



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

Monday, June 3, 2019

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. Shepherd Drive and Briarwood Drive Parking Restrictions

Council is requested to revise existing parking restrictions on Shepherd Drive to extend for the full length of Shepherd Drive on both sides of the street at all times, and establish a no parking anytime zone on the north side of Briarwood from Evergreen Street to 475 feet south. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the June 18, 2019 Regular Meeting.

b. Project Supplemental Agreement with Dallas County for MGR Bikeway (Duck Creek Trail Connections)

Council is requested to adopt a resolution which authorizes the City Manager to execute the attached PSA with Dallas County for the construction of the MGR Bikeway (Duck Creek Trail Connections). Unless otherwise directed by Council, this item will be scheduled for formal consideration at the June 18, 2019 Regular Meeting.

3. Verbal Briefings:

a. DART Update

Council will be updated on DART's services, activities, programs and projects within Garland.

b. Discuss Possible Memorandum of Understanding with DART regarding Transit Oriented Development Opportunities in Garland.

Staff will make a presentation regarding entering into a possible Memorandum of Understanding with DART, in regards to rail stations and bus transit centers located within Garland. The purpose would be to jointly explore development potentials at the sites for transit-oriented developments; a Request for Qualifications (RFQ) for one or more sites may be issued to seek private developers with which to partner. The goal is to increase ridership for Garland residents and visitors and create growing, sustainable communities that would provide economic, environmental, and social benefits. DART staff will be available as well.

c. "Where the Heart Is" Status Update

Office of Neighborhood Vitality will provide an update to the City Council regarding the 2019 implementation of the Where the Heart Is program.

d. Residential Building Permit Fee Schedule

The City of Garland bases building permit fees on the construction value for each project. With the passage of HB 852 on May 21st, 2019, the City of Garland's residential building permit fee schedule became invalid. An alternate permit fee schedule will need to be adopted.

e. Council Member Deborah Morris' Briefing on Texas Downtown Association Regional Roundtable

Council Member Deborah Morris will update the Council on her attendance at the Texas Downtown Association Regional Roundtable hosted in Downtown Garland.

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. Council will move into Executive Session

**EXECUTIVE SESSION
AGENDA**

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:

Deliberate City of Garland Network Security Information: A governmental body may adjourn into executive session pursuant to Sec. 551.089 of the Texas Government Code to discuss and deliberate (1) security assessments or deployments relating to information resources technology, (2) network security information as described by Section 2059.055(b), or (3) the deployment, or specific occasions for implementation, of security personnel, critical infrastructure, or security devices.

- The City Council will conduct a closed meeting under Sec. 551.089 of the Texas Government Code to discuss and deliberate computer network security assessments or deployments relating to information resources or technology.

6. Adjourn



GARLAND POLICY REPORT

City Council Work Session Agenda

2.a.

Meeting Date: June 3, 2019
Item Title: Shepherd Drive and Briarwood Drive Parking Restrictions
Submitted By: Paul Luedtke, Transportation Director
Strategic Focus Areas: Growing Economic Base
Well-Maintained City Infrastructure
Vibrant Neighborhoods and Commercial Centers

ISSUE

Changes in area parking have resulted in the need for parking restrictions. Council is requested to restrict parking along these two streets.

RECOMMENDATION

Revise existing parking restrictions on Shepherd Drive to extend for the full length of Shepherd Drive on both sides of the street at all times, and establish a no parking anytime zone on the north side of Briarwood from Evergreen Street to 475 feet south. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the June 18, 2019 Regular Meeting.

BACKGROUND

Shepherd Drive

Parking was previously restricted from Forest Lane to 475 feet south of Forest Lane in 2018 and was successful in keeping the street clear for efficient use. Commercial business owners along Shepherd Drive south of the current parking restriction requested staff review the parking issue on Shepherd Drive related to difficulty in maneuverability through this street. Staff observed on several occasions the issues that street parking was causing. Trucks were observed trying to make deliveries to local businesses and unable to complete these deliveries. On Shepherd Drive, parking on both sides of the street also resulted in visibility issues and the restriction of two way traffic flow. Therefore, staff recommends extending the existing no parking anytime zone to cover the entire length of Shepherd Drive as shown on Figure 1.

