create a regional identity.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Transportation Department

POTENTIAL FUNDING SOURCES

- Federal Transit Administration Grants
- North Central Texas Council of Governments Grants

POTENTIAL PARTNERSHIPS

- Planning and Community Development
- Property Owners/Business Owners
- North Central Texas Council of Governments

ACTIONS	TIMELINE	STATUS
1. Stay up to date with TxDOT roadway improvements for I-30.	Ongoing	
2. Review existing improvements on Broadway Boulevard.	1 year	
3. Develop plans for future roadway and beautification improvements to be implemented after the I-30 improvements are complete.	1-5 years	

Rosehill TIA Action Plan

DEVELOPMENT STRATEGY

Consolidate and revise zoning to allow for the mixed-use development.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Planning and Community Development

POTENTIAL FUNDING SOURCES

- N/A

POTENTIAL PARTNERSHIPS

- Property Owners/Business Owners

ACTIONS	TIMELINE	STATUS
1. Analyze existing zoning on the site.	6 months	
2. Ensure zoning districts on the site allow for mixed-use development.	1 year	
3. Revise zoning if necessary.	1 year	

Rosehill TIA Action Plan

DEVELOPMENT STRATEGY

Assemble properties to create larger tracts for redevelopment.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Economic Development

POTENTIAL FUNDING SOURCES

- General Fund

POTENTIAL PARTNERSHIPS

- Planning and Community Development

ACTIONS	TIMELINE	STATUS
1. Analyze existing property organization.	1 year	
2. Consider possibilities for creating a land bank.	1-2 years	
3. Replat plat with necessary easements so property is prepared for future development.	1-5 years	

Rosehill TIA Action Plan

DEVELOPMENT STRATEGY

Consider which strategy from the Redevelopment Strategies Toolbox best aligns with the City’s risk appetite and goals. Evaluate different investment vehicles the City would be interested in pursuing to help finance mixed-use developments (TIF, PID, TIRZ, etc.).

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Economic Development

POTENTIAL FUNDING SOURCES

- TIF
- PID

POTENTIAL PARTNERSHIPS

- Planning and Community Development
- City Council

ACTIONS	TIMELINE	STATUS
1. Evaluate different investment vehicles the City would be interested in pursuing to help finance mixed-use developments.	1 year	
2. Determine the appropriate method and prepare a plan for implementation.	1-2 years	
3. Implement redevelopment strategy.	2-3 years	

Harbor Point TIA Action Plan

DEVELOPMENT STRATEGY

Implement enhanced code enforcement on existing high-density developments.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Code Compliance

POTENTIAL FUNDING SOURCES

- Community Development Block Grant (CDBG)
- Rehab Grants for Multi-Family

POTENTIAL PARTNERSHIPS

- Planning and Community Development
- Property Owners/Business Owners
- Convention and Visitor's Bureau Administration

ACTIONS	TIMELINE	STATUS
1. Conduct assessment of apartments within the TIA in terms of how much they conflict with the code.	6 months	
2. Prioritize apartments with the most need.	6 months	
3. Create plan to target prioritized apartment complexes by working with property owners.	1-2 years	

Harbor Point TIA Action Plan

DEVELOPMENT STRATEGY

Continue existing park trail under I-30 and make general improvements to the existing John Paul Jones Park to enhance usability of the park.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Parks and Recreation

POTENTIAL FUNDING SOURCES

- Texas Parks and Wildlife Grants

POTENTIAL PARTNERSHIPS

- TxDOT
- Lake Authority
- Texas Parks and Wildlife
- Convention and Visitor's Bureau Administration
- Planning and Community Development

ACTIONS	TIMELINE	STATUS
1. Assess status of existing plans for John Paul Jones Park.	3 months	
2. Create master development plan for redevelopment of the park.	1-2 years	
3. Apply for grants applicable to the development of the park trail.	1-2 years	
4. Commence park improvements.	1-2 years	

Harbor Point TIA Action Plan

DEVELOPMENT STRATEGY

Implement strategic branding with streetscape enhancements and wayfinding signage to develop a unified identity.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Planning and Community Development

POTENTIAL FUNDING SOURCES

- Funds for Public Art
- TIF

POTENTIAL PARTNERSHIPS

- Convention and Visitor's Bureau Administration
- Transportation Department
- Parks and Recreation
- Property Owners/Business Owners

ACTIONS	TIMELINE	STATUS
1. Talk to property owners and business owners about possible branding for the district.	6 months - 1 year	
2. Create a district brand.	1 year	
3. Implement district branding through advertisement, visitor information, signage, wayfinding signage, etc.	1-3 years	

Harbor Point TIA Action Plan

DEVELOPMENT STRATEGY

Consider which strategy from the Redevelopment Strategies Toolbox best aligns with the City’s risk appetite and goals.

DESIGNATED CHAMPION OR IMPLEMENTING ENTITY

Economic Development

POTENTIAL FUNDING SOURCES

- TIF

POTENTIAL PARTNERSHIPS

- Convention and Visitor's Bureau Administration
- Planning and Community Development
- City Council

ACTIONS	TIMELINE	STATUS
1. Analyze existing TIF.	1 year	
2. Evaluate different investment vehicles the City would be interested in pursuing to help redevelop Harbor Point.	1 year	
3. Determine the appropriate method and prepare a plan for implementation.	1-2 years	
4. Implement redevelopment strategy.	2-3 years	

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APPENDIX

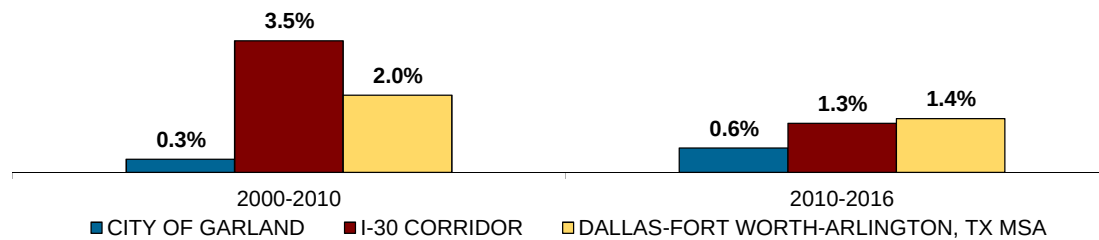
CITY OF GARLAND

Exhibit I-1

COMPARATIVE SOCIOECONOMIC CHARACTERISTICS CITY OF GARLAND, I-30 CORRIDOR, AND DALLAS-FORT WORTH-ARLINGTON, TX MSA 2000-2016

CHARACTERISTIC	CITY OF GARLAND	I-30 CORRIDOR	DALLAS-FORT WORTH-ARLINGTON, TX MSA
2000 Population	215,558	182,584	5,204,219
2010 Population	226,876	259,916	6,426,214
2016 Population	238,784	284,403	7,062,433
Pop. Growth Rate, 2000-2010	0.5%	3.6%	2.1%
Pop. Growth Rate, 2010-2016	0.9%	1.5%	1.6%
2000 Households	73,161	63,076	1,897,614
2010 Households	75,696	88,632	2,320,283
2016 Households	78,641	95,727	2,523,352
Household Growth Rate, 2000-2010	0.3%	3.5%	2.0%
Household Growth Rate, 2010-2016	0.6%	1.3%	1.4%
Owner Households	63%	75%	59%
2016 Household Size	3.04	2.97	2.80
2016 Per Capita Income	\$22,706	\$31,293	\$30,905
2016 Median Household Income	\$52,804	\$76,687	\$60,841
2016 Average Household Income	\$68,531	\$92,355	\$85,490

Average Household Growth Rates, 2000-2016



SOURCE: RCLCO; ESRI Business Analyst

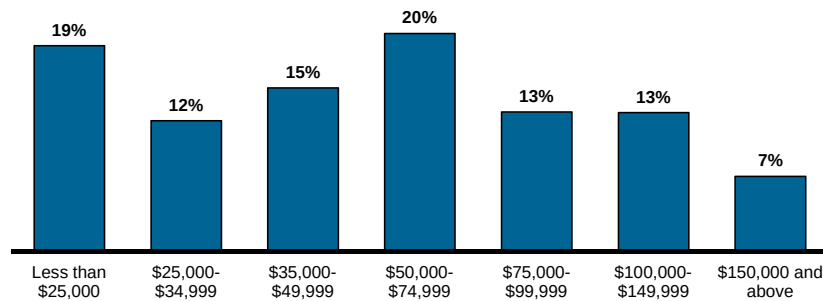
CITY OF GARLAND

Exhibit I-2

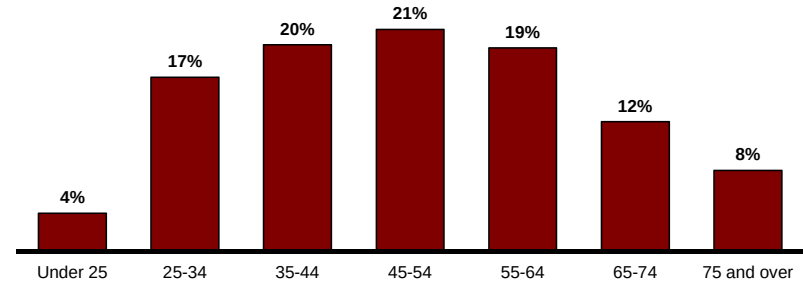
HOUSEHOLDS BY AGE AND INCOME CITY OF GARLAND, TX 2016

INCOME RANGE	UNDER 25		PROFESSIONALS				EMPTY NESTERS				RETIREES				TOTAL	
	TOTAL		25-34		35-44		45-54		55-64		65-74		75 AND OVER		TOTAL	
	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.
Less than \$25,000	973	34%	2,678	21%	2,638	17%	2,456	15%	2,564	17%	1,770	18%	2,014	33%	15,093	19%
\$25,000 - \$34,999	533	19%	1,760	14%	1,892	12%	1,608	10%	1,367	9%	1,287	13%	1,148	19%	9,595	12%
\$35,000 - \$49,999	547	19%	2,234	17%	2,526	16%	2,163	13%	1,874	12%	1,697	18%	969	16%	12,010	15%
\$50,000 - \$74,999	484	17%	2,819	22%	3,015	20%	3,498	21%	3,132	21%	2,054	21%	991	16%	15,993	20%
\$75,000 - \$99,999	183	6%	1,504	12%	1,971	13%	2,639	16%	2,377	16%	1,108	11%	465	8%	10,247	13%
\$100,000 - \$149,999	107	4%	1,398	11%	2,243	15%	2,602	16%	2,351	16%	1,144	12%	342	6%	10,187	13%
\$150,000 - \$199,999	24	1%	438	3%	703	5%	917	6%	888	6%	347	4%	80	1%	3,397	4%
\$200,000 and above	3	0%	146	1%	402	3%	658	4%	607	4%	263	3%	42	1%	2,121	3%
TOTAL	2,854	100%	12,977	100%	15,390	100%	16,541	100%	15,160	100%	9,670	100%	6,051	100%	78,643	100%
Percent of Total	4%		17%		20%		21%		19%		12%		8%		100%	

HOUSEHOLDS BY INCOME



HOUSEHOLDS BY AGE



SOURCE: RCLCO; ESRI Business Analyst

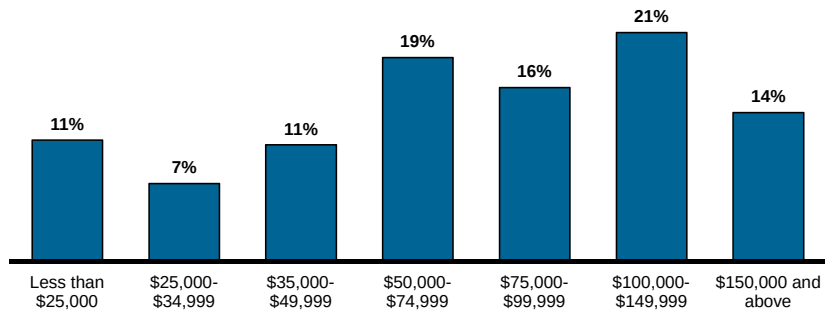
CITY OF GARLAND

Exhibit I-3

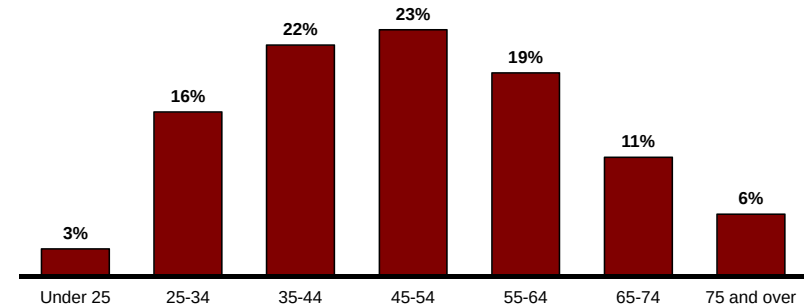
HOUSEHOLDS BY AGE AND INCOME I-30 CORRIDOR, TX 2016

INCOME RANGE	UNDER 25		PROFESSIONALS				EMPTY NESTERS				RETIREES				TOTAL	
			25-34		35-44		45-54		55-64		65-74		75 AND OVER		TOTAL	PCT.
	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.		
Less than \$25,000	676	27%	1,727	12%	1,789	9%	1,690	8%	1,988	11%	1,447	13%	1,523	27%	10,840	11%
\$25,000 - \$34,999	372	15%	1,230	8%	1,304	6%	1,159	5%	1,020	6%	964	9%	931	16%	6,980	7%
\$35,000 - \$49,999	474	19%	1,965	13%	2,185	10%	1,860	8%	1,638	9%	1,404	13%	893	16%	10,419	11%
\$50,000 - \$74,999	493	19%	3,303	22%	3,602	17%	3,847	17%	3,321	18%	2,440	23%	1,199	21%	18,205	19%
\$75,000 - \$99,999	237	9%	2,455	16%	3,391	16%	4,076	18%	3,404	18%	1,570	15%	401	7%	15,534	16%
\$100,000 - \$149,999	218	9%	2,983	20%	5,393	26%	5,465	24%	4,061	22%	1,835	17%	501	9%	20,456	21%
\$150,000 - \$199,999	49	2%	877	6%	2,062	10%	2,391	11%	1,686	9%	632	6%	127	2%	7,824	8%
\$200,000 and above	10	0%	376	3%	1,250	6%	1,889	8%	1,350	7%	513	5%	84	1%	5,472	6%
TOTAL	2,529	100%	14,916	100%	20,976	100%	22,377	100%	18,468	100%	10,805	100%	5,659	100%	95,730	100%
Percent of Total	3%		16%		22%		23%		19%		11%		6%		100%	

HOUSEHOLDS BY INCOME



HOUSEHOLDS BY AGE



SOURCE: RCLCO; ESRI Business Analyst

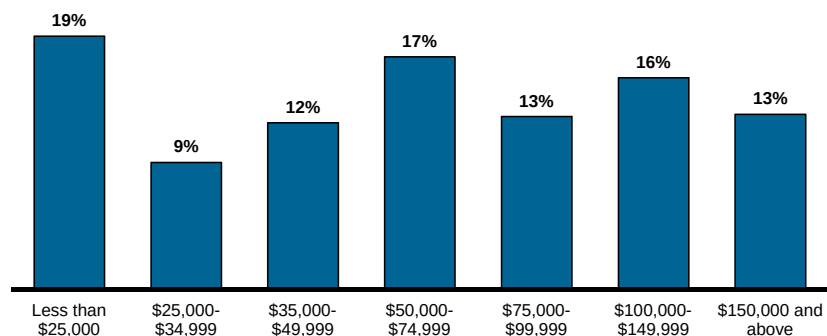
CITY OF GARLAND

Exhibit I-4

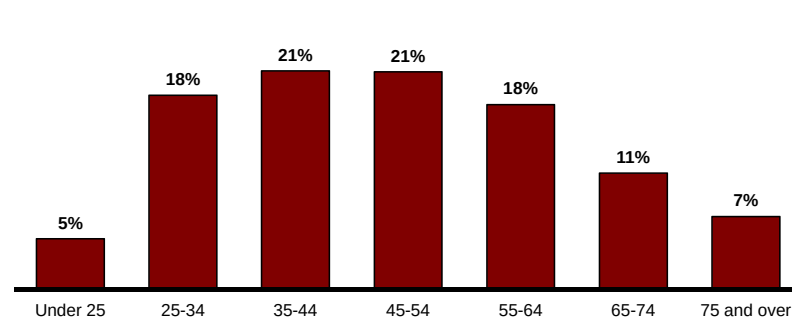
HOUSEHOLDS BY AGE AND INCOME DALLAS-FORT WORTH-ARLINGTON, TX MSA 2016

INCOME RANGE	UNDER 25		PROFESSIONALS				EMPTY NESTERS				RETIREES				TOTAL	
	TOTAL		25-34		35-44		45-54		55-64		65-74		75 AND OVER		TOTAL	
	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.	TOTAL	PCT.
Less than \$25,000	46,794	38%	91,666	20%	76,282	15%	67,797	13%	75,250	17%	57,316	21%	61,859	35%	476,964	19%
\$25,000 - \$34,999	19,380	16%	51,382	11%	44,599	9%	36,631	7%	31,566	7%	30,266	11%	25,428	15%	239,252	9%
\$35,000 - \$49,999	19,757	16%	67,629	15%	63,538	12%	50,679	10%	45,022	10%	41,117	15%	26,499	15%	314,241	12%
\$50,000 - \$74,999	17,909	15%	92,499	20%	85,063	16%	85,632	16%	76,330	17%	51,650	19%	29,331	17%	438,414	17%
\$75,000 - \$99,999	8,143	7%	60,915	13%	72,018	14%	76,807	15%	65,025	15%	31,133	11%	11,556	7%	325,597	13%
\$100,000 - \$149,999	7,084	6%	65,591	14%	101,344	19%	100,994	19%	74,847	17%	36,808	13%	12,192	7%	398,860	16%
\$150,000 - \$199,999	1,613	1%	21,462	5%	40,560	8%	45,983	9%	33,173	8%	13,472	5%	3,621	2%	159,884	6%
\$200,000 and above	1,181	1%	13,261	3%	38,723	7%	55,478	11%	40,722	9%	16,675	6%	4,085	2%	170,125	7%
TOTAL	121,861	100%	464,405	100%	522,127	100%	520,001	100%	441,935	100%	278,437	100%	174,571	100%	2,523,337	100%
Percent of Total	5%		18%		21%		21%		18%		11%		7%		100%	

HOUSEHOLDS BY INCOME



HOUSEHOLDS BY AGE

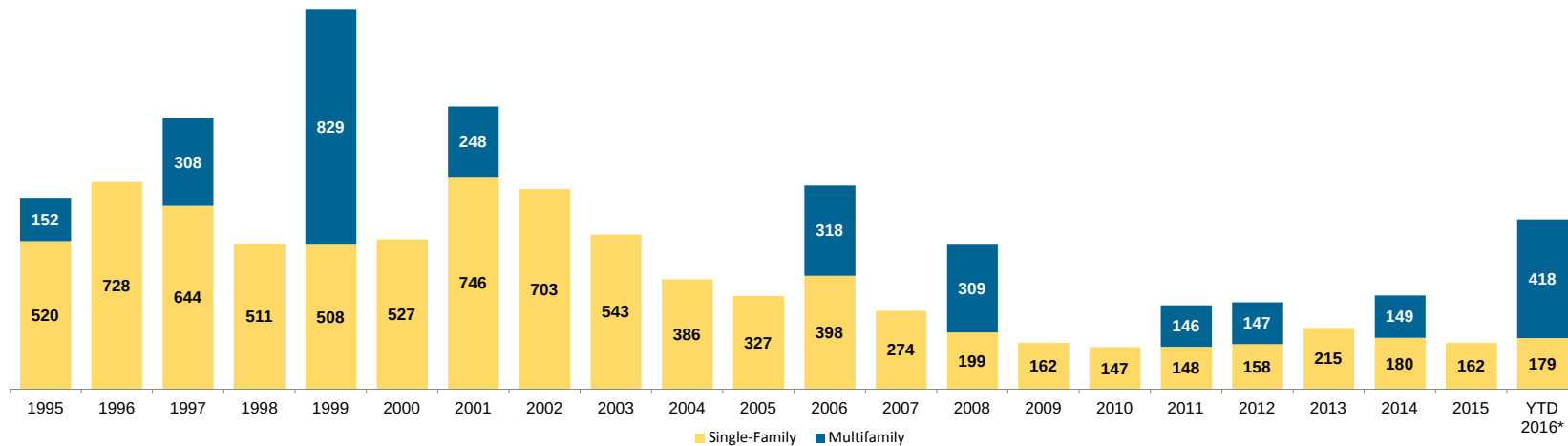


SOURCE: RCLCO; ESRI Business Analyst

CITY OF GARLAND

Exhibit I-5

HISTORICAL SINGLE-FAMILY AND MULTIFAMILY PERMITS GARLAND, TEXAS SEPTEMBER 2016



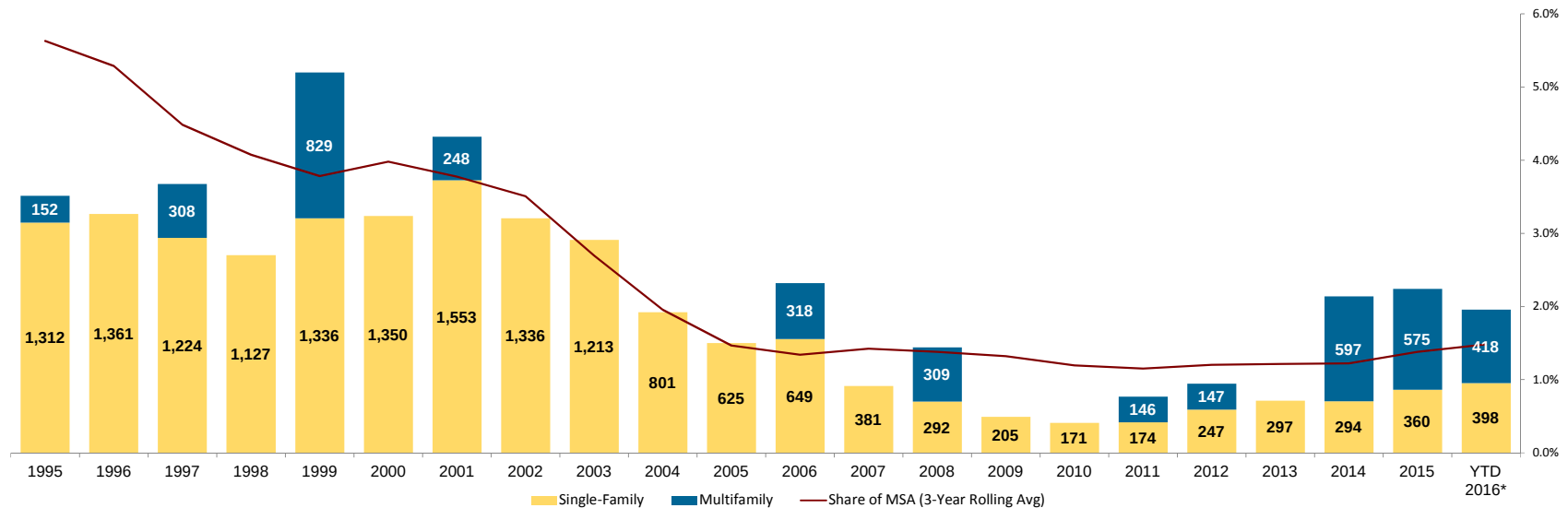
LAND USE	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	YTD 2016*
RESIDENTIAL-BUILDING PERMITS																						
Single-Family	520	728	644	511	508	527	746	703	543	386	327	398	274	199	162	147	148	158	215	180	162	179
Multifamily	152	0	308	0	829	0	248	0	0	0	0	318	0	309	0	0	146	147	0	149	0	418
TOTAL	672	728	952	511	1,337	527	994	703	543	386	327	716	274	508	162	147	294	305	215	329	162	597
Annual Change	--	56	224	-441	826	-810	467	-291	-160	-157	-59	389	-442	234	-346	-15	147	11	-90	114	-167	435
SF as % of Total	77%	100%	68%	100%	38%	100%	75%	100%	100%	100%	100%	56%	100%	39%	100%	100%	50%	52%	100%	55%	100%	30%