Briarwood Drive

Citizens brought to staff's attention sight visibility issues related to cars parking along Briarwood Drive. Staff observed that due to the curve, vehicles parking on the north side were impeding

the visibility of westbound drivers as they traversed this curve. Therefore staff recommends establishing a no parking zone on the north side of Briarwood Drive from Evergreen Street to 475 feet west as shown in Figure 2.

CONSIDERATION

Parking restrictions could force existing parking to seek other undesirable locations.

Attachments

Figure 1 Shepherd Parking Modifications
Briarwood Parking Restriction Map

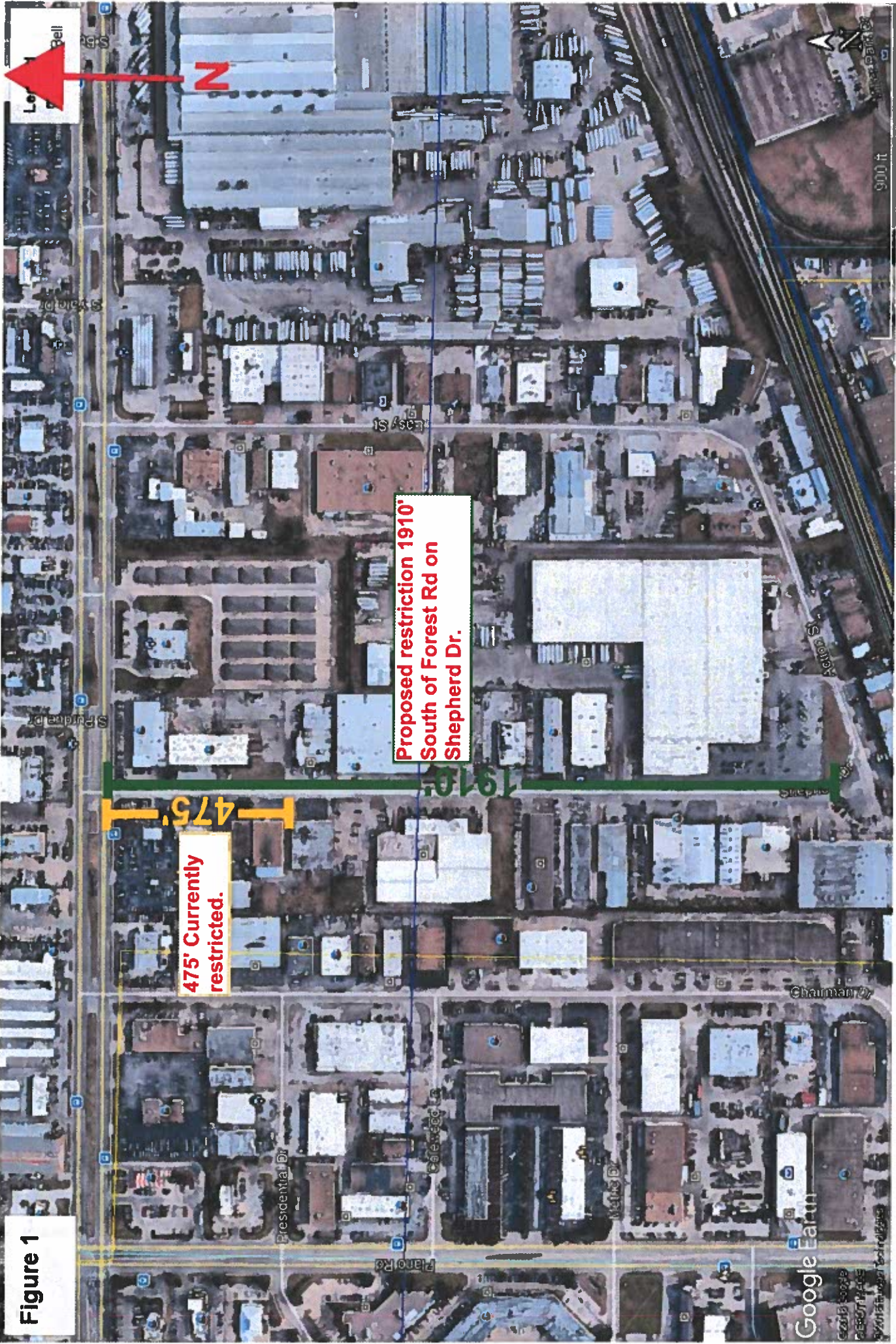


Figure 1

Figure 2
Briarwood & Evergreen st



**Proposed Parking
restriction 475' Southwest
of Evergreen St.**



GARLAND POLICY REPORT

City Council Work Session Agenda

2.b.

Meeting Date: June 3, 2019

Item Title: Project Supplemental Agreement with Dallas County for MGR Bikeway (Duck Creek Trail Connections)

Submitted By: Michael Polocek, Engineering Director

Strategic Focus Areas: Enhanced Quality of Life through Amenities, Arts, and Events
Safe Community

ISSUE

Consider whether to enter into a Project Supplemental Agreement (PSA) with Dallas County for the construction of the MGR Bikeway (Duck Creek Trail Connections Segments I and II) at Centerville Road/Glenbrook Drive and IH-30/Greenbelt Parkway.

OPTIONS

1. Adopt a Resolution which authorizes the City Manager to execute the attached PSA with Dallas County for the construction of the MGR Bikeway (Duck Creek Trail Connections Segments I and II) project at Centerville Road/Glenbrook Drive and IH-30/ Greenbelt Parkway.
2. Take no action.

RECOMMENDATION

Option 1. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the June 18, 2019 Regular Meeting.

BACKGROUND

In 2012 the City executed a Master Agreement with Dallas County that provides general terms regarding funding availability, agency responsibilities, etc., for “partnering” on eligible future CIP projects. According to this model, a PSA is then required to finalize specific costs and project management issues. Generally, the County provides a 50% share of construction costs. The City must pay for any City utility improvements or relocations.

The City applied for Regional Toll Revenue (RTR) funding for the Mesquite Garland Richardson (MGR) Trail Connectivity Project from TxDOT thru the North Central Texas Council of Governments call for projects. The project included the construction of the trail connections as well as remarking streets for shared lane use for bikes and also designated bike lanes. The application was successful and the Garland was awarded funding.

In 2018, the City solicited Dallas County for matching local funds on a 50% cost share basis for the construction of the MGR Bikeway (Duck Creek Trail Connections Segments I and II) project. Dallas County agreed.

The City has a commitment with North Central Texas Council of Governments (NCTCOG) where NCTCOG agreed to fund designate \$2,040,000 to the MGR Bikeway/Trail Connectivity Project. The remaining balance would be paid thru a commitment of local funds. The following is the commitment of funds for the project by each Agency:

Texas Department of Transportation	\$2,040,000
City of Garland	\$1,250,000
Dallas County	\$1,250,000