NOTE: 2016 figures account for permits through September
SOURCE: U.S. Department of Housing and Urban Development; RCLCO

CITY OF GARLAND

Exhibit I-6

HISTORICAL SINGLE-FAMILY AND MULTIFAMILY PERMITS GARLAND AND ROWLETT, TEXAS SEPTEMBER 2016



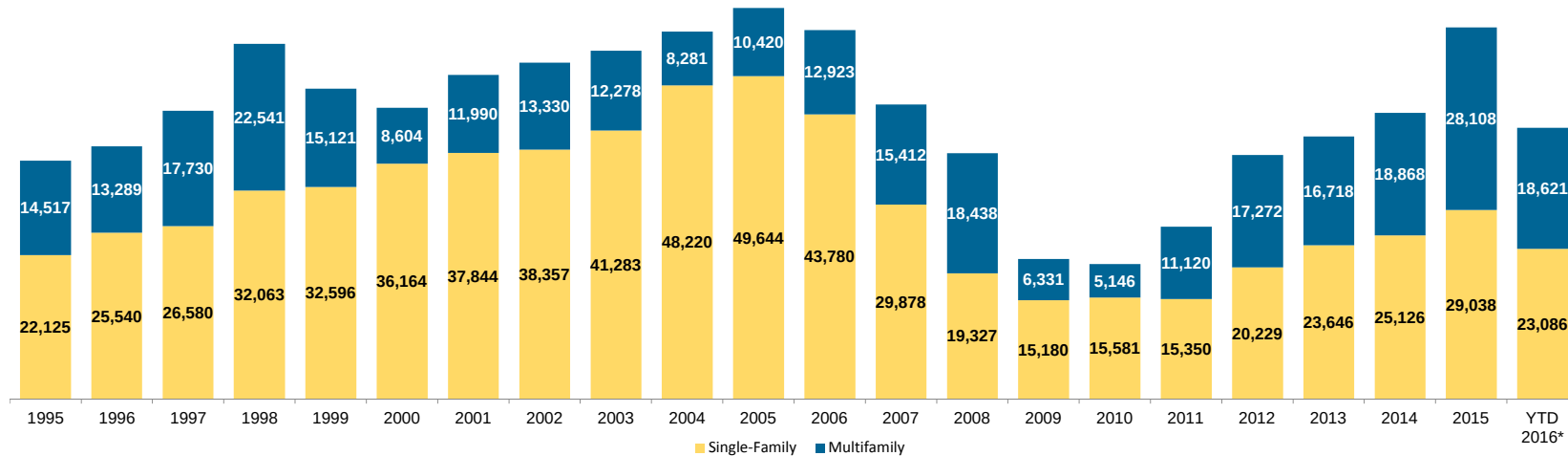
LAND USE	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	YTD 2016*
RESIDENTIAL-BUILDING PERMITS																						
Single-Family	1,312	1,361	1,224	1,127	1,336	1,350	1,553	1,336	1,213	801	625	649	381	292	205	171	174	247	297	294	360	398
Multifamily	152	0	308	0	829	0	248	0	0	0	0	318	0	309	0	0	146	147	0	597	575	418
TOTAL	1,464	1,361	1,532	1,127	2,165	1,350	1,801	1,336	1,213	801	625	967	381	601	205	171	320	394	297	891	935	816
Annual Change	--	-103	171	-405	1,038	-815	451	-465	-123	-412	-176	342	-586	220	-396	-34	149	74	-97	594	44	-119
SF as % of Total	90%	100%	80%	100%	62%	100%	86%	100%	100%	100%	100%	67%	100%	49%	100%	100%	54%	63%	100%	33%	39%	49%

NOTE: 2016 figures account for permits through September
SOURCE: U.S. Department of Housing and Urban Development; RCLCO

CITY OF GARLAND

Exhibit I-7

HISTORICAL SINGLE-FAMILY AND MULTIFAMILY PERMITS DALLAS-FORT WORTH-ARLINGTON, TX MSA SEPTEMBER 2016



LAND USE	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	YTD 2016*
RESIDENTIAL-BUILDING PERMITS																						
Single-Family	22,125	25,540	26,580	32,063	32,596	36,164	37,844	38,357	41,283	48,220	49,644	43,780	29,878	19,327	15,180	15,581	15,350	20,229	23,646	25,126	29,038	23,086
Multifamily	14,517	13,289	17,730	22,541	15,121	8,604	11,990	13,330	12,278	8,281	10,420	12,923	15,412	18,438	6,331	5,146	11,120	17,272	16,718	18,868	28,108	18,621
TOTAL	36,642	38,829	44,310	54,604	47,717	44,768	49,834	51,687	53,561	56,501	60,064	56,703	45,290	37,765	21,511	20,727	26,470	37,501	40,364	43,994	57,146	41,707
Annual Change	--	2,187	5,481	10,294	-6,887	-2,949	5,066	1,853	1,874	2,940	3,563	-3,361	-11,413	-7,525	-16,254	-784	5,743	11,031	2,863	3,630	13,152	-15,439
SF as % of Total	60%	66%	60%	59%	68%	81%	76%	74%	77%	85%	83%	77%	66%	51%	71%	75%	58%	54%	59%	57%	51%	55%

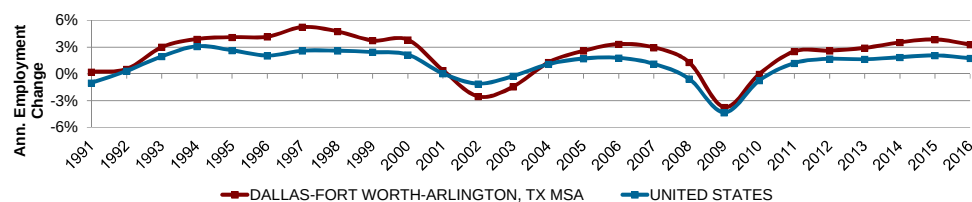
NOTE: 2016 figures account for permits through September
SOURCE: U.S. Department of Housing and Urban Development; RCLCO

CITY OF GARLAND

Exhibit I-8

NON-AGRICULTURAL EMPLOYMENT GROWTH DALLAS-FORT WORTH-ARLINGTON, TX MSA AND UNITED STATES 1990-2016 (in thousands)

YEAR	DALLAS-FORT WORTH-ARLINGTON, TX MSA			UNITED STATES		
	TOTAL	ANNUAL CHANGE	PERCENT CHANGE	TOTAL	ANNUAL CHANGE	PERCENT CHANGE
1990	2,020	--	--	109,530	--	--
1991	2,024	4.8	0.2%	108,435	-1,095	-1.0%
1992	2,035	11.1	0.6%	108,798	363	0.3%
1993	2,097	61.3	3.0%	110,937	2,139	2.0%
1994	2,179	82.0	3.9%	114,390	3,453	3.1%
1995	2,269	89.9	4.1%	117,416	3,026	2.6%
1996	2,363	94.5	4.2%	119,827	2,411	2.1%
1997	2,487	124.2	5.3%	122,942	3,115	2.6%
1998	2,606	118.4	4.8%	126,149	3,207	2.6%
1999	2,704	97.8	3.8%	129,241	3,092	2.5%
2000	2,807	103.5	3.8%	132,034	2,793	2.2%
2001	2,818	11.0	0.4%	132,092	58	0.0%
2002	2,747	-71.2	-2.5%	130,649	-1,443	-1.1%
2003	2,708	-39.0	-1.4%	130,344	-305	-0.2%
2004	2,743	35.0	1.3%	131,770	1,426	1.1%
2005	2,814	71.0	2.6%	134,042	2,272	1.7%
2006	2,908	94.1	3.3%	136,458	2,416	1.8%
2007	2,994	86.1	3.0%	137,997	1,539	1.1%
2008	3,033	39.3	1.3%	137,241	-756	-0.5%
2009	2,920	-112.9	-3.7%	131,300	-5,941	-4.3%
2010	2,920	-0.3	0.0%	130,353	-947	-0.7%
2011	2,994	73.9	2.5%	131,941	1,588	1.2%
2012	3,072	78.3	2.6%	134,173	2,232	1.7%
2013	3,162	89.6	2.9%	136,381	2,208	1.6%
2014	3,274	111.9	3.5%	138,939	2,558	1.9%
2015	3,401	126.7	3.9%	141,833	2,894	2.1%
2016	3,513	112.2	3.3%	144,339	2,506	1.8%



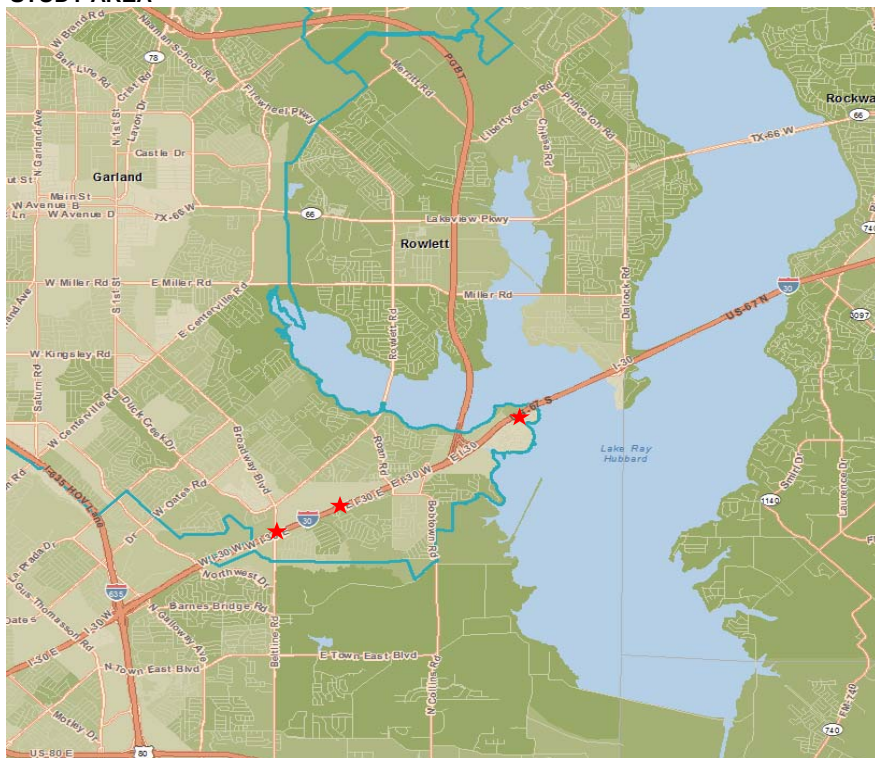
NOTE: (f) denotes forecasted figure.
SOURCE: Moody's; RCLCO

CITY OF GARLAND

Exhibit I-9

MEDIAN HOUSEHOLD INCOME BY BLOCK GROUP STUDY AREA AND NORTHEAST DALLAS REGION 2015

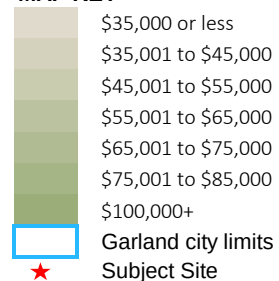
STUDY AREA



NORTHEAST DALLAS REGION



MAP KEY



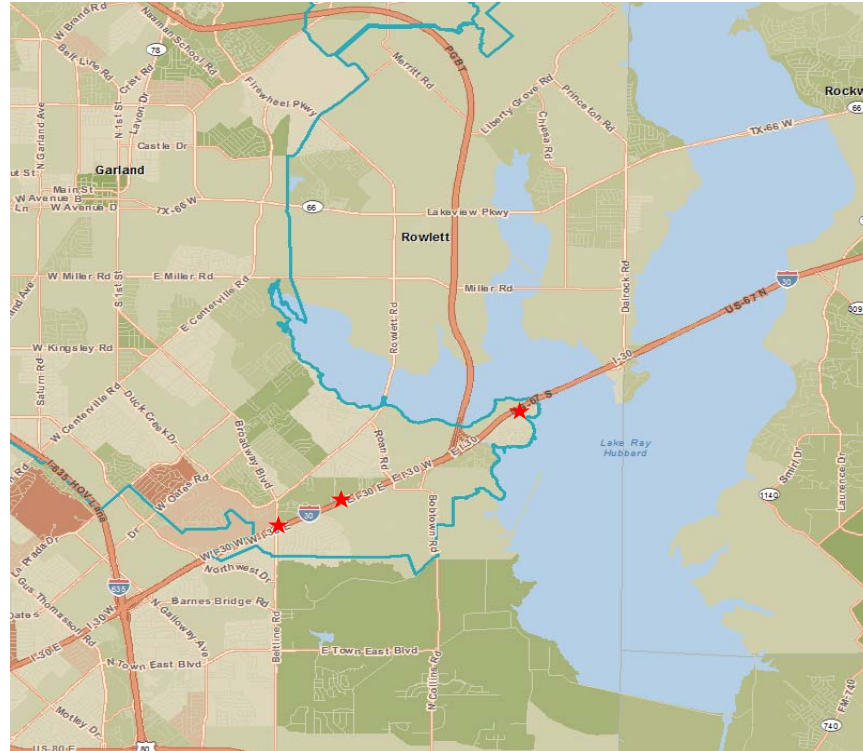
SOURCE: Esri, U.S. Census

CITY OF GARLAND

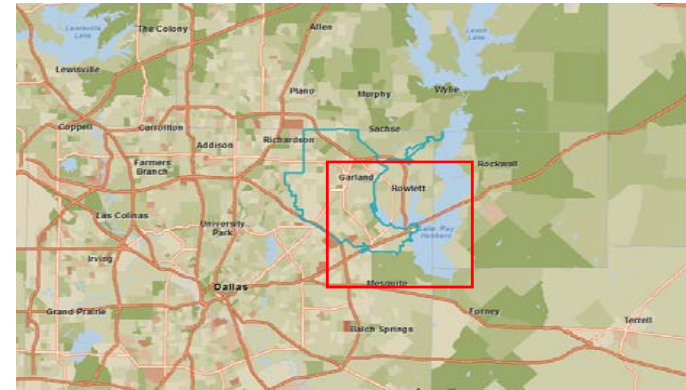
Exhibit I-10

HOUSEHOLD GROWTH RATE BY BLOCK GROUP STUDY AREA AND NORTHEAST DALLAS REGION 2015

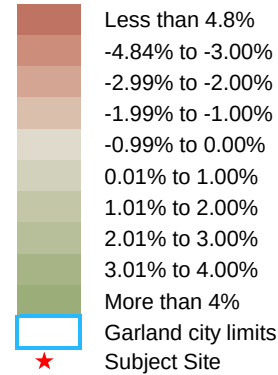
STUDY AREA



NORTHEAST DALLAS REGION



MAP KEY



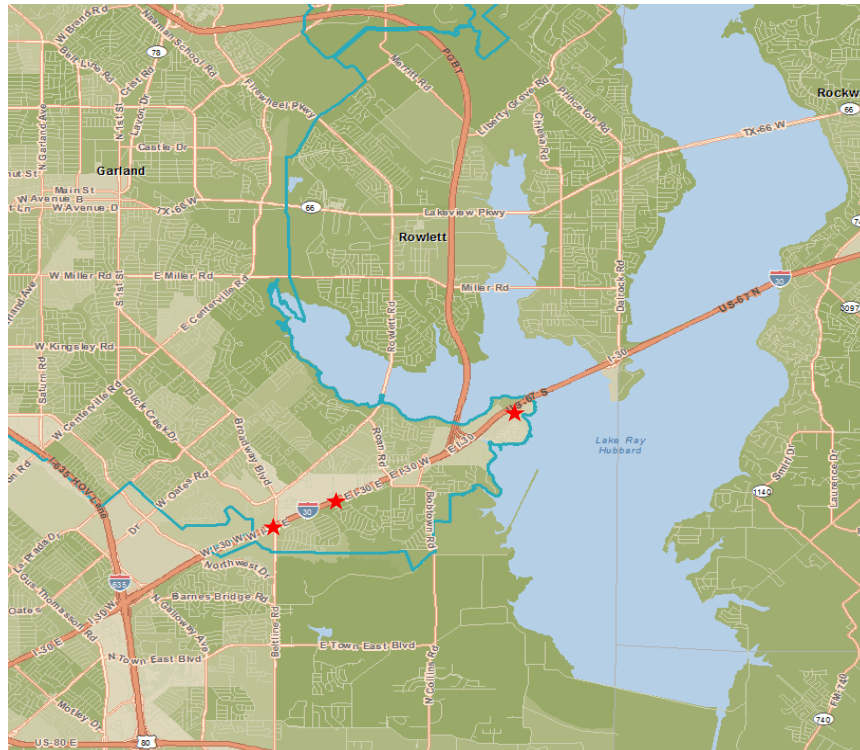
SOURCE: Esri, U.S. Census

CITY OF GARLAND

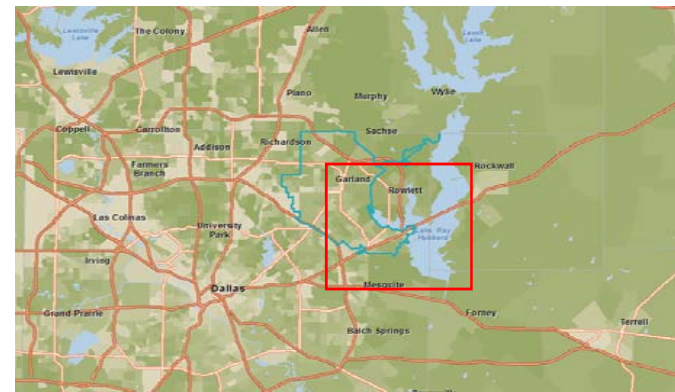
Exhibit I-11

PERCENT HOMEOWNERS BY BLOCK GROUP STUDY AREA AND NORTHEAST DALLAS REGION 2015

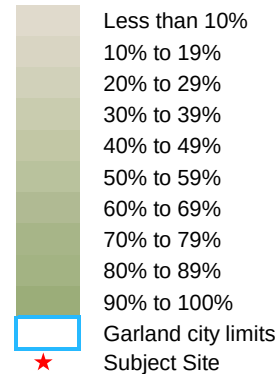
STUDY AREA



NORTHEAST DALLAS REGION



MAP KEY



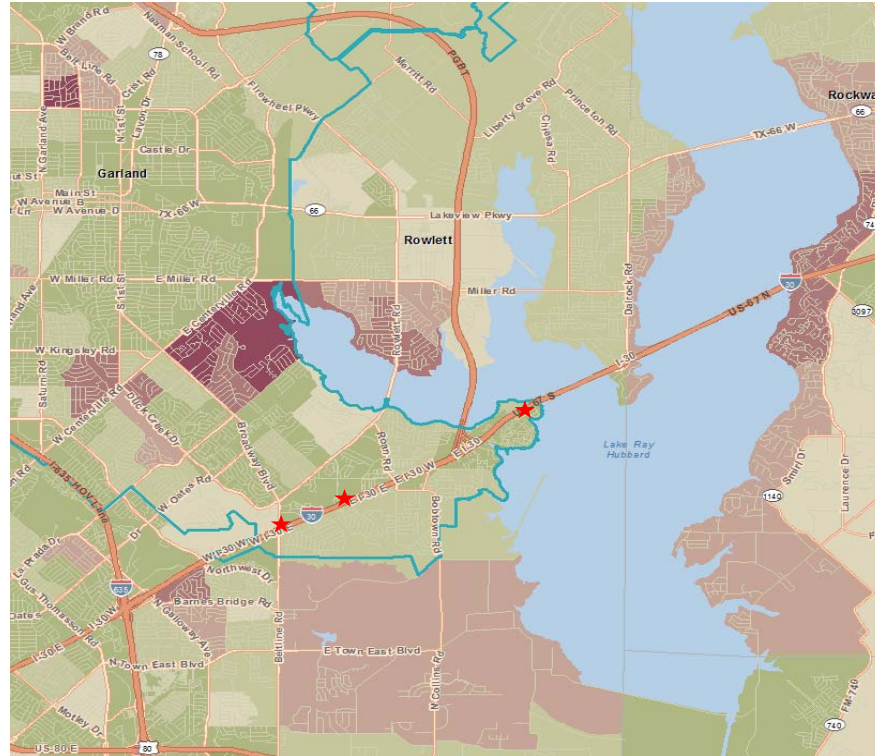
SOURCE: Esri, U.S. Census

CITY OF GARLAND

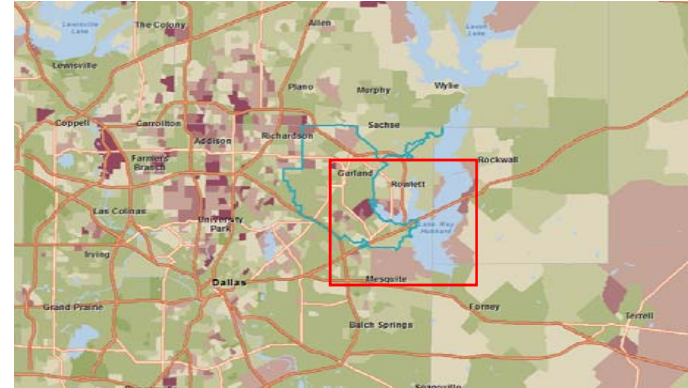
Exhibit I-12

MEDIAN AGE BY BLOCK GROUP STUDY AREA AND NORTHEAST DALLAS REGION 2015

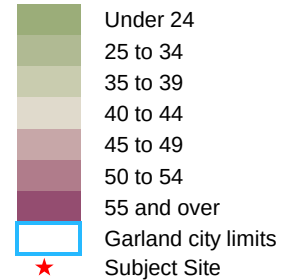
STUDY AREA



NORTHEAST DALLAS REGION



MAP KEY

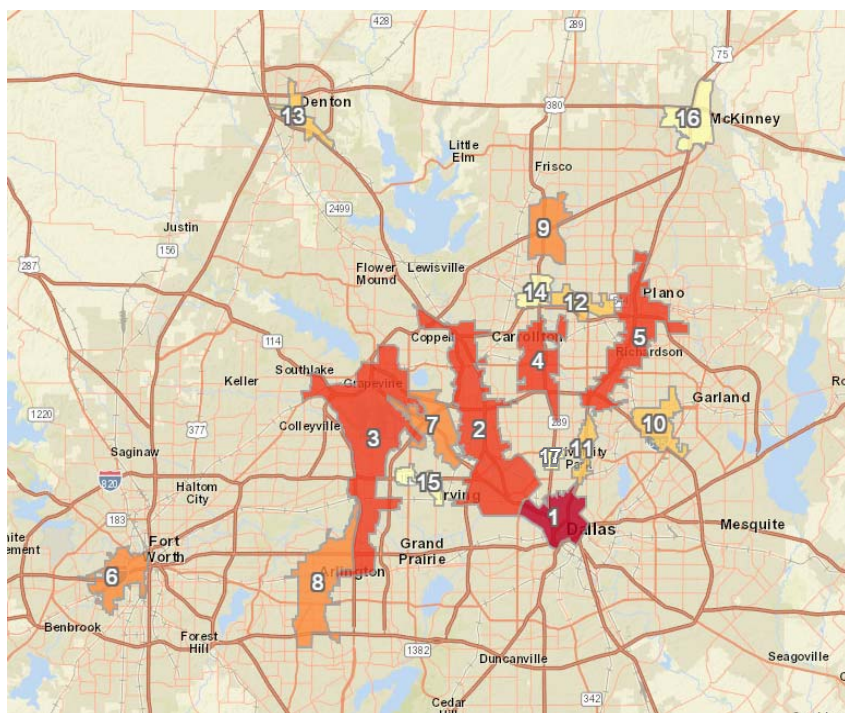


SOURCE: Esri, U.S. Census

CITY OF GARLAND

Exhibit I-13

MAP OF EMPLOYMENT CORES AND CORRIDORS DALLAS-FORT WORTH-ARLINGTON, TX MSA 2014



MAP KEY	CORE/CORRIDOR NAME	2014 EMPLOYEES	ANNUAL NOMINAL GROWTH 2009-2014
1	Dallas Central	272,231	8,369
2	Farmer's Branch/Love-Field	212,699	1,580
3	DFW Airport	176,753	6,050
4	Addison	159,559	2,392
5	Telecom Corridor	153,977	34
6	Central Fort Worth	115,239	571
7	Las Colinas	103,906	4,873
8	Arlington	92,606	1,501
9	Legacy Town Center	82,799	6,499
10	Garland	56,777	2,463
11	North Park/SMU	51,780	-300
12	George Bush	40,635	2,422
13	Denton	28,692	-402
14	Dallas North Tollway	24,303	1,195
15	Irving-Sowers	20,071	-224
16	McKinney	18,853	-156
17	Park Cities	13,275	177
Core Total		1,624,155	37,047
Dallas MSA		3,011,496	72,423

	250,000 or more jobs
	150,000 to 250,000 jobs
	75,000 to 150,000 jobs
	25,000 to 75,000 jobs
	Under 25,000 jobs (Secondary Employment Core)

Source: U.S. Census Bureau - Longitudinal Employer-Household Dynamics; RCLCO

CITY OF GARLAND

Exhibit I-14

EMPLOYMENT CORE AND CORRIDOR SUMMARY DALLAS-FORT WORTH-ARLINGTON, TX MSA 2014

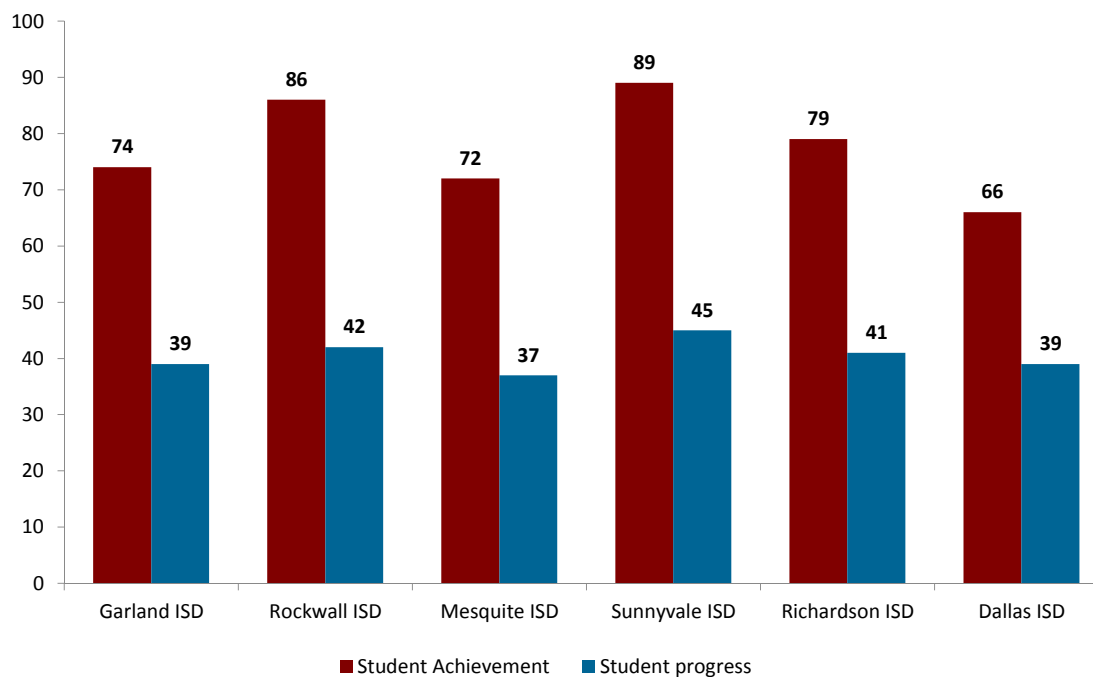
MAP KEY	CORE/CORRIDOR NAME	2014 EMPLOYEES	NOMINAL ANN GROWTH 2009-2014	CAGR 2004-2009	CAGR 2009-2014	2014 FIRE, STEM, & PROF. SERVICES	SECTOR SHARE OF EMPLOYMENT (2014) ¹			
							FIRE, STEM, & PROF. SERVICES	EDUCATION, HEALTHCARE, & GOVT. ²	RETAIL, HOSPITALITY, & SERVICES	MANU, UTILITIES, TRANSP, CONSTR
1	Dallas Central	272,231	8,369	0.9%	3.4%	79,833	29%	38%	14%	12%
2	Farmer's Branch/Love-Field	212,699	1,580	-0.5%	0.8%	33,503	16%	8%	17%	46%
3	DFW Airport	176,753	6,050	1.9%	3.8%	35,256	20%	8%	14%	50%
4	Addison	159,559	2,392	2.4%	1.6%	67,170	42%	9%	18%	16%
5	Telecom Corridor	153,977	34	1.1%	0.0%	54,737	36%	18%	15%	23%
6	Central Fort Worth	115,239	571	1.8%	0.5%	20,567	18%	53%	14%	10%
7	Las Colinas	103,906	4,873	3.2%	5.5%	51,970	50%	6%	16%	16%
8	Arlington	92,606	1,501	1.1%	1.7%	13,567	15%	36%	31%	10%
9	Legacy Town Center	82,799	6,499	9.2%	10.5%	40,980	49%	13%	16%	15%
10	Garland	56,777	2,463	0.8%	5.0%	3,266	6%	28%	11%	44%
11	North Park/SMU	51,780	-300	2.5%	-0.6%	15,093	29%	29%	28%	7%
12	George Bush	40,635	2,422	2.7%	7.3%	8,766	22%	42%	16%	16%
13	Denton	28,692	-402	5.3%	-1.3%	2,527	9%	56%	18%	14%
14	Dallas North Tollway	24,303	1,195	7.9%	5.8%	8,612	35%	16%	27%	7%
15	Irving-Sowers	20,071	-224	3.3%	-1.1%	1,775	9%	35%	34%	5%
16	McKinney	18,853	-156	1.7%	-0.8%	2,196	12%	38%	30%	14%
17	Park Cities	13,275	177	-3.0%	1.4%	5,194	39%	15%	35%	8%
Core Total		1,624,155	37,047	1.7%	2.5%	445,012	28%	24%	18%	24%
DALLAS MSA		3,011,496	72,423	2.0%	2.6%	611,597	20%	23%	23%	26%

¹ NAICS codes 11 and 56, encompassing Agriculture and Administrative Services employment respectively, not included in any of below categories. Total distributions will not sum up to 100%.
Source: U.S. Census Bureau - Longitudinal Employer-Household Dynamics; RCLCO

CITY OF GARLAND

Exhibit II-1

SCHOOL DISTRICT RATINGS COMPETITIVE MARKET AREA 2016



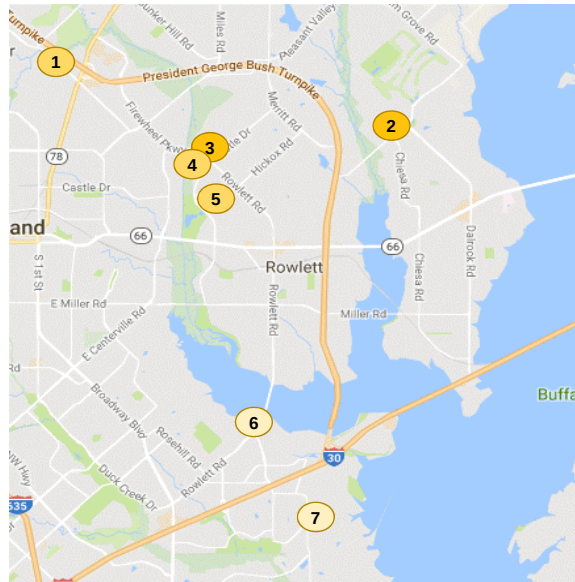
SCHOOL DISTRICT RATINGS						
	Garland ISD	Rockwall ISD	Mesquite ISD	Sunnyvale ISD	Richardson ISD	Dallas ISD
Student Achievement	74	86	72	89	79	66
Student Progress	39	42	37	45	41	39

SOURCE: Texas Education Agency

CITY OF GARLAND

Exhibit II-2

MAP OF LOCAL MARKET AREA CONVENTIONAL ACTIVELY SELLING COMMUNITIES COMPETITIVE MARKET AREA OCTOBER 2016



SOURCE: Community Websites; Homebuilder Websites; RCLCO

MAP KEY	COMMUNITY	ANNUAL CLOSINGS	TOTAL UNITS (BUILDOUT)	HOME SIZE		HOME PRICE		AVG. \$/SF
				RANGE	AVG.	RANGE	AVG.	
1	Beacon Hill Townhomes*	N/A	104	1,749 - 1,844	1,797	\$194,900 - \$224,900	\$209,900	\$117
2	Homestead at Liberty Gro	0	468	1,773 - 3,836	2,805	\$269,990 - \$445,990	\$357,990	\$128
3	Castle Point	29	130	1,850 - 3,472	2,661	\$290,990 - \$407,678	\$349,334	\$131
4	Springfield Commons	26	134	1,556 - 3,472	2,514	\$253,000 - \$365,000	\$309,000	\$123
5	Lakehill	32	166	2,557 - 3,611	3,084	\$326,990 - \$378,990	\$352,990	\$114
6	Hillside on the Lake	1	63	1,887 - 3,746	2,817	\$268,490 - \$326,990	\$297,740	\$106
7	Cypress Cove	28	163	2,199 - 4,258	3,229	\$285,990 - \$385,990	\$335,990	\$104

*Community built out in 2015. Home prices based on resale data.

Exhibit II-3

NEW FOR-SALE HOUSING DEMAND EAST DALLAS SUBMARKET, DALLAS-FORT WORTH MSA 2017-2030

DALLAS-FORT WORTH MSA DEMAND POTENTIAL		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Demand from New Households															
Total Households ¹		2,669,392	2,728,564	2,789,426	2,852,087	2,915,774	2,980,620	3,047,275	3,115,445	3,186,175	3,259,354	3,334,208	3,409,490	3,485,574	3,563,134
* Annual Growth Rate		2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.3%	2.3%	2.3%	2.3%	2.2%	2.2%
Annual New Households		56,808	59,172	60,862	62,661	63,687	64,846	66,655	68,170	70,731	73,179	74,854	75,282	76,083	77,560
Owner Propensity of New HH ²	58.9%														
Annual New Owner Households		33,460	34,850	35,840	36,900	37,510	38,190	39,260	40,150	41,660	43,100	44,090	44,340	44,810	45,680
Demand from New Existing Households															
Total Existing Households ¹		2,612,584	2,669,392	2,728,564	2,789,426	2,852,087	2,915,774	2,980,620	3,047,275	3,115,445	3,186,175	3,259,354	3,334,208	3,409,490	3,485,574
Owner Propensity ²	58.9%														
Owners in Turnover ³	6.1%														
Annual For-Sale Demand from Existing HH		98,153	101,488	104,981	108,608	112,378	116,263	120,272	124,435	128,742	133,242	137,935	142,793	146,017	149,275
TOTAL ANNUAL FOR-SALE DEMAND POTENTIAL		131,613	136,338	140,821	145,508	149,888	154,453	159,532	164,585	170,402	176,342	182,025	187,133	190,827	194,955
New Home Demand by Price Range															
Distribution by Price Range⁴															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%
\$60,000-\$80,000	\$200,000 - \$250,000	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%	13.4%
\$80,000-\$100,000	\$250,000 - \$300,000	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%	11.6%
\$100,000-\$120,000	\$300,000 - \$350,000	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%	9.8%
\$120,000-\$160,000	\$350,000 - \$450,000	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%
\$160,000-\$220,000	\$450,000 - \$600,000	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%	8.4%
\$220,000 and above	\$600,000 and above	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%	7.8%
New Sales as a % of Total Sales⁵															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
\$60,000-\$80,000	\$200,000 - \$250,000	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
\$80,000-\$100,000	\$250,000 - \$300,000	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%
\$100,000-\$120,000	\$300,000 - \$350,000	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%	28%
\$120,000-\$160,000	\$350,000 - \$450,000	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%	31%
\$160,000-\$220,000	\$450,000 - \$600,000	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%
\$220,000 and above	\$600,000 and above	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%	24%
Total New Homes Sales by Price Range															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	3,508	3,634	3,754	3,878	3,995	4,117	4,252	4,387	4,542	4,700	4,852	4,988	5,086	5,196
\$60,000-\$80,000	\$200,000 - \$250,000	4,447	4,606	4,758	4,916	5,064	5,218	5,390	5,560	5,757	5,958	6,150	6,322	6,447	6,587
\$80,000-\$100,000	\$250,000 - \$300,000	4,243	4,395	4,540	4,691	4,832	4,979	5,143	5,306	5,493	5,685	5,868	6,032	6,152	6,285
\$100,000-\$120,000	\$300,000 - \$350,000	3,613	3,743	3,866	3,995	4,115	4,240	4,380	4,518	4,678	4,841	4,997	5,137	5,239	5,352
\$120,000-\$160,000	\$350,000 - \$450,000	5,027	5,207	5,378	5,557	5,724	5,899	6,093	6,286	6,508	6,735	6,952	7,147	7,288	7,446
\$160,000-\$220,000	\$450,000 - \$600,000	3,495	3,620	3,739	3,863	3,980	4,101	4,236	4,370	4,524	4,682	4,833	4,969	5,067	5,176
\$220,000 and above	\$600,000 and above	2,462	2,550	2,634	2,722	2,804	2,889	2,984	3,079	3,188	3,299	3,405	3,501	3,570	3,647
TOTAL		26,800	27,800	28,700	29,600	30,500	31,400	32,500	33,500	34,700	35,900	37,100	38,100	38,800	39,700
New Home Demand by Product Type and Price Range															
Single-family propensity⁶															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%	90.4%
\$60,000-\$80,000	\$200,000 - \$250,000	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%	94.4%
\$80,000-\$100,000	\$250,000 - \$300,000	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%	95.8%
\$100,000-\$120,000	\$300,000 - \$350,000	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%	97.2%
\$120,000-\$160,000	\$350,000 - \$450,000	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%	97.9%
\$160,000-\$220,000	\$450,000 - \$600,000	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%
\$220,000 and above	\$600,000 and above	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%
TOTAL		25,707	26,630	27,505	28,421	29,276	30,168	31,160	32,147	33,283	34,443	35,553	36,551	37,273	38,079

CITY OF GARLAND

Exhibit II-3

NEW FOR-SALE HOUSING DEMAND EAST DALLAS SUBMARKET, DALLAS-FORT WORTH MSA 2017-2030

DALLAS-FORT WORTH MSA DEMAND POTENTIAL		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
East Dallas Submarket Capture ⁷															
Single-family Submarket Capture Rate															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
\$60,000-\$80,000	\$200,000 - \$250,000	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%
\$80,000-\$100,000	\$250,000 - \$300,000	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%
\$100,000-\$120,000	\$300,000 - \$350,000	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%
\$120,000-\$160,000	\$350,000 - \$450,000	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%
\$160,000-\$220,000	\$450,000 - \$600,000	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
\$220,000 and above	\$600,000 and above	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
TOTAL		3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Single-family															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	93	96	99	103	106	109	113	116	120	124	128	132	135	138
\$60,000-\$80,000	\$200,000 - \$250,000	151	156	161	167	172	177	183	188	195	202	208	214	219	223
\$80,000-\$100,000	\$250,000 - \$300,000	263	272	281	290	299	308	318	328	340	352	363	373	381	389
\$100,000-\$120,000	\$300,000 - \$350,000	268	278	287	296	305	315	325	335	347	359	371	381	389	397
\$120,000-\$160,000	\$350,000 - \$450,000	169	176	181	187	193	199	205	212	219	227	234	241	246	251
\$160,000-\$220,000	\$450,000 - \$600,000	29	30	31	32	33	34	35	36	37	38	40	41	41	42
\$220,000 and above	\$600,000 and above	11	11	12	12	12	13	13	13	14	14	15	15	16	16
TOTAL		983	1,018	1,052	1,087	1,119	1,154	1,192	1,229	1,273	1,317	1,360	1,398	1,425	1,456
Competitive Set Capture ⁸															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	21%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%
\$60,000-\$80,000	\$200,000 - \$250,000	37%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%
\$80,000-\$100,000	\$250,000 - \$300,000	35%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%
\$100,000-\$120,000	\$300,000 - \$350,000	31%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%
\$120,000-\$160,000	\$350,000 - \$450,000	29%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%
\$160,000-\$220,000	\$450,000 - \$600,000	55%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%
\$220,000 and above	\$600,000 and above	51%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%
TOTAL			32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%
Competitive Set Capture															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	11.2%	20	20	21	22	22	23	24	24	25	26	27	28	29
\$60,000-\$80,000	\$200,000 - \$250,000	21.5%	56	58	60	62	64	66	68	70	72	75	77	80	83
\$80,000-\$100,000	\$250,000 - \$300,000	25.8%	91	94	97	101	104	107	110	114	118	122	126	129	135
\$100,000-\$120,000	\$300,000 - \$350,000	22.7%	82	85	88	91	93	96	99	103	106	110	113	117	121
\$120,000-\$160,000	\$350,000 - \$450,000	24.1%	49	50	52	54	55	57	59	61	63	65	67	69	72
\$160,000-\$220,000	\$450,000 - \$600,000	43.2%	16	16	17	17	18	18	19	20	20	21	22	23	23
\$220,000 and above	\$600,000 and above	50.0%	6	6	6	6	6	7	7	7	7	8	8	8	8
TOTAL			318	330	341	352	362	373	386	398	412	426	440	453	471

¹ Per Texas State Data Center Projections, assuming an average of the 0.5 and 1.0 growth scenario.

² 2012-2014 American Community Survey

³ Applies an annual growth factor to the 2012 - 2014 American Community Survey results in order to achieve an annual turnover rate in-line with historical norms.

⁴ Household distribution by income level and home price derived from 2012 - 2014 American Community Survey.

⁵ Current total new home sales as a percent of total sales demonstrated by Texas A&M Real Estate Center and Real Quest data. Applies an annual growth factor in order to achieve a propensity to choose new construction in-line with historical norms.

⁶ Propensity to choose single family for owner households is based American Community Survey and Real Quest

⁷ Capture for East Dallas derived from area's current capture of sales by price point in the Dallas-Fort Worth MSA.