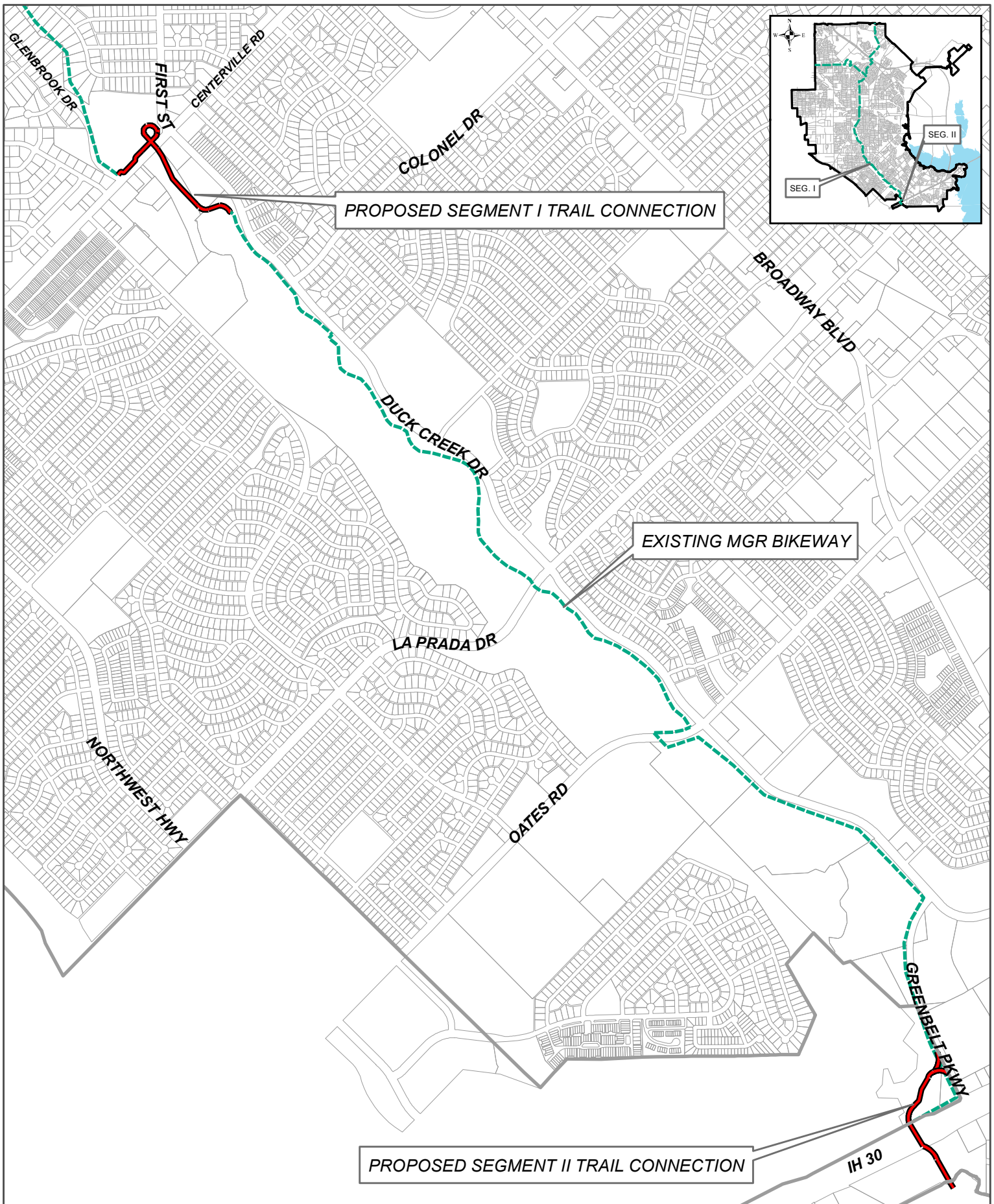
The PSA establishes the commitment amount of \$1,250,000 each for the City and Dallas County for the construction of the MGR Trail Connections Segments I and II. The approved 2019 CIP includes funds to cover the trail design and construction amounts.

CONSIDERATION

1. Council action is required to authorize the City Manager to sign the PSA with Dallas County.
2. The PSA and Contract have been reviewed by the City Attorney's Office.

Attachments

MGR Bikeway (Duck Creek Trail Connections) Map
Dallas County PSA



**DALLAS COUNTY CAPITAL IMPROVEMENT PROGRAM
PROJECT SPECIFIC AGREEMENT
TO THE MASTER AGREEMENT GOVERNING
MAJOR CAPITAL TRANSPORTATION IMPROVEMENT PROGRAM**

This Project Specific Agreement hereinafter “PSA” to the Master Agreement Governing Major Capital Improvement Program (“Master Agreement”) is made by and between the City of Garland, Texas, hereinafter "City", and the County of Dallas, Texas, hereinafter "County", acting by and through its duly authorized officials, for the purpose of transportation improvements that are part of what is known as the Duck Creek Trail Connections Project, and this PSA is necessary to complete the existing gaps within the Duck Creek Trail Corridor by providing trail crossings under Centerville Road and Interstate Highway 30 “ I-30/I.H. 30”, MCIP Project 19201, hereinafter "Project".