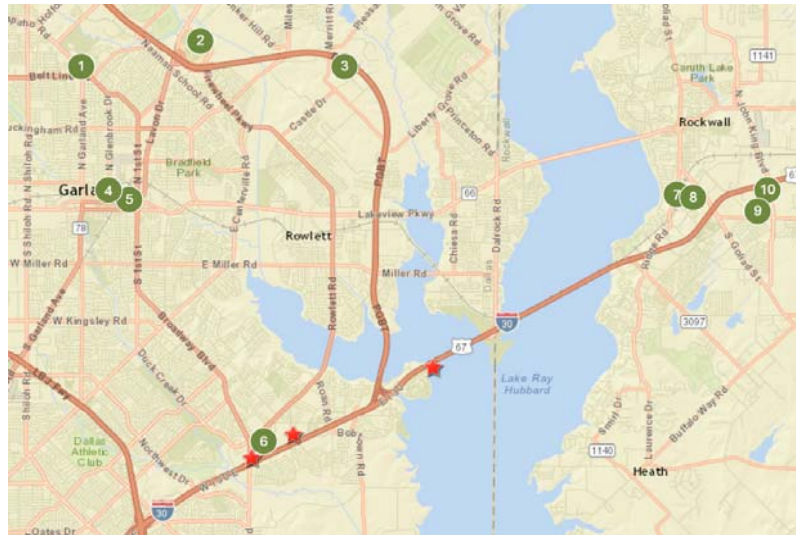
⁸ Capture for competitive set derived from area's current capture of sales by price point in the East Dallas

SOURCE: U.S. Census Bureau; Real Quest; Texas A&M Real Estate Center; Texas State Data Center; ESRI Business Analyst

CITY OF GARLAND

Exhibit III-1

MAP OF COMPARABLE APARTMENT PROJECTS GARLAND-ROCKWALL AREA, TX OCTOBER 2016



MAP KEY	APARTMENT PROJECT	OCC. RATE	# OF UNITS	YEAR BUILT	AVG. SIZE (SF)	AVG. EFF RENT	AVG. EFF \$/SF
★	Subject Site						
1	CARRIAGE HOMES ON THE LAKE	96%	147	2015	1,026	\$1,526	\$1.49
2	PARKSIDE AT FIREWHEEL APARTMENTS	95%	594	2007	976	\$1,267	\$1.30
3	HARMONY	N/A	324	2016	850	\$1,193	\$1.40
4	OAKS 5TH STREET CROSSING AT CITY STATION	99%	188	2009	833	\$1,000	\$1.20
5	OAKS 5TH STREET CROSSING AT CITY CENTER	98%	144	2015	828	\$1,107	\$1.34
6	SAVOY OF GARLAND	97%	144	2009	807	\$1,062	\$1.32
7	ROCKWALL COMMONS	94%	202	2008	880	\$1,304	\$1.48
8	SONOMA COURT	98%	124	2011	900	\$1,284	\$1.43
9	SIXTEEN50 @ LAKE RAY HUBBARD	96%	334	2009	1,108	\$1,591	\$1.44
10	ORION ROCKWALL	95%	220	2009	1,038	\$1,747	\$1.68

SOURCE: ESRI Business Analyst; CoStar; RCLCO

CITY OF GARLAND

Exhibit III-2

COMPETITIVE SUPPLY SUMMARY GARLAND-ROCKWALL AREA, TX OCTOBER 2016

MAP KEY	PROJECT/ LOCATION/	TYPE/ YEAR BUILT	TOTAL UNITS	OCC RATE	UNIT TYPE	# OF UNITS	UNIT MIX	AVG. UNIT SIZE	ASKING RENT LOW - HIGH	AVG. GROSS RENT	AVG GROSS RENT/SF	EFFECTIVE RENT AVG.	\$/SF
1	CARRIAGE HOMES ON THE LAKE 3232 N Garland Ave Garland, TX 75040 Concessions: \$1350 off select units	3 Stories 2015	147	96%	1BR/1BA	49	33%	817	\$1,059 - \$1,444	\$1,268	\$1.55	\$1,247	\$1.53
					2BR/2BA	83	56%	1,129	\$1,299 - \$1,899	\$1,689	\$1.50	\$1,663	\$1.47
					2BR/2.5BA	8	5%	1,140	\$1,674 - \$1,674	\$1,674	\$1.47	\$1,674	\$1.47
					2BR/2.5BA TH	7	5%	1,140	\$1,624 - \$1,769	\$1,697	\$1.49	\$1,697	\$1.49
					TOTAL/AVG	147	100%	1,026	\$1,059 - \$1,899	\$1,548	\$1.51	\$1,526	\$1.49
2	PARKSIDE AT FIREWHEEL APARTMENTS 305 River Fern Dr Garland, TX 75040 Concessions: \$1000 off select units	4 Stories 2007	594	95%	STUDIO	62	11%	533	\$826 - \$1,125	\$949	\$1.78	\$949	\$1.78
					1BR/1BA	237	43%	771	\$785 - \$1,375	\$1,071	\$1.39	\$1,063	\$1.38
					1BR/1BA+DEN	21	4%	973	\$1,160 - \$1,160	\$1,160	\$1.19	\$1,160	\$1.19
					1BR/1.5BA+DEN	21	4%	1,101	\$1,290 - \$1,390	\$1,340	\$1.22	\$1,340	\$1.22
					2BR/2BA	147	27%	1,152	\$1,275 - \$1,725	\$1,499	\$1.30	\$1,499	\$1.30
					2BR/2BA+DEN	21	4%	1,142	\$1,405 - \$1,415	\$1,410	\$1.23	\$1,410	\$1.23
					3BR/2.5BA	21	4%	1,371	\$1,790 - \$1,795	\$1,792	\$1.31	\$1,792	\$1.31
					3BR/2.5BA TH	21	4%	2,692	\$2,160 - \$2,340	\$2,250	\$0.84	\$2,250	\$0.84
					TOTAL/AVG	551	100%	976	\$785 - \$2,340	\$1,270	\$1.30	\$1,267	\$1.30
3	HARMONY 11010 Merritt Rd Rowlett, TX 75089 Concessions: none	4 Stories 2016	324	0%	1BR/1BA	180	56%	674	\$890 - \$1,145	\$1,005	\$1.49	\$1,005	\$1.49
					2BR/2BA	144	44%	1,069	\$1,224 - \$1,550	\$1,429	\$1.34	\$1,429	\$1.34
					TOTAL/AVG	324	100%	850	\$890 - \$1,550	\$1,193	\$1.40	\$1,193	\$1.40
4	OAKS 5TH STREET CROSSING AT CITY STATION 351 5th St Garland, TX 75040 Concessions: none	3 Stories 2009	188	99%	STUDIO	23	12%	633	\$825 - \$860	\$843	\$1.33	\$843	\$1.33
					1BR/1BA	111	59%	771	\$905 - \$1,155	\$953	\$1.24	\$953	\$1.24
					2BR/2BA	54	29%	1,044	\$1,100 - \$1,345	\$1,165	\$1.12	\$1,165	\$1.12
					TOTAL/AVG	188	100%	833	\$825 - \$1,345	\$1,000	\$1.20	\$1,000	\$1.20

CITY OF GARLAND

Exhibit III-2

COMPETITIVE SUPPLY SUMMARY GARLAND-ROCKWALL AREA, TX OCTOBER 2016

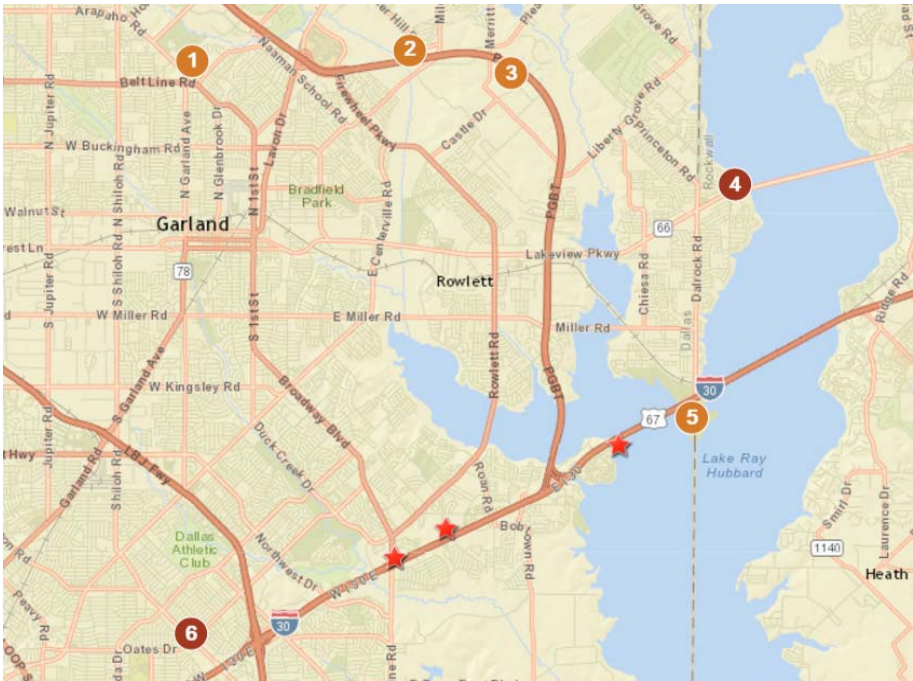
MAP KEY	PROJECT/ LOCATION/	TYPE/ YEAR BUILT	TOTAL UNITS	OCC RATE	UNIT TYPE	# OF UNITS	UNIT MIX	AVG. UNIT SIZE	ASKING RENT		AVG. GROSS RENT	AVG GROSS RENT/SF	EFFECTIVE RENT	
									LOW	HIGH			AVG.	\$/SF
5	OAKS 5TH STREET CROSSING AT CITY CENTER 250 N 5th St Garland, TX 75040 Concessions: none	3 Stories 2015	144	98%	STUDIO	22	15%	583	\$900	- \$915	\$908	\$1.56	\$908	\$1.56
					1BR/1BA	81	56%	750	\$945	- \$1,160	\$1,038	\$1.38	\$1,038	\$1.38
					2BR/2BA	41	28%	1,112	\$1,155	- \$1,565	\$1,351	\$1.21	\$1,351	\$1.21
					TOTAL/AVG	144	100%	828	\$900	- \$1,565	\$1,107	\$1.34	\$1,107	\$1.34
6	SAVOY OF GARLAND 608 Rowlett Rd Garland, TX 75043 Concessions: none	3 Stories 2009	144	97%	1BR/1BA	78	54%	661	\$895	- \$930	\$911	\$1.38	\$911	\$1.38
					2BR/2BA	60	42%	966	\$1,198	- \$1,250	\$1,221	\$1.26	\$1,221	\$1.26
					3BR/2BA	6	4%	1,132	\$1,352	- \$1,502	\$1,427	\$1.26	\$1,427	\$1.26
					TOTAL/AVG	144	100%	807	\$895	- \$1,502	\$1,062	\$1.32	\$1,062	\$1.32
7	ROCKWALL COMMONS 1389 Ridge Rd Rockwall, TX 75087 Concessions: none	4 Stories 2008	202	94%	1BR/1BA	131	65%	769	\$1,079	- \$1,276	\$1,150	\$1.50	\$1,150	\$1.50
					2BR/2BA	67	33%	1,063	\$1,450	- \$1,800	\$1,594	\$1.50	\$1,594	\$1.50
					3BR/2BA	4	2%	1,448	\$1,300	- \$1,677	\$1,489	\$1.03	\$1,489	\$1.03
					TOTAL/AVG	202	100%	880	\$1,079	- \$1,800	\$1,304	\$1.48	\$1,304	\$1.48
8	SONOMA COURT 970 W Yellow Jacket Ln Rockwall, TX 75087 Concessions: none	3 Stories 2011	124	98%	1BR/1BA	56	45%	699	\$1,160	- \$1,275	\$1,140	\$1.63	\$1,140	\$1.63
					2BR/2BA	62	50%	1,050	\$1,450	- \$1,667	\$1,389	\$1.32	\$1,389	\$1.32
					3BR/2BA	6	5%	1,234	\$1,300	- \$1,540	\$1,540	\$1.25	\$1,540	\$1.25
					TOTAL/AVG	124	100%	900	\$1,160	- \$1,667	\$1,284	\$1.43	\$1,284	\$1.43
9	SIXTEEN50 @ LAKE RAY HUBBARD 1650 S John King Blvd Rockwall, TX 75032 Concessions: none	2 Stories 2009	334	96%	1BR/1BA	164	49%	769	\$1,150	- \$1,471	\$1,274	\$1.66	\$1,274	\$1.66
					2BR/2BA	50	15%	1,133	\$1,498	- \$1,660	\$1,612	\$1.42	\$1,612	\$1.42
					2BR/2.5BA	52	16%	1,321	\$1,650	- \$1,860	\$1,725	\$1.31	\$1,725	\$1.31
					3BR/2BA	34	10%	1,582	\$1,980	- \$2,365	\$2,110	\$1.33	\$2,110	\$1.33
					4BR/3BA	34	10%	1,910	\$2,355	- \$2,375	\$2,365	\$1.24	\$2,365	\$1.24
					TOTAL/AVG	334	100%	1,108	\$1,150	- \$2,375	\$1,590.90	\$1.44	\$1,591	\$1.44
10	ORION ROCKWALL 1470 John King Blvd Rockwall, TX 75033 Concessions: none	3 Stories 2009	220	95%	STUDIO	28	13%	480	\$938	- \$938	\$938	\$1.95	\$938	\$1.95
					1BR/1BA	84	38%	774	\$1,140	- \$1,632	\$1,307	\$1.69	\$1,307	\$1.69
					2BR/2BA	108	49%	1,388	\$1,853	- \$2,849	\$2,298	\$1.66	\$2,298	\$1.66
					TOTAL/AVG	220	100%	1,038	\$938	- \$2,849	\$1,746.53	\$1.68	\$1,747	\$1.68

SOURCE: Axiometrics; CoStar; Apartment Websites; RCLCO

CITY OF GARLAND

Exhibit III-3

MAP OF PLANNED AND PROPOSED APARTMENT DEVELOPMENTS
GARLAND-ROCKWALL AREA, TX
OCTOBER 2016



MAP KEY	NAME	PLANNED UNITS	STATUS
1	CARRIAGE HOMES ON THE LAKE - PHASE II	103	Proposed
2	THE DOMAIN AT FIREWHEEL	299	Proposed
3	HARMONY - PHASE II	322	Proposed
4	TERRA LAGO	447	Under Construction
5	BAYSIDE APARTMENTS	845	Proposed
6	VILLAS AT VANSTON PARK	155	Under Construction
★	Subject Site		

SOURCE: ESRI Business Analyst; CoStar; RCLCO

CITY OF GARLAND

Exhibit III-4

MULTIFAMILY EFFECTIVE RENT AND OCCUPANCY GARLAND-ROCKWALL SUBMARKET AND DALLAS-FORT WORTH-ARLINGTON MSA, TX OCTOBER 2016



SOURCE: ESRI Business Analyst; CoStar; RCLCO

CITY OF GARLAND

Exhibit II-3

NEW FOR-SALE HOUSING DEMAND EAST DALLAS SUBMARKET, DALLAS-FORT WORTH MSA 2017-2030

DALLAS-FORT WORTH MSA DEMAND POTENTIAL		2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
East Dallas Submarket Capture ⁷															
Single-family Submarket Capture Rate															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
\$60,000-\$80,000	\$200,000 - \$250,000	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%	3.6%
\$80,000-\$100,000	\$250,000 - \$300,000	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%
\$100,000-\$120,000	\$300,000 - \$350,000	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%	7.6%
\$120,000-\$160,000	\$350,000 - \$450,000	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%
\$160,000-\$220,000	\$450,000 - \$600,000	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
\$220,000 and above	\$600,000 and above	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%	0.4%
TOTAL		3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%
Single-family															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	93	96	99	103	106	109	113	116	120	124	128	132	135	138
\$60,000-\$80,000	\$200,000 - \$250,000	151	156	161	167	172	177	183	188	195	202	208	214	219	223
\$80,000-\$100,000	\$250,000 - \$300,000	263	272	281	290	299	308	318	328	340	352	363	373	381	389
\$100,000-\$120,000	\$300,000 - \$350,000	268	278	287	296	305	315	325	335	347	359	371	381	389	397
\$120,000-\$160,000	\$350,000 - \$450,000	169	176	181	187	193	199	205	212	219	227	234	241	246	251
\$160,000-\$220,000	\$450,000 - \$600,000	29	30	31	32	33	34	35	36	37	38	40	41	41	42
\$220,000 and above	\$600,000 and above	11	11	12	12	12	13	13	13	14	14	15	15	16	16
TOTAL		983	1,018	1,052	1,087	1,119	1,154	1,192	1,229	1,273	1,317	1,360	1,398	1,425	1,456
Competitive Set Capture ⁸															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	21%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%	21.0%
\$60,000-\$80,000	\$200,000 - \$250,000	37%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%
\$80,000-\$100,000	\$250,000 - \$300,000	35%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%	34.7%
\$100,000-\$120,000	\$300,000 - \$350,000	31%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%	30.6%
\$120,000-\$160,000	\$350,000 - \$450,000	29%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%	28.7%
\$160,000-\$220,000	\$450,000 - \$600,000	55%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%	54.6%
\$220,000 and above	\$600,000 and above	51%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%	51.2%
TOTAL			32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%
Competitive Set Capture															
Income Level	Home Price														
Less than \$60,000	Less than \$200,000	11.2%	20	20	21	22	22	23	24	24	25	26	27	28	29
\$60,000-\$80,000	\$200,000 - \$250,000	21.5%	56	58	60	62	64	66	68	70	72	75	77	80	83
\$80,000-\$100,000	\$250,000 - \$300,000	25.8%	91	94	97	101	104	107	110	114	118	122	126	129	135
\$100,000-\$120,000	\$300,000 - \$350,000	22.7%	82	85	88	91	93	96	99	103	106	110	113	117	121
\$120,000-\$160,000	\$350,000 - \$450,000	24.1%	49	50	52	54	55	57	59	61	63	65	67	69	72
\$160,000-\$220,000	\$450,000 - \$600,000	43.2%	16	16	17	17	18	18	19	20	20	21	22	23	23
\$220,000 and above	\$600,000 and above	50.0%	6	6	6	6	6	7	7	7	7	8	8	8	8
TOTAL			318	330	341	352	362	373	386	398	412	426	440	453	471

¹ Per Texas State Data Center Projections, assuming an average of the 0.5 and 1.0 growth scenario.

² 2012-2014 American Community Survey

³ Applies an annual growth factor to the 2012 - 2014 American Community Survey results in order to achieve an annual turnover rate in-line with historical norms.

⁴ Household distribution by income level and home price derived from 2012 - 2014 American Community Survey.

⁵ Current total new home sales as a percent of total sales demonstrated by Texas A&M Real Estate Center and Real Quest data. Applies an annual growth factor in order to achieve a propensity to choose new construction in-line with historical norms.

⁶ Propensity to choose single family for owner households is based American Community Survey and Real Quest

⁷ Capture for East Dallas derived from area's current capture of sales by price point in the Dallas-Fort Worth MSA.

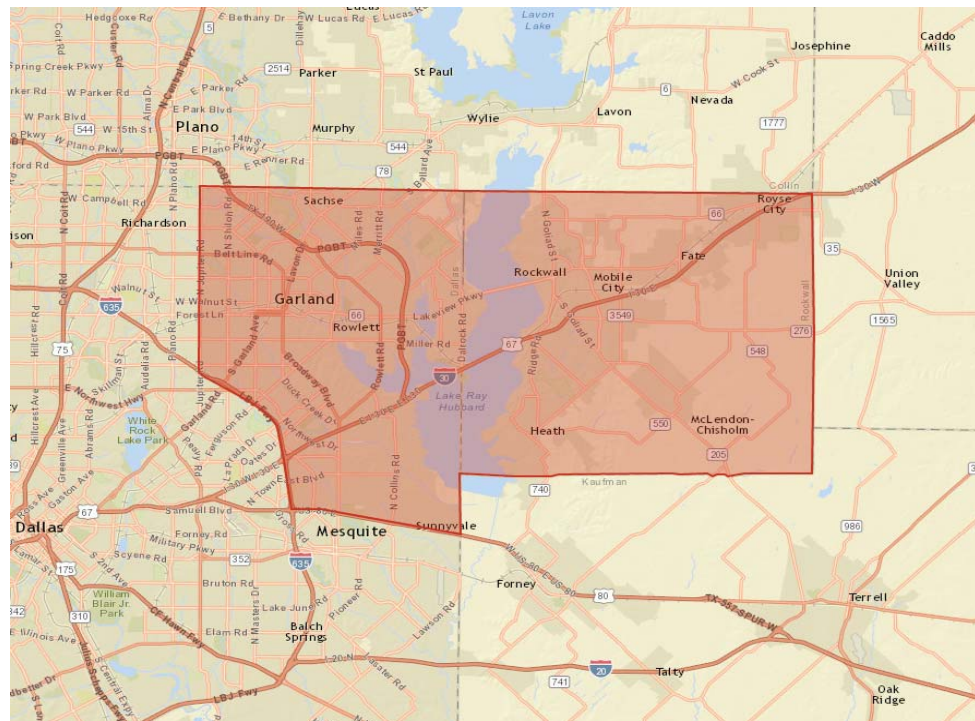
⁸ Capture for competitive set derived from area's current capture of sales by price point in the East Dallas

SOURCE: U.S. Census Bureau; Real Quest; Texas A&M Real Estate Center; Texas State Data Center; ESRI Business Analyst

CITY OF GARLAND

Exhibit III-6

MAP OF PRIMARY MARKET AREA (PMA) PRIMARY MARKET AREA NOVEMBER 2016



SOURCE: Esri Business Analyst; RCLCO

CITY OF GARLAND

Exhibit III-7

SUMMARY OF ANNUAL MULTIFAMILY RENTAL DEMAND FOR NEW UNITS PRIMARY MARKET AREA 2016-2021

SUMMARY OF DEMAND BY AGE		
AGE RANGE	RENTAL DEMAND FOR NEW UNITS >5	
UNDER 25	816	37%
25-34	703	32%
35-44	235	11%
45-54	166	8%
55-64	85	4%
65+	193	9%
Total	2,199	100%

Minimum Age for Target Market	None	
Maximum Age for Target Market	None	
Age Qualified Demand	2,199	100%

SUMMARY OF DEMAND BY INCOME AND RENT RANGE			
INCOME RANGE	RENT RANGE	RENTAL DEMAND FOR NEW UNITS >5	
UNDER \$35,000	UNDER \$960	897	41%
\$35,000 - \$49,999	\$960 - \$1,250	491	22%
\$50,000 - \$74,999	\$1,250 - \$1,750	349	16%
\$75,000 - \$99,999	\$1,750 - \$2,080	300	14%
\$100,000 - \$149,999	\$2,080 - \$2,500	74	3%
\$150,000 AND OVER	\$2,500 AND OVER	88	4%
Total		2,199	100%

Minimum Income for Target Market	\$35,000	
Maximum Income for Target Market	None	
Income Qualified Demand	1,302	59%

NOTE: See Demand Analysis-1 for more details.