WHEREAS, the City has requested that it be designated as the Lead Agency for the Project and will provide the Project Manager;

WHEREAS, The City and County entered into a Master Agreement Governing Major Capital Improvement Program on October 23, 2012, by Commissioner Court Order 2012-1795 for the purpose of transportation improvements on roads inside Dallas County;

WHEREAS, Chapter 791 of The Texas Government Code and Chapters 251 and 472 of the Texas Transportation Code provide authorization for local governments to contract with each other for the performance of governmental functions and services, as well as joint funding of road construction or improvements of road or street projects.

NOW THEREFORE THIS PSA is made by and entered into by the City and the County, for the mutual consideration stated herein.

Witnesseth

**Article I.
Project Specific Agreement**

This PSA is to specifically identify the Project, changes in the rights and responsibilities of each of the parties as set forth in the Master Agreement and additions thereto as incorporated herein, as needed for the Project. This PSA will be an addition to the Master Agreement and incorporate each of its terms and conditions. All terms of the Master Agreement remain in full force and effect except as modified herein. In the event of any conflict between the Master Agreement and this PSA, this PSA shall control as to the Project.

Article II.

Incorporated Documents

This PSA incorporates, as if fully reproduced herein word for word and number for number, the following items:

1. Master Agreement authorized by County Commissioners Court Order 2012-1795 dated October 23, 2012, and additions thereto as incorporated herein.
2. Project Scoping Sheets and alignment map, which is attached and incorporated herein as Attachment “A”.
3. Current Cost Estimates and Funding Sources, which is attached and incorporated herein as Attachment “B”.
4. Project Vicinity Map, which is attached and incorporated herein as Attachment “C”.

Article III.

Term of Agreement

This PSA shall become effective when signed by the last party whose signature makes the respective agreement fully executed and shall terminate upon the completion and acceptance of the Project by Dallas County Commissioners Court or upon the terms and conditions in the Master Agreement, Article IV, Section A, Termination.

Article IV.

Project Description

This PSA is entered into by the parties for public transportation improvements within the City of Garland. The Project is defined as the construction of two missing segments of trail within the Duck Creek Trail Corridor in the City of Garland. Segment I consists of a trail connection along the northwest side of Centerville Road between Glenbrook Drive and South First Street that loops under Centerville Road to connect to the existing Duck Creek Trail 0.2 miles southeast of Centerville Road. Segment II consists of a trail connection that begins 0.10 miles northwest of the WB I-30 Frontage Road at Greenbelt Pkwy and extends south along the City Utility easement to cross under I-30 to the Mesquite City Limit. These two segments will fill in existing gaps within the Duck Creek Trail Corridor by providing trail crossings under Centerville Road and I-30. The Project will aid in roadway safety and facilitate the movement of public transportation to benefit both the City and County by, among other things, providing alternate routes for use by pedestrians, bicyclists, and other non-motorized vehicle operators who would otherwise use public streets within the City and the County for travel, thus resulting in a reduction in traffic conflicts between such users and motorists traveling on the same streets. The City does hereby give its approval for the expenditure of County funds for the construction, improvement, maintenance or repair of a street located within the municipality.

Article V.

Fiscal Funding

Notwithstanding anything to the contrary herein, this PSA is expressly contingent upon the availability of County funding for each item and obligation contained herein. City shall have no right of action against the County of Dallas as regards this PSA, specifically including any funding by County of the Project in the event that the County is unable to fulfill its obligations under this PSA as a result of the lack of sufficient funding for any item or obligation from any source utilized to fund this PSA or failure of any funding party to budget or authorize funding for this PSA during the current or future fiscal years. In the event of insufficient funding, or if funds become unavailable in whole or part, the County, at its sole discretion, may provide funds from a separate source or terminate this PSA. In the event that payments or expenditures are made, they shall be made from current funds as required by Chapter 791, Texas Government Code.