SOURCE: Esri; American Community Survey PUMS; RCLCO

CITY OF GARLAND

Exhibit III-8

ANNUAL MULTIFAMILY RENTER DEMAND FOR NEW UNITS BY AGE AND INCOME PRIMARY MARKET AREA 2016-2021

INCOME	AGE					TOTAL
	UNDER 25	25-34	35-54	55-64	65+	
UNDER \$35,000	288	335	143	36	95	897
	13%	15%	6%	2%	4%	41%
\$35,000 - \$49,999	285	70	47	11	77	491
	13%	3%	2%	1%	4%	22%
\$50,000 - \$99,999	243	228	141	19	19	649
	11%	10%	6%	1%	1%	30%
\$100,000 - \$149,999	0	36	18	18	2	74
	0%	2%	1%	1%	0%	3%
\$150,000 AND OVER	0	35	52	0	0	88
	0%	2%	2%	0%	0%	4%
TOTAL	816	703	402	85	193	2,199
	37%	32%	18%	4%	9%	100%

SOURCE: Esri; American Community Survey PUMS; RCLCO

CITY OF GARLAND

Exhibit III-8

ANNUAL MULTIFAMILY RENTER DEMAND FOR NEW UNITS BY AGE AND INCOME PRIMARY MARKET AREA 2016-2021

INCOME	AGE					TOTAL
	UNDER 25	25-34	35-54	55-64	65+	
UNDER \$35,000	288	335	143	36	95	897
	13%	15%	6%	2%	4%	41%
\$35,000 - \$49,999	285	70	47	11	77	491
	13%	3%	2%	1%	4%	22%
\$50,000 - \$99,999	243	228	141	19	19	649
	11%	10%	6%	1%	1%	30%
\$100,000 - \$149,999	0	36	18	18	2	74
	0%	2%	1%	1%	0%	3%
\$150,000 AND OVER	0	35	52	0	0	88
	0%	2%	2%	0%	0%	4%
TOTAL	816	703	402	85	193	2,199
	37%	32%	18%	4%	9%	100%

SOURCE: Esri; American Community Survey PUMS; RCLCO

CITY OF GARLAND

Exhibit IV-1

HISTORICAL DEMAND FUNDAMENTALS FOR RETAIL SPACE DALLAS-FORT WORTH, TX MSA 2006-2015

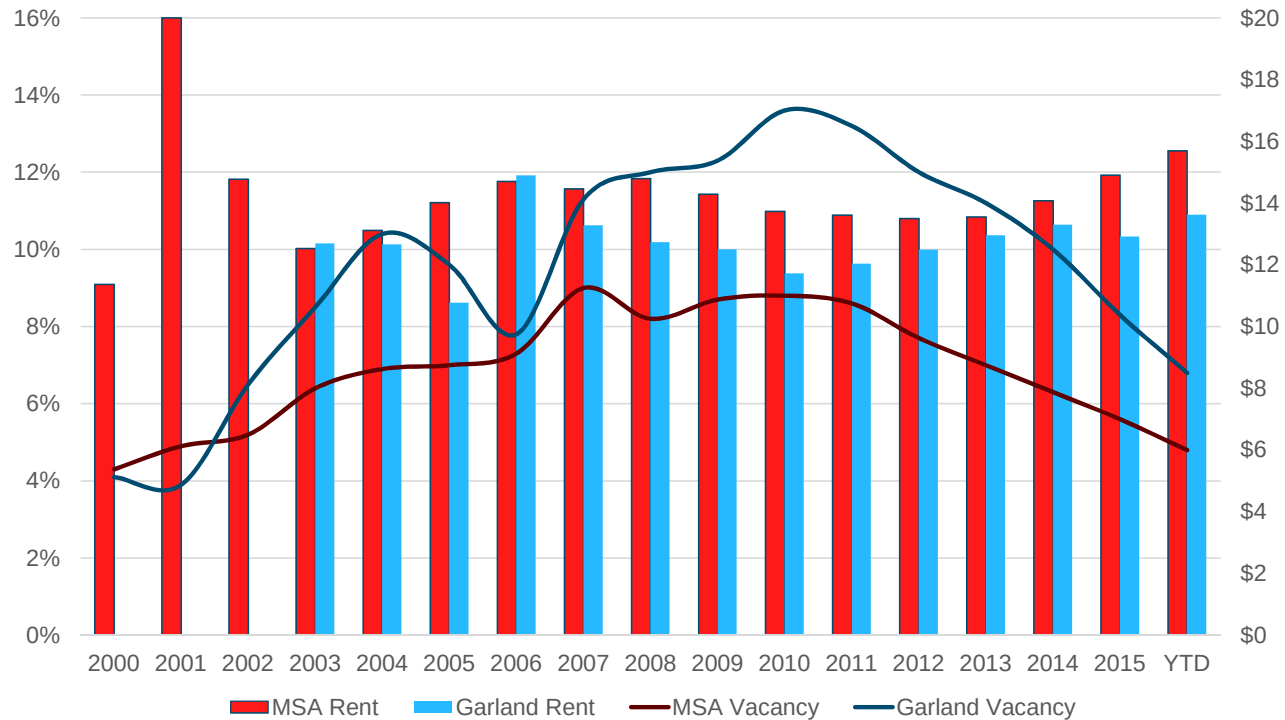
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2006-2015 AVG.	2011-2015 AVG.
DALLAS-FORT WORTH MSA												
ECO-DEMO												
Total Households	2,180,753	2,237,331	2,281,437	2,318,534	2,332,302	2,367,643	2,413,467	2,460,517	2,512,090	2,562,898		
Household Growth	3%	3%	2%	2%	1%	2%	2%	2%	2%	2%		
ALL RETAIL												
Total Retail Space	368,437,020	378,711,157	386,652,244	391,451,205	393,401,490	395,578,016	397,677,758	399,986,699	403,014,371	408,882,340		
Occupied Retail Space	341,690,758	344,681,389	354,972,004	357,535,873	358,748,634	361,726,883	366,885,982	372,083,629	377,622,431	385,911,324		
Occupancy Rate	92.7%	91.0%	91.8%	91.3%	91.2%	91.4%	92.3%	93.0%	93.7%	94.4%	92.3%	93.0%
Retail Absorption	9,015,615	2,991,072	10,291,901	2,563,130	1,212,305	2,978,249	5,159,037	5,197,647	5,539,762	8,287,636	5,323,635	5,432,466
Occ. Retail Space per Household	157	154	156	154	154	153	152	151	150	151	153.1	151.4
New Occ. Retail Space per New Household	158	53	233	69	88	84	113	110	107	163	118.0	115.6
NEIGHBORHOOD RETAIL												
Total Retail Space	274,294,488	279,816,805	283,264,046	285,930,775	286,615,954	287,264,746	288,363,372	289,249,698	291,614,623	296,210,000		
Occupied Retail Space	254,540,487	254,482,612	260,416,066	261,716,110	261,739,657	262,711,369	266,145,171	269,325,742	273,486,731	279,491,334		
Occupancy Rate	92.8%	90.9%	91.9%	91.5%	91.3%	91.5%	92.3%	93.1%	93.8%	94.4%	92.4%	93.0%
Retail Absorption	6,166,874	-57,434	5,934,740	1,299,305	23,091	971,712	3,433,740	3,180,571	4,161,949	6,003,346	3,111,789	3,550,264
Occ. Retail Space per Household	117	114	114	113	112	111	110	109	109	109	111.8	109.7
New Occ. Retail Space per New Household	108		135	35	2	27	75	68	81	118	72.0	73.8
POWER/COMMUNITY RETAIL												
Total Retail Space	60,700,618	63,684,161	67,022,905	68,270,303	68,794,368	70,150,691	70,584,928	71,893,388	72,412,195	73,626,881		
Occupied Retail Space	54,933,908	56,545,195	59,602,813	60,217,682	60,823,714	62,490,758	63,603,153	65,747,292	66,895,241	68,829,140		
Occupancy Rate	90.5%	88.8%	88.9%	88.2%	88.4%	89.1%	90.1%	91.5%	92.4%	93.5%	90.1%	91.3%
Retail Absorption	2,196,372	1,611,287	3,057,618	614,869	606,032	1,667,044	1,112,395	2,144,139	1,147,949	1,933,899	1,609,160	1,601,085
Occ. Retail Space per Household	25	25	26	26	26	26	26	27	27	27	26.2	26.6
New Occ. Retail Space per New Household	39	28	69	17	44	47	24	46	22	38	37.4	35.5
LIFESTYLE/REGIONAL RETAIL												
Total Retail Space	33,441,914	35,210,191	36,365,293	37,250,127	37,991,168	38,162,579	38,729,458	38,843,613	38,987,553	39,045,459		
Occupied Retail Space	32,216,363	33,653,582	34,953,125	35,602,081	36,185,263	36,524,756	37,137,658	37,010,595	37,240,459	37,590,850		
Occupancy Rate	96.3%	95.6%	96.1%	95.6%	95.2%	95.7%	95.9%	95.3%	95.5%	96.3%	95.8%	95.7%
Retail Absorption	652,369	1,437,219	1,299,543	648,956	583,182	339,493	612,902	-127,063	229,864	350,391	602,686	281,117
Occ. Retail Space per Household	15	15	15	15	16	15	15	15	15	15	15.1	15.1
New Occ. Retail Space per New Household	11	25	29	17	42	10	13	-3	4	7	15.8	6.3
SOURCE: CoStar; BLS; RCLCO												

SOURCE: CoStar; BLS; RCLCO

CITY OF GARLAND

Exhibit IV-2

HISTORICAL RETAIL TRENDS GARLAND AND DALLAS-FORT WORTH, TX MSA 2000-OCTOBER 2016



SOURCE: CoStar; RCLCO

CITY OF GARLAND

Exhibit IV-3

HISTORICAL DEMAND FUNDAMENTALS FOR HOTELS DALLAS-FORT WORTH, TX MSA 2006-2014

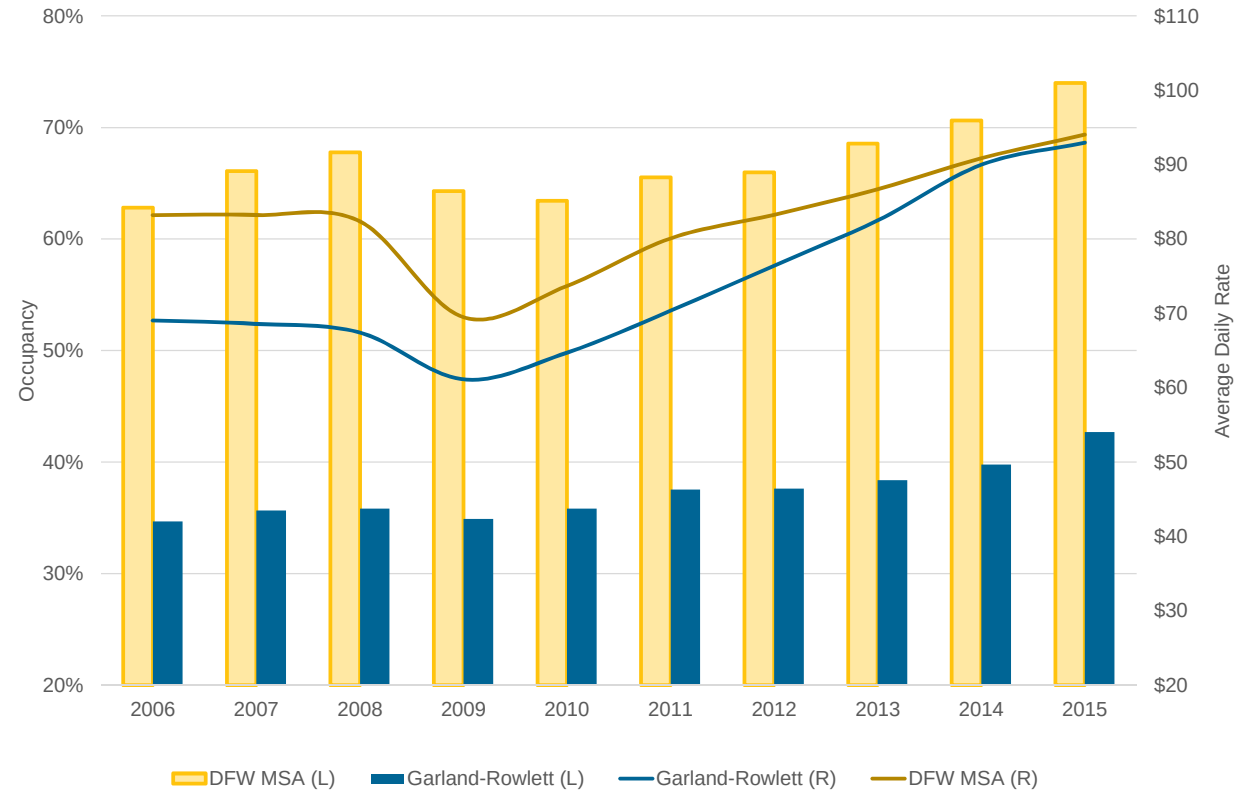
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2006-2015 AVG.	2011-2015 AVG.		
DALLAS-FORT WORTH MSA														
ECO-DEMO														
Total Households	2,180,753	2,237,331	2,281,437	2,318,534	2,332,302	2,367,643	2,413,467	2,460,517	2,512,090	2,562,898				
Total Employment	2,907,883	2,994,000	3,033,292	2,920,383	2,920,058	2,994,000	3,072,292	3,161,900	3,273,800	3,400,500				
Hotel Dynamics ²														
Total Hotel Keys	92,308	93,313	95,168	98,633	101,747	102,447	103,390	103,794	104,590	106,207				
Total Room Nights Available	33,692,518	34,059,260	34,736,258	36,001,204	37,137,763	37,393,120	37,737,284	37,884,924	38,175,524	38,765,585				
Room Nights Sold	20,938,930	21,168,129	21,390,898	19,075,044	20,721,015	22,456,236	23,458,914	24,422,418	25,666,971	26,884,938				
Total Hotel Occupancy	62%	62%	62%	53%	56%	60%	62%	64%	67%	69%				
Hotel Room Deliveries		1,005	1,855	3,466	3,114	700	943	404	796	1,617			1,544	892
(Over)/Under Supply	-2,633	-2,659	-3,254	-11,851	-9,366	-5,067	-2,932	-556	2,337	4,623				
		1.1%	1.1%	-10.8%	8.6%	8.4%	4.5%	4.1%	5.1%	4.7%				
Hotel Key/Demographic Dynamics														
Households per Hotel Key	23.6	24.0	24.0	23.5	22.9	23.1	23.3	23.7	24.0	24.1			23.6	23.7
Room Night Sold per Household	9.6	9.5	9.4	8.2	8.9	9.5	9.7	9.9	10.2	10.5			9.5	10.0
Employees per Hotel Key	31.5	32.1	31.9	29.6	28.7	29.2	29.7	30.5	31.3	32.0	30.6	30.5		
Office-Using Employee Per Hotel Key														
GARLAND & ROWLETT														
Total Hotel Keys	1,195	1,219	1,219	1,331	1,392	1,506	1,475	1,387	1,426	1,610				
Total Room Nights Available	436,210	444,786	444,966	485,884	508,190	549,575	538,488	506,149	520,498	587,711				
Room Nights Sold	229,847	233,053	229,662	230,387	253,154	294,391	310,269	312,127	346,946	403,420				
Total Hotel Occupancy	53%	52%	52%	47%	50%	54%	58%	62%	67%	69%				
Hotel Room Deliveries		23	0	112	61	113	-30	-89	39	184	46	44		
(Over)/Under Supply	-147	-154	-163	-234	-211	-172	-109	-46	24	59				
Share of MSA Hotel Keys														
Share of MSA Room Nights Sold	1.1%	1.1%	1.1%	1.2%	1.2%	1.3%	1.3%	1.3%	1.4%	1.5%				

SOURCE: CoStar; Moody's; Source Strategies Inc.; RCLCO

CITY OF GARLAND

Exhibit IV-4

HISTORICAL HOTEL TRENDS GARLAND AND DALLAS-FORT WORTH, TX MSA 2006-2015



SOURCE: Source Strategies Inc.; RCLCO

CITY OF GARLAND

Exhibit IV-5

HISTORICAL DEMAND FUNDAMENTALS FOR OFFICE AND FLEX SPACE DALLAS-FORT WORTH, TX MSA 2006-2015

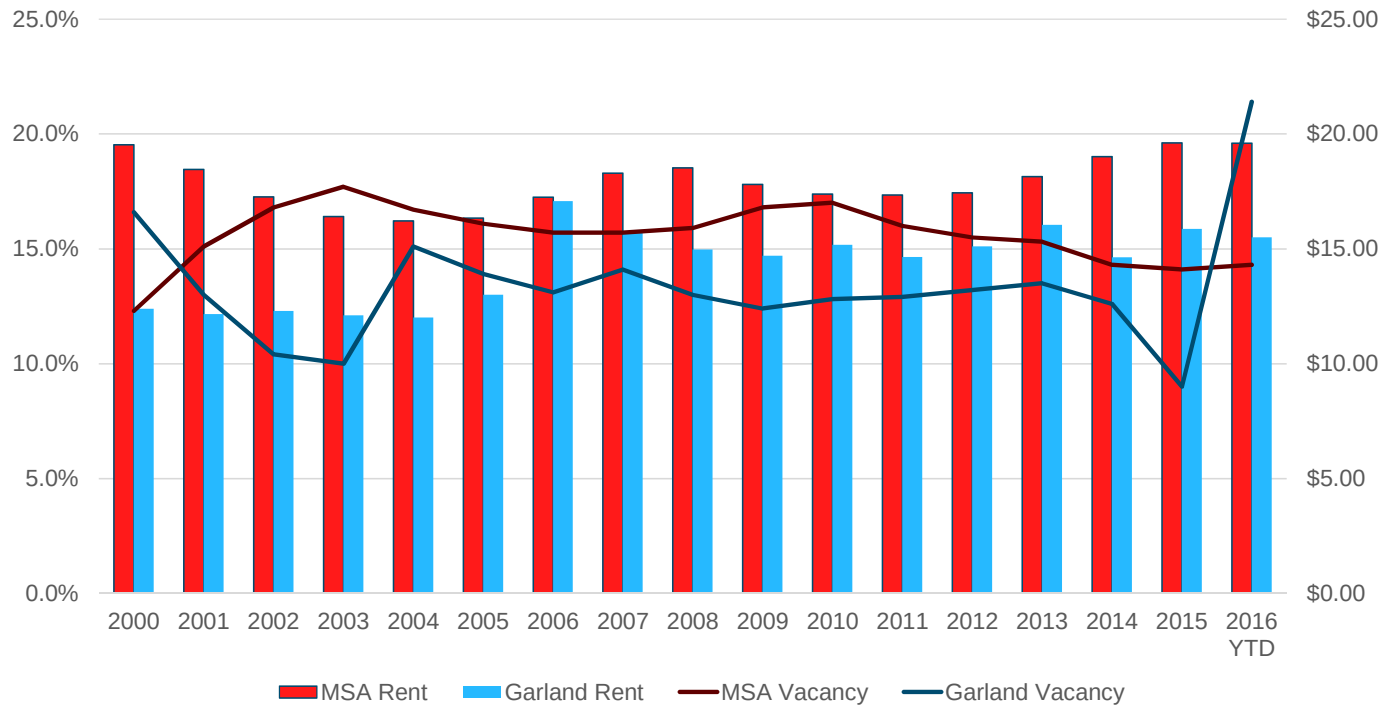
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2006-2015 AVG.	2011-2015 AVG.
DALLAS-FORT WORTH MSA												
ECO-DEMO												
Total Employment	2,907,883	2,994,000	3,033,292	2,920,383	2,920,058	2,994,000	3,072,292	3,161,900	3,273,800	3,400,500		
Total Office Using Employment	755,801	785,903	792,609	748,970	756,587	786,957	816,413	847,735	883,618	917,788		
Share of Office-Using Employment of Total	26.0%	26.2%	26.1%	25.6%	25.9%	26.3%	26.6%	26.8%	27.0%	27.0%	26.4%	26.7%
Total Households	2,180,753	2,237,331	2,281,437	2,318,534	2,332,302	2,367,643	2,413,467	2,460,517	2,512,090	2,562,898		
OFFICE												
Total Office Space	312,399,029	319,320,524	327,368,463	332,313,083	335,717,594	336,888,053	338,893,635	341,523,224	345,696,493	353,039,285		
Occupied Office Space	263,490,031	269,150,461	275,227,683	276,411,683	278,673,311	282,922,760	286,271,320	289,422,032	296,291,456	303,263,978		
Occupancy Rate	84.3%	84.3%	84.1%	83.2%	83.0%	84.0%	84.5%	84.7%	85.7%	85.9%	84.4%	85.0%
Office Absorption	7,416,230	5,660,430	6,077,222	1,184,000	2,261,628	4,249,449	3,348,560	3,152,801	6,857,097	6,972,522	4,717,994	4,916,086
Occ. Office Space per Office Using Employee	349	342	347	369	368	360	351	341	335	330	349.3	343.5
Occ. Office Space per Employee	91	90	91	95	95	94	93	92	91	89	92.0	91.8
Occ. Office Space per Household	121	120	121	119	119	119	119	118	118	118	119.2	118.4
Absorption per New Office Using Employee		188			297	140	114	101	191	204	176.3	149.9
Absorption per New Employee		66	155			57	66	35	61	55	70.7	54.9
FLEX												
Total Flex Space	127,563,107	128,676,418	129,947,139	130,303,193	130,587,812	130,676,420	130,849,015	131,105,170	131,363,122	131,837,047		
Occupied Flex Space	113,805,862	115,406,506	116,948,049	115,214,401	115,203,270	116,298,440	117,901,847	118,715,083	120,203,258	121,544,644		
Occupancy Rate	89.2%	89.7%	90.0%	88.4%	88.2%	89.0%	90.1%	90.5%	91.5%	92.2%	89.9%	90.7%
Flex Absorption	1,410,591	1,600,644	1,541,543	-1,733,648	-11,131	1,095,170	1,603,407	813,236	1,488,175	1,341,386	914,937	1,268,275
Occ. Flex Space per Employee	39	39	39	39	39	39	38	38	37	36	38.2	37.4
Occ. Flex Space per Household	52	52	51	50	49	49	49	48	48	47	49.6	48.3
Absorption per New Office Using Employee		19	39			15	20	9	13	11	18.0	13.7
GARLAND												
OFFICE												
Total Office Space	2,974,285	3,264,073	3,292,431	3,306,885	3,342,212	3,346,712	3,361,942	3,370,262	3,370,262	3,372,434		
Occupied Office Space	2,584,042	2,804,085	2,864,513	2,895,785	2,914,643	2,914,680	2,916,933	2,916,748	2,944,964	3,068,492		
Occupancy Rate	86.9%	85.9%	87.0%	87.6%	87.2%	87.1%	86.8%	86.5%	87.4%	91.0%	87%	88%
Office Absorption	47,868	220,043	60,428	31,272	18,858	37	2,253	-185	28,216	123,528	53,231.8	30,769.8
Share of MSA Occupied Office Space	0.98%	1.04%	1.04%	1.05%	1.05%	1.03%	1.02%	1.01%	0.99%	1.01%	1.02%	1.01%
FLEX												
Total Flex Space	7,685,876	7,696,256	7,813,568	7,813,568	7,846,247	7,846,247	7,846,247	7,856,247	7,856,247	7,856,247		
Occupied Flex Space	6,811,993	7,002,021	7,149,380	6,965,706	6,967,470	7,020,570	7,164,104	7,196,743	7,269,228	7,477,369		
Occupancy Rate	88.6%	91.0%	91.5%	89.1%	88.8%	89.5%	91.3%	91.6%	92.5%	95.2%	91%	92%
Flex Absorption	-162,404	190,028	147,359	-183,674	1,764	53,100	143,534	32,639	72,485	208,141	50,297.2	101,979.8
Share of MSA Occupied Flex Space	5.99%	6.07%	6.11%	6.05%	6.05%	6.04%	6.08%	6.06%	6.05%	6.15%	6.06%	6.07%
SOURCE: CoStar; BLS; RCLCO												

SOURCE: CoStar; BLS; RCLCO

CITY OF GARLAND

Exhibit IV-6

HISTORICAL OFFICE RENT AND OCCUPANCY GARLAND AND DALLAS-FORT WORTH, TX MSA 2006-2015



SOURCE: CoStar; RCLCO



RCLCO
ROBERT CHARLES LESSER & CO.



**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.e.

Meeting Date: July 17, 2017

Item Title: Process for Reporting Damaged Telephone Pedestals and Other Utility Concerns

Submitted By: Michael Polocek, Engineering Director

Summary of Request/Problem

At the request of Mayor Pro Tem Scott LeMay and Council Member B.J. Williams, staff will make a presentation concerning the process for citizens to report damaged utility facilities in need of repair.

Recommendation/Action Requested and Justification

Council discussion.

Attachments

Utility Response Plan



GARLAND

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Utility Complaint Response Protocol

Utility Companies

- All Utility Companies and their contractors must be registered and bonded with the City. All work must be permitted.
- The City of Garland has adopted an ordinance for utility construction within the ROW.
- The Engineering Department maintains a registry of licensed contractors and sub-contractors.
- Engineering has a single person dedicated to monitor utility issues throughout the City.



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Utility Companies

- Telecommunications Providers
 - AT&T
 - Verizon
 - Frontier
 - Charter
- Franchise Utilities
 - Atmos
 - Oncor
 - Brazos Electric



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Utility Companies (Cont.)

- City Utilities
 - Water
 - Wastewater
 - GP&L
 - Telecommunications
- Other Utilities
 - GISD (Fiber Network)
 - North Texas Municipal Water District
 - *Other Fiber Networks*



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Resident Utility Complaints

- Received Through e-Assist from City's Website at www.garlandtx.gov
- Residents Directly Contact the Engineering Department
 - Telephone: 972-205-2170
 - Email: engineeringinfo@garlandtx.gov
- Residents Lodging Complaints Directly with City Employees or Elected Officials



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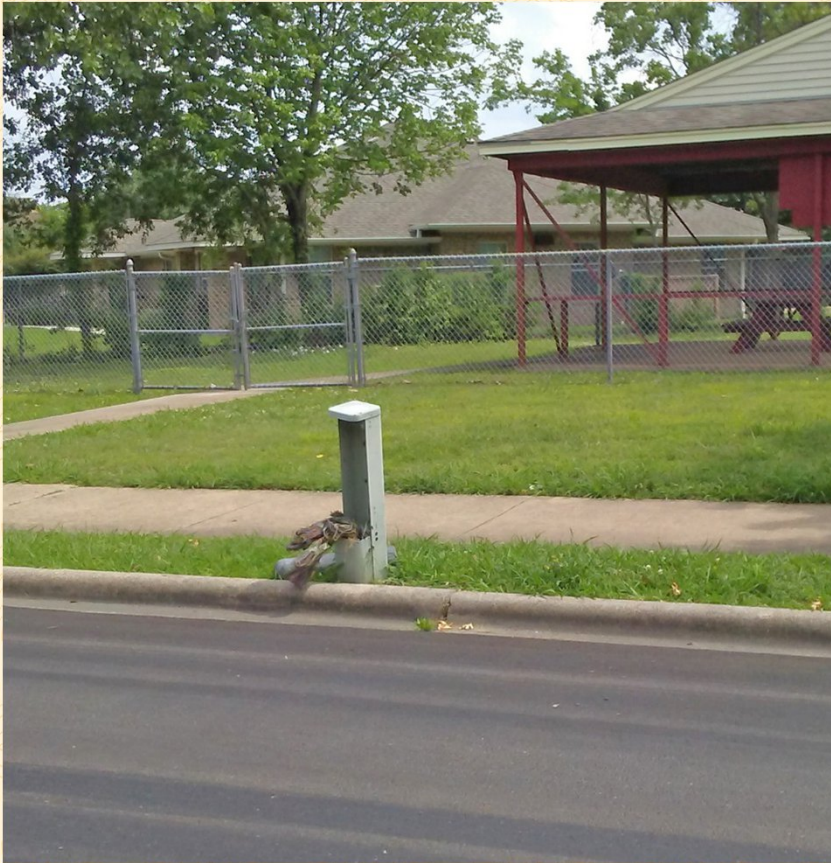
Types of Utility Complaints

1. Damaged Utility Pedestals
2. Unsecured Cable or Fiber in Roadway
3. Temporary Cable Extensions
4. Hazards to Resident Homeowners
5. Broken/Hazardous Facilities
6. Property Remediation



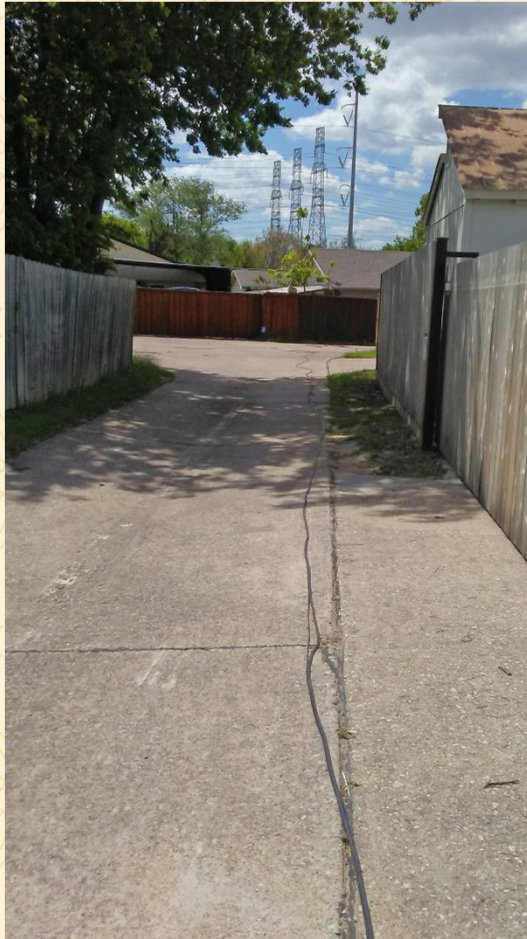
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Damaged Utility Pedestals



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Unsecured Cable or Fiber in or Crossing Roadways/Alleys



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Temporary Cable Extension



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Temporary Cable Extension



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Pedestal as Lawn Mowing Hazard



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Broken Vault Lids



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Remediation Concerns



1. Pull box not adjusted to grade
2. Yard not re-established



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Resident Notification Options

- Contact Individual Utility Company
 - Contact Info for specific utility companies will be posted to the City's website.



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Resident Notification Options

- Contact the City using e-Assist through the City's Website at www.garlandtx.gov



- Contact the Engineering Department
 - Telephone: 972-205-2170
 - Email: engineeringinfo@garlandtx.gov



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Resident Notification Options

- City of Garland
 - GP&L Customer Service 972-205-2671
 - custserv@gpltexas.org
 - Water Department 972-205-3210
 - waterops@garlandtx.gov



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Questions?



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**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.f.

Meeting Date: July 17, 2017

Item Title: Network Nodes in Public Rights-of-Way

Submitted By: Kira Wauwie, Principal Development Planner

Summary of Request/Problem

Staff will present the City Council with an update to a design criteria for network nodes ("small cells") in public right-of-way, including draft language in accordance with SB 1004. The draft language to this point, still in formulation and review by staff, is attached. The SB 1004 takes effect September 1, 2017.

Recommendation/Action Requested and Justification

Unless otherwise directed by the Council, staff will place a draft ordinance and/or resolution on the August 1, 2017 Regular City Council meeting for formal consideration and adoption.

Attachments

Draft Design Manual

City of Garland, Texas

SMALL CELL DESIGN MANUAL

WORKING DRAFT DATE: JULY 11, 2017

Table of Contents

I. Purpose	3
II. Definitions	4
III. Aesthetics	6
IV. Permitting	12
V. Network Node and Node Support Pole Requirements	18
VI. Interference with Operations	24
VII. Abandonment, Relocation and Removal	26
VIII. Appendix A - Supplemental Documents & Forms	29

I. Purpose

I.1. Purpose.

- A. The City of Garland encourages the deployment of state-of-the-art small cell wireless technology within the City for the many benefits it promises the citizens of Garland including increased connectivity and reliable networks and services.
- B. The standards and procedures provided in this Small Cell Design Manual are adopted to protect the health, safety, and welfare of the public by minimizing and reducing impacts to public safety within the City's Right-of-Way and to minimize and reduce impacts to the City, its residents and visitors; and for the general health and welfare of the public.
- C. Due to the increasing number of facilities in the City's Right-of-Way, the City has adopted the Right-of-Way Ordinance No. 5504 which is applicable to all public service providers including Wireless Service Providers or Network Providers (collectively, "Providers") as defined by Chapter 284 of the Texas Local Government Code.
- D. In addition, the City has adopted this Small Cell Design Manual to provide technical criteria and details necessary for Providers seeking to install and construct network nodes and node support poles in the City's Right-of-Way.
- E. Providers shall adhere to the requirements found in the Right-of-Way Ordinance No. 5504 and this Small Cell Design Manual for the placement of their facilities within the City's Right-of-Way.
- F. To the extent of any conflict with the City of Garland Right-of-Way Directives, this Small Cell Design Manual shall control with regard to a Provider.

II. Definitions

II.1. Definitions.

For purposes of this Small Cell Design Manual the following terms shall have the same meanings herein. When not inconsistent with the context, words used in the present tense include the future; words in the plural number include the singular number, and words in the singular include the plural. The word "shall" is always mandatory and not merely permissive.

- A. "Abandon" and its derivatives means the network nodes and node support poles, or portion thereof, that have been left by Provider in an unused or non-functioning condition for more than 120 consecutive days unless, after notice to Provider, Provider has established to the reasonable satisfaction of the City that the network nodes and node support poles, or portion thereof, has the ability to provide communications.
- B. "City" means the City of Garland, Texas and the City's officers and employees.
- C. "Equipment" means a network node and associated elements and features that provide functionality for the network node.
- D. "Network node" means Provider's equipment as defined by Chapter 284 of the Texas Local Government Code.
- E. "Node support pole" means a pole as defined by Chapter 284 of the Texas Local Government Code.
- F. "Park" means the various properties under the direction, control and supervision of the City's Director of Parks and Recreation Department pursuant to the authority granted by City Council and the City Code of Ordinances.
- G. "Permit" means a document issued by the City authorizing installation, removal, modification and other work for Provider's network nodes or node support poles in accordance with the approved plans and specifications.

- H. "*Provider*" means a Network Provider as defined by Chapter 284 of the Texas Local Government Code.
- I. "*Right-of-Way*" means the area on, below, or above a public roadway, highway, street, public sidewalk, alley, waterway, or utility easement in which the municipality has an interest. The term does not include a private easement or the airwaves above a public right-of-way with regard to wireless telecommunications.
- J. "*Street*" and or "*Thoroughfare*" means actual concrete or asphalt cumulative pavement width from back of curb to back of curb.
- K. "*Traffic Signal*" means any device, whether manually, electrically, or mechanically operated by which traffic is alternately directed to stop and to proceed.
- L. "*Underground Utility District*" means an area where poles, overhead wires, and associated overhead or above ground structures have been removed and buried or have been approved for burial underground.

III. Aesthetics

III.1. Any Facilities Located off Pole.

- A. Must remain in cabinetry or enclosed structure underground, except for the electric meter pedestal.
- B. Cabinetry shall be enclosed by a shrub planting or masonry screening wall. The screening shall be consistent with the surrounding character of wall or landscape palette.

III.2. Facilities on Pole.

- A. Shall be concealed or enclosed in an equipment box, cabinet, or other unit that may include ventilation openings.
- B. Facilities shall be attached to City poles only by securing with straps. Drilled holes in any City pole is strictly prohibited.
- C. There shall be no external cables or electric wire/cables on pole or structures or aerial wires or cables extending from the pole or structure.

III.3. The Electrical Meter.

- A. May be mounted on a City's metal pole or structure provided no holes are drilled into the metal pole itself.
- B. Provider shall use 240 voltage when connecting to any City infrastructure and provide key to meter upon inspection.
- C. Electric and any other meters shall be installed on the same pole with the network node. Pole mounted meters shall be painted to match the color of the network node and attached pole. Only slim meters or smart meters on slim installations shall be allowed.
- D. Electric meters shall be mounted directly to the same pole as the network node.

- E. Electric meters may be mounted to a city pole or structure provided no holes are drilled into the city pole and it is secured by metal strapping.
- F. A maximum dimension of 11.5" wide X 26" high X 11.5" wide outdoor battery backup for DAS (distributed antenna system) installations is allowed.

III.4. Projecting Attachments to Pole.

- A. All attachments to a pole that are projecting, or any equipment or appurtenance mounted on the ground, shall comply with Texas Accessibility Standards and the Americans With Disabilities Act and shall not obstruct an existing or planned sidewalk or walkway.
- B. All proposed projecting attachments to the pole shall provide a minimum vertical clearance of eight (8) feet. If any attachments are projecting towards the street side, it shall provide a minimum vertical clearance of 16 feet. However, shrouded poles shall be individually evaluated to confirm public safety considerations are satisfied.

III.5. Pole Type and Standards.

- A. GPL pole - affix Network Node to Wood Poles or steel poles.
 - 1. Network providers desiring to locate on an existing wood pole may be required to replace poles. New poles must match the context of the location in regard to type and color, or if the city has replacement plans that will be implemented within 6 months of the construction of the proposed pole, then the proposed pole shall match the poles in the replacement plan.
- B. Poles shall not be installed or used that require installation of power lines runs to cross streets, alleys, or otherwise increase the number of lines from one pole to another. All new network nodes shall be installed such that overhead power is available on the same pole that the network node is to be placed upon; or such that underground power feeds to the pole that the network node is to be placed upon.

III.6. Height.

- A. All efforts shall be made to limit the total height of network node installations, including site selection relative to topographic height (another location on a different topographic height might be more suitable), backhaul (fiber vs. air wave), and other siting requirements. A network node distribution map shall be submitted demonstrating the location of all proposed network nodes and associated heights.

III.7. Color and Materials.

- A. City reserves the right to deny a certain style of node due to its difference in color to pole.
- B. New poles and associated installations shall match the dominate pole style and colors of the surrounding area up to a radius of 600 feet.
- C. Color of all items associated with the installation shall match the new or existing pole color.
- D. Cross bracing and similar devices shall be painted to match the pole.
- E. All elements shall be painted to match the pole.
- F. Finishes shall be matte. Glossy, mirrored, reflective, or similar finishes shall be strictly prohibited on all elements of the installation.
- G. Fastening devices such as metal strapping, clamps, conduit, screws, bolts, and similar elements shall be colored to match the color of the network node and attached pole.

III.8. Lighting.

- A. There shall be no lighting of the network node. There shall be no equipment indicators that emit light for any purpose. There shall be no flashing or strobing light. Street lights are not considered network node lights, however new street lights proposed with a network node shall be evaluated under the City's

separate street lighting regulations and policies.

- B. Work lights shall be strictly temporary and not a permanent feature of the network node installation. Any work lighting shall be temporary, mobile and shall be removed from the site when workers are not present.

III. 9. **Ventilation - Sound and Noise.**

- A. If equipment does not use passive cooling, then any fans or other cooling devices and HVAC units shall be located so as not to cause undue noise to the surrounding environment, live/work, or other places where quiet is of essence.

III. 10. **Screening.**

- A. Any facilities located off pole must remain in cabinetry or enclosed structure underground. Cabinetry shall be screened with a shrubs or a masonry screening wall. The screening shall be consistent with the surrounding character of wall or landscape palette.

III. 11. **Landscaping.**

- A. Nothing in these design guide shall allow the disruption of required buffer landscaping along a public right-of-way per the Garland Development Code.
- B. There shall be no other pole, with small cell attachments permitted/under application review, within 820 feet of the subject pole.

III. 12. **Antenna.**

- A. Enclosed (radome or other) antennas are preferred due to the uniform profile as compared to multiple panel antennas.
- B. In historic and design districts the provider shall replace the pole in order to avoid the use of bayonet antenna mounts and encourage complete pole design with uninterrupted flat surfaces where all the network node elements are fully encapsulated within the new pole, and the pole tapers toward the antenna.
- C. GPS antennas should not be visible and shall be no

more than 3-inches (three-inches) in total height, and shall be integrated into the top of the main antenna. GPS antenna are to be painted to match the color of the network node installation.

III. 13. **Boxes, Pedestals, Miscellaneous.**

- A. Fiber boxes shall be considered a part of the network node equipment, and shall meet the design requirements of all other network node equipment.
- B. Grounding fixture and associated devices shall be hidden and painted to match the elements of the network node.
- C. Guy wires are strictly prohibited. If a site is selected where guy wires would be required then the applicant shall install a pole without guy wires.
- D. Identification tag shall be the only exposed messaging on the facility. The identification tag shall be of a color to match the pole and equipment. Graffiti shall be removed immediately upon notification that any graffiti has been affixed to the facility. Stickers, bills, posters and similar items that may be fixed onto the facility shall be immediately removed. RF warning stickers are required only near the actual antenna and shall not be placed more than three (3) feet from the antenna. Identification tag shall be of a color to match the pole and shall be placed on the back or underside of the equipment. Logos, decals, and similar company identification, including the Provider, equipment manufacturers, suppliers and similar identification shall be removed, painted over, or filled in.

III. 14. **Cable.**

- A. Cables shall not be exposed to view from any angle. The cable boxes or conduit shall be capped at the top and bottom, and fully wrapped with no gaps between conduit edges and the device to which the conduit is attached.
- B. A single conduit shall be used to house all cables of the installation. Multiple cables are strictly

prohibited.

- C. Conduit shall be mounted firmly abutting flush to the pole, with no offset. There shall be no visible air gaps between the conduit and the pole.
- D. Conduit shall not be horizontally offset, and shall be run in vertical lines.
- E. Each antenna shall be installed with cable shrouds to reduce and eliminate visibility of multiple cables entering the bottom or top of the antenna.

III. 15. **Conduit.**

- A. Conduit shall be of a solid, not flexible, metal material.

IV. Permitting

IV. 1. Attachment to Existing Poles.

- A. Prior to installation or modification of a network node or node support pole, Provider shall complete and submit to the City a Right-of-Way Permit application, along with standard required documents and the following items:
1. Contractor Annual License Fee per City Ordinance Sec. 51.107 (C) .
 - B. Aerial Map showing the location of the existing pole to which the network node is proposed to be attached, and a street view image.
 - C. Plans and drawings prepared by a professional engineer licensed in the State of Texas that has evaluated the existing pole or infrastructure for structural stability to carry proposed network nodes and can bear the wind load without pole modification or whether the installation will require pole reinforcement. If pole reinforcement is necessary, Provider shall provide engineering design and specification drawings for the proposed alteration to the existing pole. Any pole reinforcement or replacement shall be at Provider's sole cost. All reinforcement or replacement poles shall match the character of the pre-existing pole in order to blend into the surrounding environment and be visually unobtrusive. City reserves the right to deny a certain type of pole due to its differences.
 - D. Scaled dimensioned drawings or pictures of the proposed attachments of the network node to the existing poles or structures as well as any other proposed equipment associated with the proposal, indicating the spacing from existing curb, driveways, sidewalk, and other existing light poles and any other poles or appurtenances. This shall include a before-and-after image of the pole and all proposed attachments and associated standalone equipment.

- E. Scaled dimensioned construction plans indicating the current Right-of-Way line and showing the proposed underground conduit and equipment, and its spacing from existing utilities. The drawings shall also show a sectional profile of the Right-of-Way and identify all existing utilities and existing utility conflicts.
- F. If a City pole is proposed, GPS coordinates shall be provided along with the street address of the pole.
- G. The applicant needs to provide analysis that the proposed network node shall not cause any interference with City public safety radio system, traffic signal light system, or other communications components. It shall be the responsibility of the Provider to evaluate, prior to making the application for the permit, the compatibility between the existing City infrastructure and the Provider's proposed infrastructure. A network node shall not be installed in a location that causes any interference. Network nodes shall not be allowed on City's public safety radio infrastructure.
- H. An executed Pole Attachment Agreement with the City.
- I. A traffic control plan, SWPPP, and trench safety plan may also be required based on the proposed scope of work.
- J. The City issued Right-of-Way permit authorizes use of its Right-of-Way. Providers/applicants are responsible for obtaining permission on non-city-owned infrastructure. If the project lies within the State Right-of-Way, the applicant must provide evidence of a permit from the State.
- K. Notification may be required to adjacent residential developments/neighborhoods within 300 feet is required on all node attachments on City infrastructure.
- L. The proposal shall comply Section III Aesthetic Standards.

IV.2. Installation of New Poles.

- A. Prior to installation or modification of a node support pole, Provider shall complete and submit to the City a Commercial Building Permit application for the new pole, as well as a Right-of-Way Permit application. Along with standard required documents, the following items will also be required for the ROW Permit application:
1. Annual License Fee per City Ordinance Sec. 51.107 (C).
 2. Permit fee.
 3. Map showing intended location of the node support pole.
 4. Aerial Map showing the location of the proposed new pole, and a street view image. The applicant will need to provide analysis showing that the proposed new node support pole is spaced at least 1,640 linear feet from another existing pole that is capable of supporting network nodes along the proposed location, unless otherwise approved by the City in writing.
 5. Scaled dimensioned drawings or pictures of the proposed node support pole as well as any other proposed equipment associated with the proposal, indicating the spacing from existing curb, driveways, sidewalk, light poles, and any other poles or appurtenances. This shall include a before-and-after street view image. The after-image needs to include the proposed pole and all proposed attachments and associated standalone equipment.
 6. Scaled dimensioned construction plans indicating the current Right-of-Way line and showing the proposed underground conduit and equipment, its spacing from existing lines. The drawings shall also show a sectional profile of the Right-of-Way and identify all existing utilities and existing utility conflicts.

7. A traffic control plan, SWPPP, and trench safety plan may also be required based on the proposed scope of work.
 8. The applicant needs to provide analysis that the proposed network node shall not cause any interference with City public safety radio system, traffic signal light system, or other communications components. It shall be the responsibility of Provider to evaluate, prior to making application for permit, the compatibility between the existing City infrastructure and Provider's proposed infrastructure. A network node shall not be installed in a location that causes any interference. Network nodes shall not be allowed on City's public safety radio infrastructure.
 9. If the project lies within the State Right-of-Way, the applicant must provide evidence of a permit from the State.
- B. If a new pole is proposed within a city right-of-way, aerial connections are strictly prohibited. All power sources, fiber connections, etc. shall be bored under the street paving to the closest source located within the ROW.
 - C. Network providers desiring to locate on an existing wood pole shall be required to replace poles with a steel pole designed to provide the services of the existing pole, and the network node with cabling hidden inside and a decorative base to hide equipment. On such poles, an openable cover shall be provided for meter reading access.
 - D. Notification to adjacent residential developments/neighborhoods within 300 feet is required on all node support poles owned by provider.
 - E. The proposal shall comply with the following standards:
 - Any facilities located off pole must remain in cabinetry or enclosed structure underground. Cabinetry shall be screened with a masonry screening wall or landscape planting. The

screening shall be consistent with the surrounding character of wall or landscape palette.

- Facilities on pole shall be concealed or enclosed as much as possible in an equipment box, cabinet, or other unit that may include ventilation openings. There shall be no external cables or electric wire/cables on pole or structures or aerial wires or cables extending from the pole or structure. Shroud poles, as shown in the below image, are encouraged.
- The electrical meter may be mounted on City's poles or structures provided the meter is secured with straps and not bolted or drilled. Provider shall use 240 voltage when connecting to any City infrastructure and provide key to meter upon inspection.
- The pole and all attachments to the pole that are projecting, or any equipment or appurtenance mounted on the ground shall comply with Texas Accessibility Standards, Americans with Disabilities Act and shall not obstruct an existing or planned sidewalk or walkway.
- Wooden poles are prohibited. All new poles are required to be break-away and black powder-coated. All attachments for the network nodes shall also match the color of the network support pole. All network support poles shall match the existing poles in the surrounding block or district in which the network support pole is located in order to blend into the surrounding environment and be visually unobtrusive. City reserves the right to deny a certain type of pole due to its differences.
- Upon approval of the permit, the Provider shall call for locates in accordance with City Ordinance No. 5504.
- The proposal shall comply Section III Aesthetic Standards except conflicts in this Section.

IV.3. Electrical Permit.

- A. Provider shall be responsible for obtaining any required electrical power service to the network nodes and node support poles or structures. Provider's electrical supply shall be separately metered from the City and must match City infrastructure voltage.
- B. Provider shall provide City with the electrical permit and provide sealed engineered drawings for conduit size, circuit size, calculations for Amp, distances running, etc.

DRAFT

V. Network Node and Node Support Pole Requirements

V.1. Installation.

- A. Provider shall, at its own cost and expense, install the network nodes and node support poles in a good and workmanlike manner and in accordance with the requirements promulgated by the Small Cell Design Manual, Right-of-Way Ordinance No. 5504, the City of Garland Directives and all other applicable laws, ordinances, codes, rules and regulations of the City, the state, and the United States ("Laws"), as such may be amended from time to time. Provider's work shall be subject to the regulation, control and direction of the City. All work done in connection with the installation, operation, maintenance, repair, modification, and/or replacement of the network nodes and node support poles shall be in compliance with all applicable Laws.

V.2. Inspections.

- A. The City may perform visual inspections of any network nodes and node support poles located in the Right-of-Way as the City deems appropriate without notice. If the inspection requires physical contact with the network nodes or node support poles, the City shall provide written notice to the Provider within five business days of the planned inspection. Provider may have a representative present during such inspection.
- B. In the event of an emergency situation, the City may, but is not required to, notify Provider of an inspection. The City may take action necessary to remediate the emergency situation and the City shall notify Provider as soon as practically possible after remediation is complete.

V.3. Placement.

- A. Parks. Placement of network nodes and node support poles in any Parks, Park roads, sidewalk, or property is prohibited

- B. City Infrastructure. Provider shall neither allow nor install network nodes or node support poles on any City property that falls outside the definition of Public Right-of-Way in Chapter 284 of the Texas Local Government Code.
- C. Residential Streets. Provider shall neither allow nor install network nodes or node support poles in Right-of-Way that is adjacent to a street or thoroughfare that is not more than 50 feet wide and adjacent to single-family residential lots or other multifamily residences or undeveloped land that is designated for residential use by zoning or deed restrictions.
- D. Historic District. Provider shall neither allow nor install network nodes or node support poles in Right-of-Way that is within a Historic District as defined by Chapter 284 of the Texas Local Government Code, unless approved by the City in writing.
- E. Decorative Poles. Provider shall neither allow nor install network nodes on a Decorative Pole as defined by Chapter 284 of the Texas Local Government Code, unless approved by the City in writing. This standard shall be applicable to all the new decorative poles in the Downtown Overlay District currently, as well as any others citywide in the future. The City may entertain proposals, if they do not detract from the intended aesthetic design of the existing poles in the surrounding area.

Poles. Wireless Facilities on a node support poles shall be installed at least eight (8) feet above the ground. If any attachments are projecting towards the street side, it shall provide a minimum vertical clearance of 16 feet.

- F. Right-of-Way. Node support poles and ground equipment shall be placed, as much as possible, within two feet of the outer edge of the Right-of-Way line. Node support poles and ground equipment or network nodes shall not impede pedestrian or vehicular traffic in the Right-of-Way. If a node support pole and ground equipment or network node is installed in a location that is not in accordance with the plans approved by the City and impedes pedestrian or vehicular traffic

or does not comply or otherwise renders the Right-of-Way non-compliant with applicable Laws, including the American Disabilities Act, then Provider shall remove the node support poles, ground equipment or network nodes.

V.4. Fiber Connection.

- A. Provider shall be responsible for obtaining access and connection to fiber optic lines or other backhaul solutions that may be required for its node support poles or network nodes.

V.5. Generators.

- A. Provider shall not allow or install generators or back-up generators in the Right-of-Way.

V.6. Equipment Dimensions.

- A. Provider's node support poles and network nodes shall comply with the dimensions set forth in Chapter 284 of the Texas Local Government Code.

V.7. Tree Maintenance.

- A. Provider, its contractors, and agents shall obtain written permission from the City before trimming trees hanging over its node support poles and network nodes to prevent branches of such trees from contacting node support poles and network nodes. When directed by the City, Provider shall trim under the supervision and direction of the Parks Director. The City shall not be liable for any damages, injuries, or claims arising from Provider's actions under this section.

V.8. Identification.

- A. Provider shall post its name, location identifying information, and emergency telephone number in an area on the cabinet of the node support poles and network nodes that is visible to the public. Identification required under this section shall not exceed 4 inches x 6 inches, unless otherwise required by law (e.g. RF ground notification signs) or the City.

- B. Except as required by Laws or by the utility pole owner, Provider shall not post any message, writing or graphics on the node support poles and network nodes, or utility pole.

V.9. Overhead Lines Prohibited.

- A. In Underground Utility Districts, Provider shall neither allow nor install overhead lines connecting to node support poles. All overhead lines connecting to the node support pole where other overhead telecommunications or utility lines are or planned to be buried below ground as part of a project shall be buried below ground.

V.10. Repair.

- A. Whenever the installation, placement, attachment, repair, modification, removal, operation, use, or relocation of the node support poles or network nodes, or any portion thereof is required and such installation, placement, attachment, repair, modification, removal, operation, use, or relocation causes any property of the City to be damaged or to have been altered in such a manner as to make it unusable, unsafe, or in violation of any Laws, Provider, at its sole cost and expense, shall promptly repair and return such property to its original condition. If Provider does not repair such property or perform such work as described in this paragraph, then the City shall have the option, upon 15 days' prior written notice to Provider or immediately if there is an imminent danger to the public, to perform or cause to be performed such reasonable and necessary work on behalf of Provider and to charge Provider for the reasonable and actual costs incurred by the City. Provider shall reimburse the City for the costs.

V.11. Graffiti Abatement.

- A. As soon as practical, but not later than fourteen (14) days from the date Provider receives notice thereof, Provider shall remove all graffiti on any of its node support poles and network nodes located in the Right of Way.

V.12. Inventory.

- A. Provider shall maintain a list of its network nodes and node support poles and provide City an Inventory of locations within ten (10) days of installation. The Inventory of network nodes and node support poles shall include GIS coordinates, date of installation, City pole ID number (if applicable), street address, type of pole used for installation, pole owner, and description/type of installation for each network node and node support pole installation.
- B. Upon City's written request, Provider shall provide a cumulative Inventory, in a format approved by the Director of Engineering, or designee, within thirty (30) days of City's request. Concerning network nodes and node support poles that become inactive, the Inventory shall include the same information as active installations in addition to the date the network node and/or node support pole was deactivated and the date the network node and/or node support pole was removed from the Right-of-Way. City may compare the Inventory to its records to identify any discrepancies.

V. 13. Reservation of Rights.

- A. The City reserves the right to install, and permit others to install, utility facilities in the Rights-of-Way. In permitting such work to be done by others, the City shall not be liable to Provider for any damage caused by those persons or entities.
- B. The City reserves the right to locate, operate, maintain, and remove City traffic signal poles in the manner that best enables the operation of its traffic signal system and protect public safety.
- C. The City reserves the right to locate, operate, maintain, and remove any City pole or structure located within the right-of-way in the manner that best enables the City's operations.

V. 14. Coordination of Traffic Signal Maintenance Activities and Emergency Response.

- A. Provider will provide City a key to each meter box at

the time of inspection and have the ability to temporarily cut-off electricity to its facilities for the safety of maintenance personnel. In the event of failure of components of the traffic signal system for whatever reason, including damage resulting from vehicular collisions, weather related events, or malicious attacks, City will respond to restore traffic signal operations as a matter of public safety. Should the events that result in damage or failure of the traffic signal system also affect Provider's network nodes, Provider shall have the sole responsibility to repair or replace its network nodes and shall coordinate its own emergency efforts with the City.

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VI. Interference with Operations

VI.1. No Liability.

- A. The City shall not be liable to Provider for any damage caused by other Providers with Wireless Facilities sharing the same pole or for failure of Provider's network nodes for whatever reason, including damage resulting from vehicular collisions, weather related events, or malicious attacks.
- B. The City shall not be liable to Provider by reason of inconvenience, annoyance or injury to the network nodes or node support poles or activities conducted by Provider therefrom, arising from the necessity of repairing any portion of the Right-of-Way, or from the making of any necessary alteration or improvements, in, or to, any portion of the Right-of-Way, or in, or to, City's fixtures, appurtenances or equipment. The City will use reasonable efforts not to cause material interference to Provider's operation of its network nodes or node support poles.

VI. 2. Signal Interference with City's Communications Infrastructure Prohibited.

- A. No interference. In the event that Provider's network nodes interferes with the City's traffic signal system, public safety radio system, or other City communications infrastructure operating on spectrum where the City is legally authorized to operate, Provider shall promptly cease operation of the network nodes causing said interference upon receiving notice from the City and refrain from operating. Provider shall respond to the City's request to address the source of the interference as soon as practicable, but in no event later than twenty-four (24) hours of receiving notice.

VI. 3. Protocol for Responding to Event of Interference.

- A. The protocol for responding to events of interference will require Provider to provide the City an Interference Remediation Report that includes the

following items:

1. Remediation Plan. Devise a remediation plan to stop the event of inference;
 2. Time Frame for Execution. Provide the expected time frame for execution of the remediation plan; and
 3. Additional Information. Include any additional information relevant to the execution of the remediation plan.
- B. In the event that interference with City facilities cannot be eliminated, Provider shall shut down the network nodes and remove or relocate the network node that is the source of the interference as soon as possible to a suitable alternative location made available by City.

VI.4. RF and Functional Testing.

- A. Following installation or modification of a network node, the City may require Provider to test the network node's radio frequency and other functions to confirm it does not interfere with the City's Operations.

VII. Abandonment, Relocation and Removal

VII. 1. Abandonment of Obsolete Network Nodes and Node Support Poles.

- A. Provider shall remove network nodes and node support poles when such facilities are abandoned regardless of whether or not it receives notice from the City. Unless the City sends notice that removal must be completed immediately to ensure public health, safety, and welfare, the removal must be completed within the earlier of 30 days of the network nodes and node support poles being abandoned or within 30 days of receipt of written notice from the City. When Provider removes or abandons permanent structures in the Right-of-Way, the Provider shall notify the City in writing of such removal or abandonment and shall file with the City the location and description of each network node or node support pole removed or abandoned. The City may require the Provider to complete additional remedial measures necessary for public safety and the integrity of the Right-of-Way.

VII. 2. Relocation and Removal at Provider's Expense.

- A. Provider shall remove and relocate its network nodes and node support poles at its own expense to an alternative location not later than thirty (30) days unless otherwise approved by the City, after receiving written notice that removal, relocation, and/or alteration of the network nodes and/or node support poles is necessary due to:

1. Construction, completion, repair, widening, relocation, or maintenance of, or use in connection with, any City construction or maintenance project or other public improvement project; or
2. Maintenance, upgrade, expansion, replacement, removal or relocation of the City's pole or structure upon which Provider's network nodes are attached; or

3. The network node or node support pole, or portion

thereof, is adversely affecting proper operation of traffic signals, streetlights or other City property;

4. Closure of a street or sale of City property; or
 5. Projects and programs undertaken to protect or preserve the public health or safety; or
 6. Activities undertaken to eliminate a public nuisance; or
 7. Provider fails to obtain all applicable licenses, Permits, and certifications required by Law for its network nodes or node support poles; or
 8. Duty otherwise arising from applicable law.
- B. Provider's duty to remove and relocate its network nodes and node support poles at its expense is not contingent on the availability of an alternative location acceptable for relocation. City will make reasonable efforts to provide an alternative location within the Right-of-Way for relocation, but regardless of the availability of an alternative site acceptable to Provider, Provider shall comply with the notice to remove its network nodes and node support poles as instructed.
- C. The City may remove the network node and/or node support pole if provider does not remove such within 30 days. In such case, Provider shall reimburse City for the City's actual cost of removal of its network nodes and node support poles within 30 days of receiving the invoice from the City.

VII. 3. Removal or Relocation by Provider.

- A. If the Provider removes or relocates at its own discretion, it shall notify the City in writing not less than 10 business days prior to removal or relocation. Provider shall obtain all Permits required for relocation or removal of its network nodes and node support poles prior to relocation or removal.

VII. 4. Refunds .

- A. The City shall not issue any refunds for any amounts paid by Provider for network nodes and node support poles that have been removed.

VII. 5. **Restoration.**

- A. Provider shall repair any damage to the Right-of-Way, and the property of any third party resulting from Provider's removal or relocation activities (or any other of Provider's activities hereunder) within 10 days following the date of such removal or relocation, at Provider's sole cost and expense, including restoration of the Right-of-Way and such property to substantially the same condition as it was immediately before the date Provider was granted a Permit for the applicable location, including restoration or replacement of any damaged trees, shrubs or other vegetation. Such repair, restoration and replacement shall be subject to the sole, reasonable approval of the City.

VII. 6. **Provider Responsibility.**

- B. Provider shall be responsible and liable for the acts and omissions of Provider's employees, temporary employees, officers, directors, consultants, agents, Affiliates, subsidiaries, sub lessees, and subcontractors in connection with the performance of activities within the City's right-of-way, as if such acts or omissions were Provider's acts or omissions.

VIII. Appendix A - Supplemental Documents & Forms

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Wireless Construction Documents

Submittal Checklist

Case # _____-_____-_____

A copy of this submittal checklist must accompany your submittal. Provide each item listed on the submittal checklist with your first plan review application.

Submittal Requirements

All graphics and plans shall be to scale and dimensioned.

****INCOMPLETE APPLICATIONS CANNOT BE ACCEPTED****

Req'd Rec'd

- | | | |
|--------------------------|--------------------------|---|
| ☐ | ☐ | 7 Sets of all Plan Types (Right-of-Way, Building, Engineering, Transportation, Planning, GPL, File; additional sets of plans may be required for unusual locations or conditions.) |
| ☐ | ☐ | Letter stating the purpose and intent of the proposed construction, the anticipated time of service start from the new network node, contact information including emergency contact information of the Network Provider. |
| ☐ | ☐ | Justification narrative for dual poles for one network node. Explain the location limitations and obstructions that preclude the use of one pole. |
| ☐ | ☐ | Statement affirming that the network node uses passive cooling (no noise) or requires cooling fans. Show location of cooling device(s) on plans. |

General

- | | | |
|--------------------------|--------------------------|---|
| ☐ | ☐ | Architectural site plan showing all existing and proposed conditions <ul style="list-style-type: none">• Show all fences/walls, equipment, antenna, structures, towers, etc.• Show all boxes, cables, antenna, existing pole attachments, strapping, conduit, etc.• Show any proposed cross bracing and similar devices.• Show notes indicating all finishes, paint color, and other elements. |
| ☐ | ☐ | Photo simulation of the resulting installation, accurately depicting the entire network node installation. |
| ☐ | ☐ | Photograph of the existing pole, and a photograph of the most adjacent street address and street name sign. |
| ☐ | ☐ | Aerial map (no older than 6 months and with date of photo affixed to the sheet; shall not be based on Google Maps or Google Street View photos) at a scale of 1:20, overlaid with the proposed network node, accurately depicting the entire network node installation. |

- Show all Map Elements within a 100-foot radius of the site. Reference Map Elements here: webpage with the map.
 - List the density factors that result in the site selection.
 - Identify all proposed and existing poles, utility boxes, electric meter pedestals, combiners, and cabling.
- ☐ ☐ Structural plan; details and calculations for complete project, Certificate of Special Inspection as necessary.
 - ☐ ☐ Foundation plan and details for any enclosure fences and/or walls, and enclosure structures.
 - ☐ ☐ Equipment: all equipment – brackets and metal attachment wire or other elements, mast and arms and platforms for equipment, grounding bar(s), radio packs, fans, antennae, electrical boxes, electric drop risers, electric meters, breaker panels/disconnects, coax cable and all other cable or wires, fiber/telecom junction boxes, base transceiver stations, any other junction boxes, enclosing boxes, and provide the associated manufacturers installation instructions and specifications.
 - ☐ ☐ Note on plan stating that generator is not provided and is not allowed.
 - ☐ ☐ Equipment and box cut sheets from the manufacturer.
 - ☐ ☐ Dimensions of the equipment and associated boxes.
 - ☐ ☐ Color paint chip samples, including paint manufacturer name, and associated color name and number.
 - ☐ ☐ Antenna plan.
 - ☐ ☐ Elevations (before and after): show any buildings, towers, poles, ground equipment, landscape, wall enclosures and gates.
 - ☐ ☐ Electrical plans and all grounding arrays and connections.
 - ☐ ☐ Letter of authorization from owner of streetlight pole.
 - ☐ ☐ Improvement plan: existing and proposed underground utilities.
 - ☐ ☐ Landscape plan, as necessary.
 - ☐ ☐ Irrigation plan, as necessary.

Traffic Signal Submittal Requirements: 1 Set (Transportation)

- ☐ ☐ Traffic Signal Design and Civil Improvement plans. Specifications and Engineering estimate of probable cost, all signed and sealed by a Texas registered Engineer.
- ☐ ☐ Foundation detail, pole detail, Certificate of Special Inspection as necessary.

Other:

- ☐ ☐ Signed Pole Attachment Agreement (PAG).
- ☐ ☐ Documentation and certification that the installation will not cause interference with City public safety radio system,

traffic signal light system, or other communications component.

- ☐ ☐ Community notification report documenting that notification was provided to adjacent residential developments/neighborhoods in accordance with LGC Sec. 284. Include copies of correspondence, list of addresses to which notification was sent, and a property map indicating the site of the installation as well as a radius of the notification distance and addresses of the properties.
- ☐ ☐ Site address will be assigned with the permit review process. Do not show any site address on your plan sheets until after the site address is assigned.
- ☐ ☐ Identification tag plan sheet. List the identification tag information in the format of the required tag. Please copy the following information box, fill in the proper information and affix it to the plan sheet. The box size is to be no greater than 3 inches X 3 inches.

Provider Name Address Emergency Phone The equipment attached to this pole and contained in equipment boxes is provided for small cell infrastructure. In the event of damage or emergency concerning the small cell infrastructure on this pole or equipment box, contact the above Provider.



**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.g.

Meeting Date: July 17, 2017

Item Title: Report on Street and Alley Conditions and PCI Trends

Submitted By: Steve Oliver, Streets Director

Summary of Request/Problem

The Street Department will present the City Council a report for its discussion regarding the current status of streets and alleys in the City along with cost information relating to repairs and replacements.

Recommendation/Action Requested and Justification

Council discussion.

Attachments

Street Conditions and PCI Trends



Street Department

Street Conditions and PCI Trends

City Council Retreat

July 14, 2017



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Street Department Expenditures FY 2016-17

	FY 2016-17 Approved Budget
Administration	\$ 612,923
Maintenance	3,371,426
Construction	12,647,850
Non-Departmental	<u>363,256</u>
Total Budget Funding	\$16,955,455
2017 CIP Funding	3,679,000
Total Street Maintenance Funding	\$20,674,455

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Construction Activities

Project Type	Int/Ext	Annual \$	Projects	Avg. Length
Alley Reconstruction	Internal/External	\$2.5 - \$3.0 Mil	23	800'
Alley Concrete Slab Repair	External	\$500k	20	800'
Street Reconstruction	Internal	\$6.0 – \$7.0 Mil	24	1,250'
Street Concrete Slab Repair	External	\$3.0 - \$4.0 Mil	10	NA
CDBG	Internal	\$693,000	3	1,000'
Asphalt Rehabilitation/Overlay	Internal	\$1.5 Mil - \$2.0 Mil	59	1250'

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Average Construction Costs

- Reconstruct 30 ft. wide street - \$250/l.f.
- Reconstruct 10 ft. wide alley - \$100/l.f.
- Replace 10 ft. x 20 ft. concrete pavement slab - \$1,800

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Street & Alley Facts

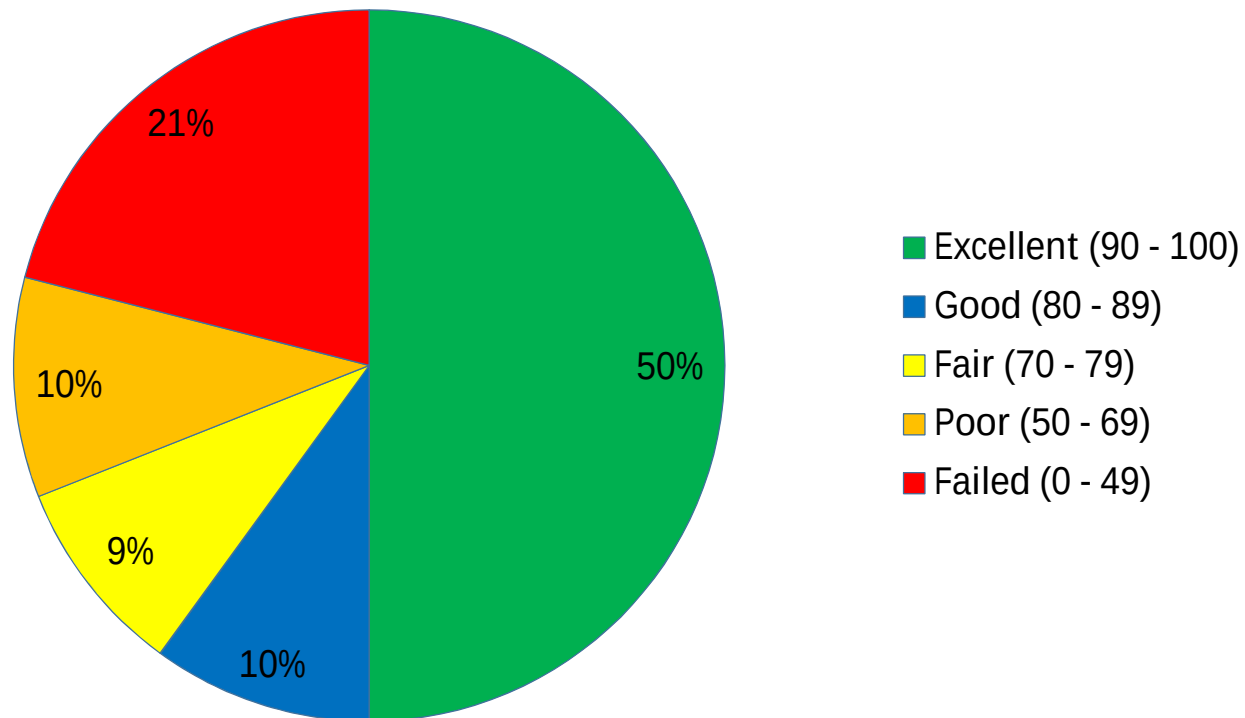
- Centerline Miles of street paving – 700.32
- Lane miles of street paving – 2,351.22
 - Arterials – 625.56
 - Collectors – 331.72
 - Industrials – 101.56
 - Residentials – 1,292.37
- Breakdown by surface type –
 - Concrete streets – 2,066.09
 - Asphalt streets – 135.86
 - Asphalt over concrete streets – 149.27
- Centerline Miles of alley paving – 329.14
- Lane miles of alley paving – 332.40

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Street Conditions Measured by PCI



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Street Repair/Replacement Methods

TYPE	PCI	DRAINAGE/CURB & GUTTER	METHODS
ASPHALT	70-100	GOOD	PATCH/REJUVENATION/CRACK SEAL
ASPHALT	0-69	GOOD	MILL/OVERLAY*
ASPHALT	0-69	POOR	CONCRETE REPLACEMENT
ASPHALT OVER CONCRETE	70-100	GOOD	PATCH/REJUVENATION/LEVEL LIFT/CRACK SEAL
ASPHALT OVER CONCRETE	0-69	GOOD	MILL/OVERLAY*
ASPHALT OVER CONCRETE	0-69	POOR	CONCRETE REPLACEMENT
CONCRETE	70-100	GOOD/POOR	PATCH/CONCRETE REPAIR/LEVEL LIFT/CRACK SEAL
CONCRETE	0-69	GOOD POOR	OVERLAY* CONCRETE REPLACEMENT

* Overlays are typically performed on streets in the PCI range of 20-69. There are some occasions, about 10-20% of the time, where an asphalt overlay could be performed on streets within the 0-20 PCI range.

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Streets and Alleys Value vs. Repair and Replacement Needs*

- Streets - Total Value - \$1,025,000,000
 - Street Repair needs - \$64,000,000
 - Street Replacement needs - \$314,000,000
- Alleys - Total Value - \$145,000,000
 - Alley Repair needs - \$4,000,000
 - Alley Replacement needs - \$61,000,000

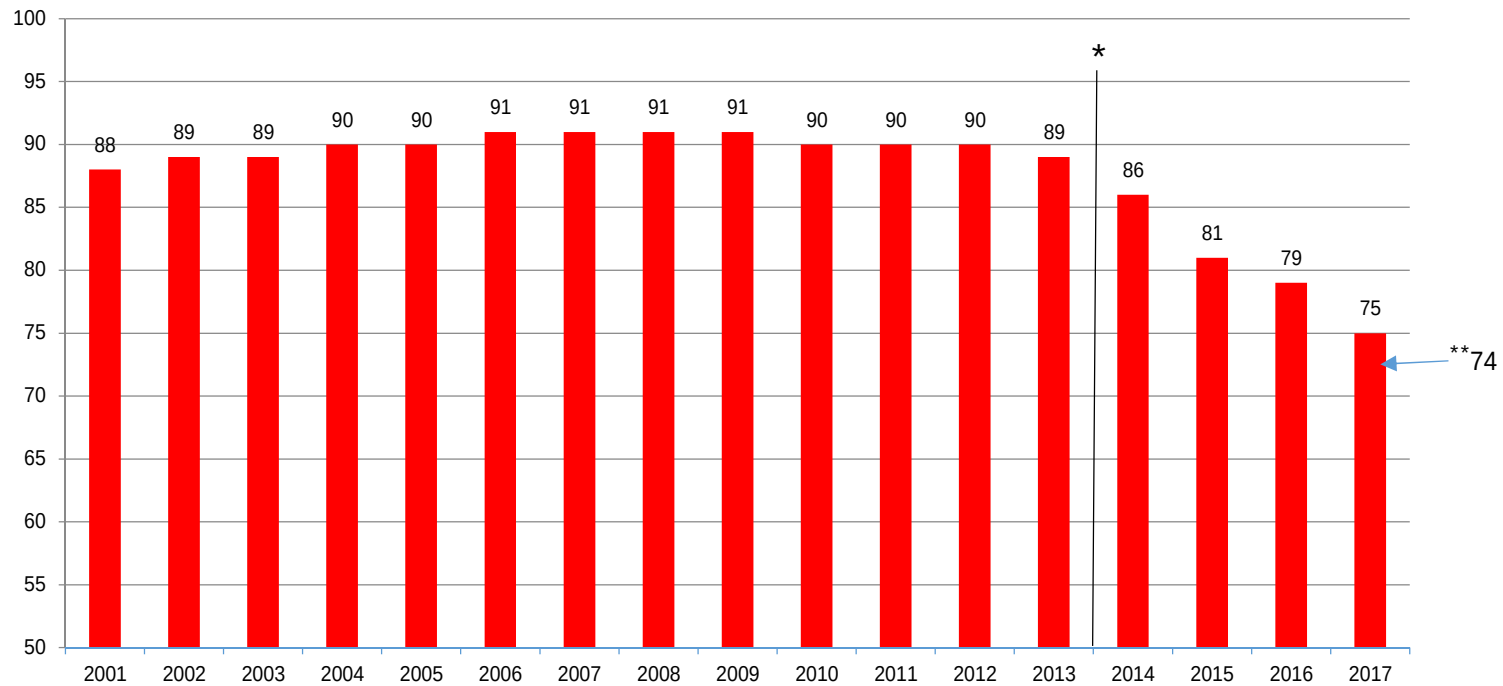
*Needs are the amount of dollars needed to replace all pavement failures with concrete to bring all paving to a PCI of 100.

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Street PCIs By Year



*In 2014, the average PCI for all streets in Garland began to decline significantly due to the effects of the drought, aging pavement and other factors. The City Council provided funding through the infusion of additional operational funds and creation of the Street Reconstruction and Improvements CIP account to address this issue.

** Work performed during the FY16/17 budget year increased the PCI from 74 to 75 as of July 1, 2017.



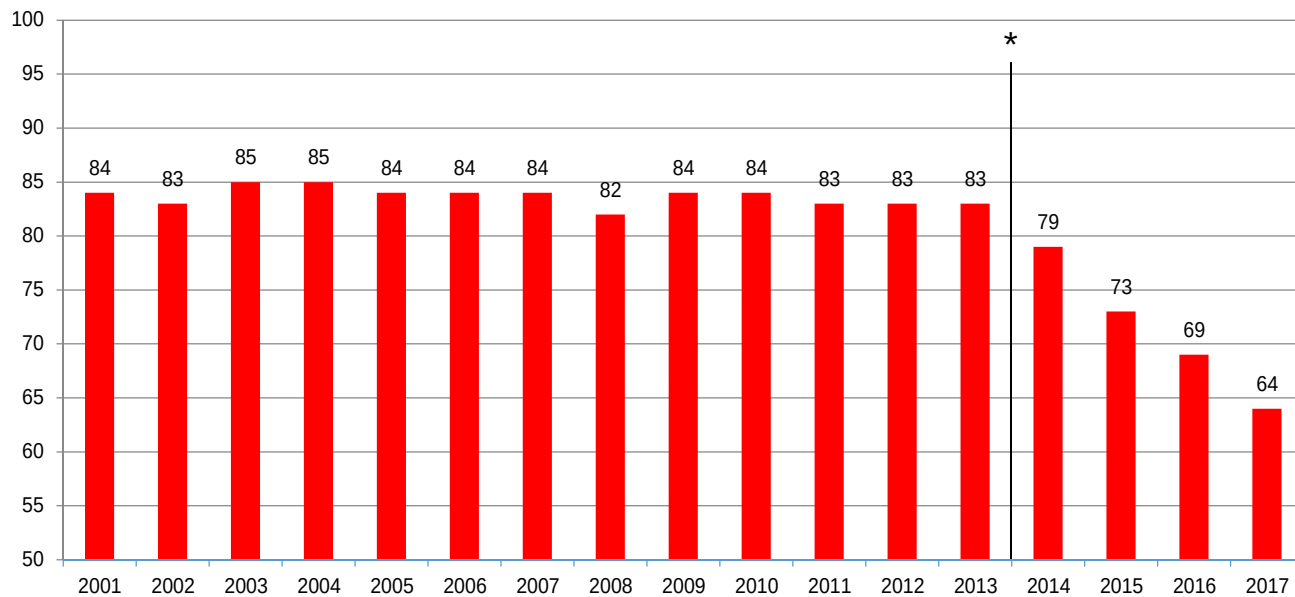
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Alley PCIs By Year



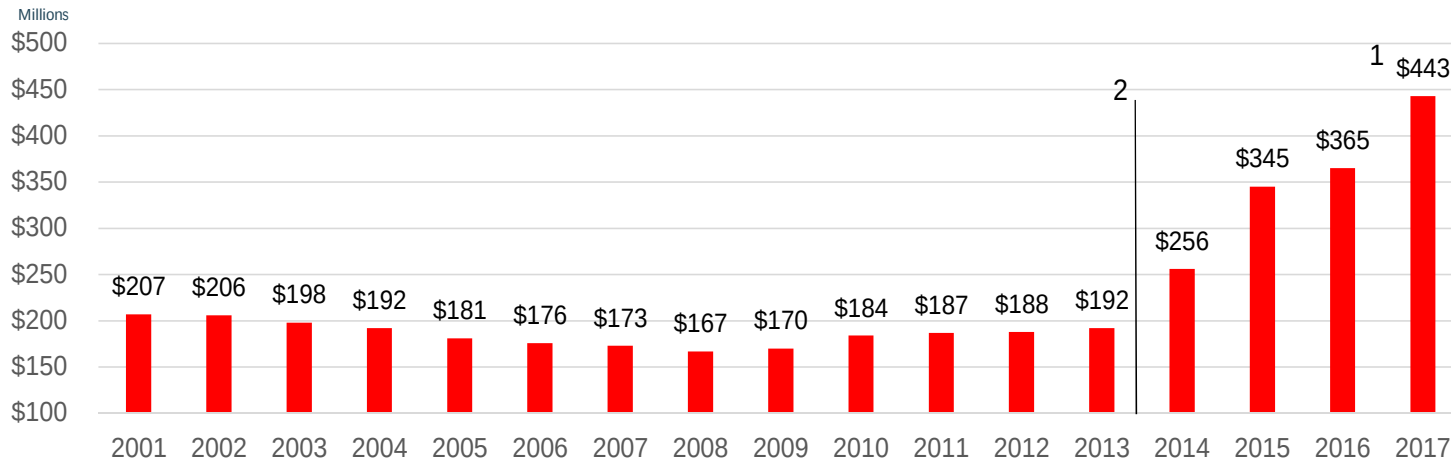
*In 2014, the average PCI for all alleys in Garland began to decline significantly due to the effects of the drought, aging pavement and other factors. The City Council provided funding through the infusion of additional operational funds and creation of the Street Reconstruction and Improvements CIP account to address this issue.

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Street and Alley Concrete Repair & Replacement Needs 2001 – 2017



¹ This is the amount of funding needed to eliminate all pavement failures and to improve the PCIs on all streets and alleys to 100.

² In 2014, the street and alley concrete repair and replacement needs in Garland began to increase significantly due to the effects of the drought, aging pavement and other factors. The City Council provided funding through the infusion of additional operational funds and creation of the Street Reconstruction and Improvements CIP account to address this issue.

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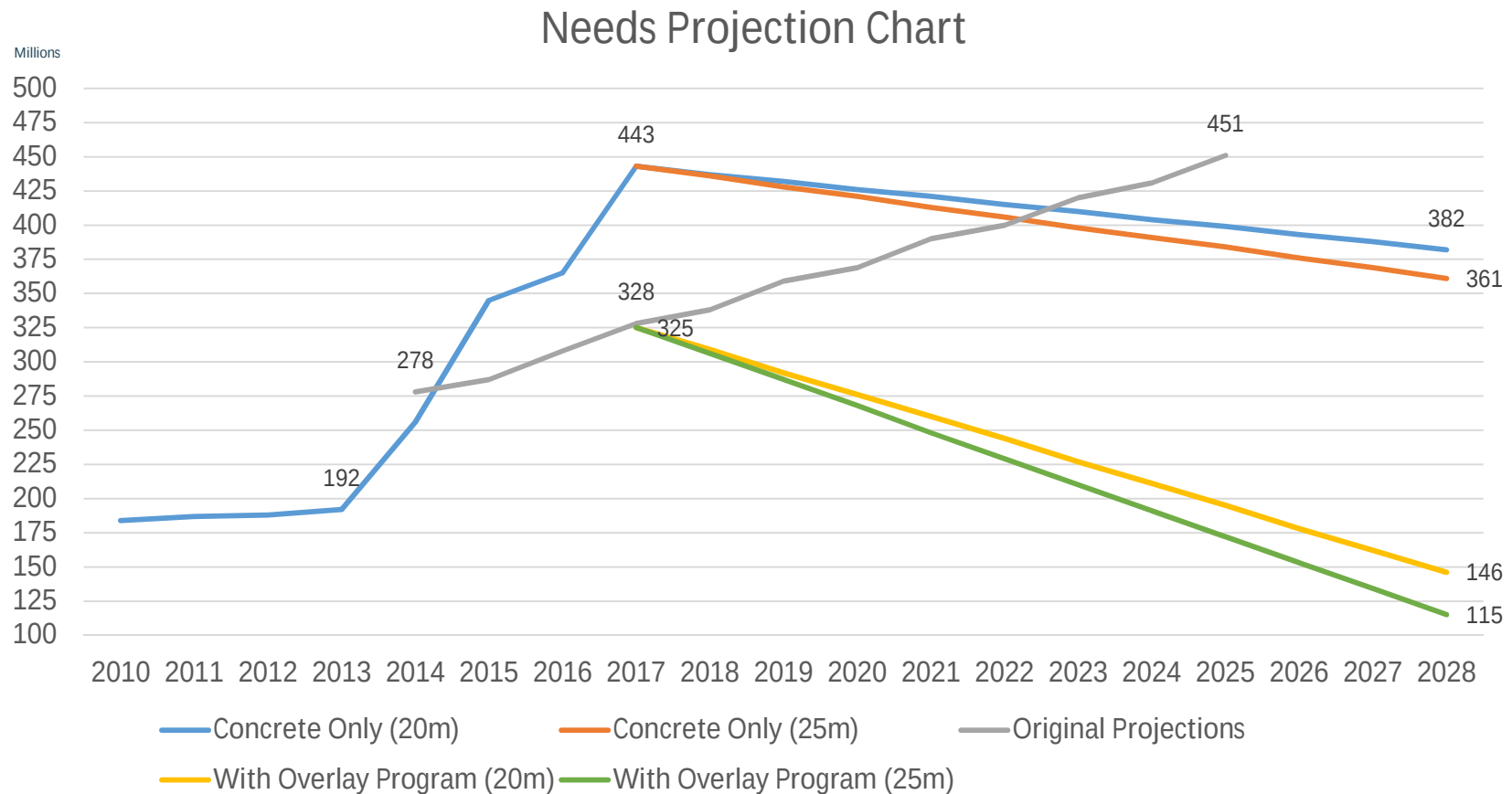
Impacts of Overlays on Replacement Costs

	WITHOUT OVERLAY	WITH OVERLAY
CONCRETE REPAIRS	\$60,000,000	\$60,000,000
CONCRETE REPLACEMENT	\$243,000,000	\$121,000,000
CONCRETE WITH ASPHALT OVERLAY		\$30,000,000
ASPHALT OVER CONCRETE REPAIRS	\$4,000,000.00	\$4,000,000
ASPHALT OVER CONCRETE REPLACEMENT	\$38,000,000	\$19,000,000
ASPHALT OVER CONCRETE MILL & OVERLAY		\$5,000,000
ASPHALT REPAIRS	\$0	\$0
ASPHALT REPLACEMENT	\$33,000,000	\$17,000,000
ASPHALT OVERLAY	\$0	\$4,000,000
SUBTOTAL	\$377,000,000	\$260,000,000
ALLEYS	\$65,000,000	\$65,000,000
GRAND TOTAL	\$443,000,000	\$325,000,000

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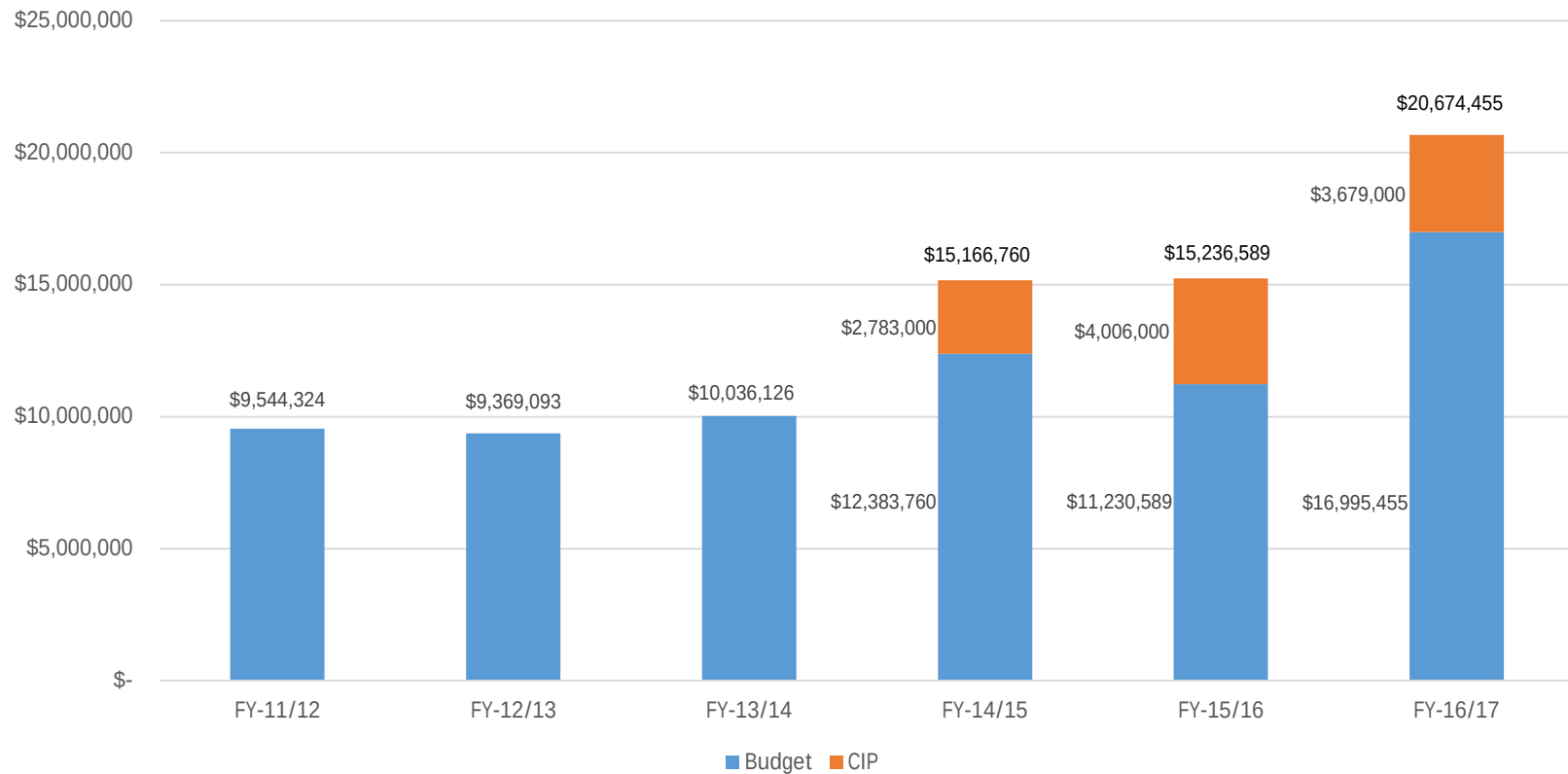


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Increased Funding By Budget Year

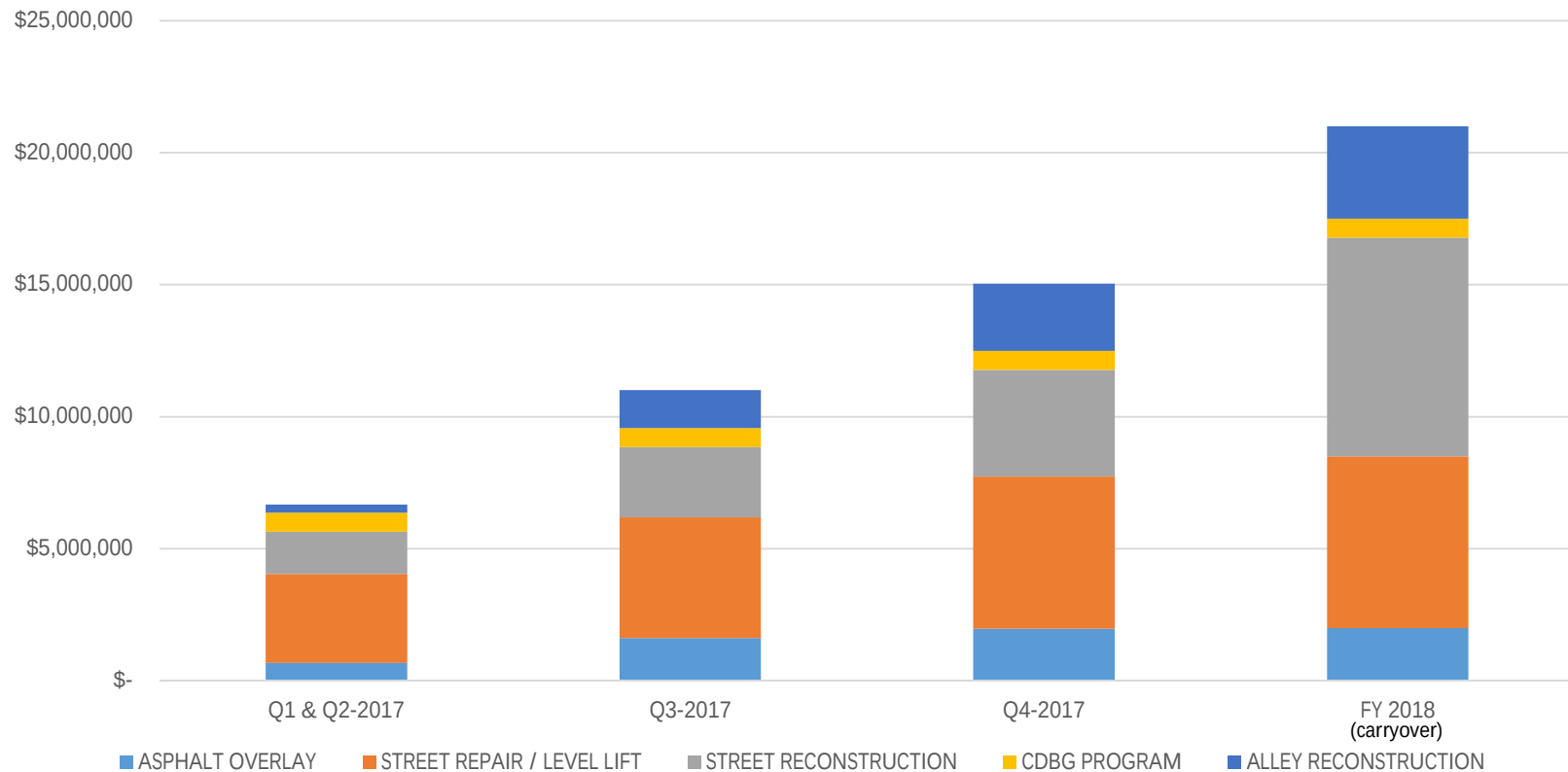


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Projected Cumulative FY 2017 Expenditures By Quarter



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Projected Number Of Projects By Classification FY 2018 – FY 2022 (Assuming Current Levels of Funding)

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<u>Arterials</u>	5	4	3	3	1
<u>Collectors</u>	5	5	5	5	5
<u>Industrials</u>	2	2	2	2	0
<u>Residentials*</u>	83/93	83/99	85/101	85/101	89/105
<u>Alleys*</u>	32/54	32/66	46/80	46/80	58/92
<u>Total Projects*</u>	127/159	126/176	140/191	141/192	153/203

* Second number equals total number of projects with an additional \$5 million of annual funding.

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10 Year Impact to PCI and Needs Summary

- Utilizing asphalt overlays significantly reduces the cost of replacement needs
 - Initial reduction - \$118 Million
 - Reduction over 10 years - \$236 Million
- Influence on the PCI values
 - PCI improvement over 10 years at \$20 Million - +10 points on Streets +20 points on Alleys
 - PCI improvement over 10 years with an additional \$5 Million - 5 additional points on Streets, 10 additional points on Alleys
- Total number and type of projects addressed with \$20 Million
 - Alleys - 430
 - Residential Streets – 425
 - Combined Total - 855
- Total number of additional projects that can be completed by increasing funding by \$5 Million per year
 - Alleys – 340 (100 - Reconstruction, 240 - Repair)
 - Residential Streets – 160 (40 - Reconstruction, 120 - Repair)
 - Combined Total - 500

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Questions?