Notwithstanding anything to the contrary herein, this PSA is expressly contingent upon the availability of City funding for each item and obligation contained herein. County shall have no right of action against the City as regards this PSA, specifically including any funding by City of the Project in the event that the City is unable to fulfill its obligations under this PSA as a result of the lack of sufficient funding for any item or obligation from any source utilized to fund this PSA or failure of any funding party to budget or authorize funding for this PSA during the current or future fiscal years. In the event of insufficient funding, or if funds become unavailable in whole or part, the City, at its sole discretion, may provide funds from a separate source or terminate this PSA. In the event that payments or expenditures are made, they shall be made from current funds as required by Chapter 791, Texas Government Code.

Article VI.

Agreements

I. County and City Responsibilities:

1. City will be the Lead Agency for the Project from commencement of planning to completion of construction.
2. City and County have mutually agreed that the Project limits are Segment I, which consists of a trail connection along the northwest side of Centerville Road between Glenbrook Drive and South First Street that loops under Centerville Road to connect to the existing Duck Creek Trail 0.2 miles southeast of Centerville Road. Segment II consists of a trail connection that begins 0.10 miles northwest of the WB I-30 Frontage Road at Greenbelt Pkwy and extends south along the City Utility easement to cross under I-30 to the Mesquite City Limit.
3. The agreed upon Standard Basic Project Design for the Project is as defined in the Project Scoping Sheets, Attachment "A". Such design shall be the Standard Basic Project Design for the Project and specifically does not include Road or Street Amenity, Paving and Drainage Amenities, Project Amenities or Utility Betterments as defined in the Master Agreement. If the City adds relocation or adjustment of City

Utilities or Utility Betterments, the City agrees that it will pay 100% of the costs of these additions.

4. The Project may require the acquisition of transportation right-of-way which is specifically all real property needed or convenient for transportation and/or drainage purposes as shown in the Project design or right-of-way plans and specifically includes all real property outside of the designed right-of-way needed, if applicable, or convenient to the construction, drainage, interface with adjoining streets or alleys, driveways or other access ways or other Project permanent or temporary easements which is approved by the City and the County. Such right-of-way acquisition shall be the responsibility of the City as Lead Agency. All property acquired shall be free and clear of all encroachments. City shall coordinate any necessary City owned utility adjustments for construction of the Project. Such acquisitions will be transferred into the City's name, as the City will be solely responsible for maintenance after construction is completed.
5. In order to certify compliance with the expenditure of the Project funding for this PSA, the City agrees to furnish to the County, its Auditor, or its designated representative(s) the unrestricted right to audit any and all accounting and other records regarding any funds paid or claimed under this agreement, including, but not limited to all books, records, reports, tickets, deposits, expenditure, budget or any item therein, supporting data, computer records and programs, and all items of hardware, software or firmware, or any other item utilized by the City regarding this PSA (records). City contracts and agrees that all records shall be kept and maintained for a period of time not less than four (4) years from the date of the termination of this PSA. Such records shall be provided to the County in Dallas County, Texas and available for any audit at any time upon request.
6. The results of any audit may be furnished to the County for comment. In the event that any such audit determines that moneys are owed to the County, the City shall be provided notice pursuant to Article VII, Miscellaneous, IV. Notice in this PSA and provided a maximum of ten (10) days after mailing to refute the findings. Any such sums are deemed to be due and payable to Dallas County, Texas, within thirty (30) days of the date of an invoice for such cost being deposited in the United States mail, via certified mail, and with return receipt requested.
7. The audit provisions of this PSA shall survive the termination of this agreement until all Project claims to which the County is or may be a party, are fully paid or reduced to judgment not subject to appeal and barred by the Texas statute regarding limitation of actions.

II. City Responsibilities:

1. City shall be the Lead Agency for this Project. City will provide project management of the Project from commencement of planning to completion of construction, and the City commits to execute the necessary agreements, subject to City Council approval, for the implementation of construction of the Project as mutually agreed upon and incorporated herein by this PSA.

2. City will accomplish all tasks and responsibilities of the Lead Agency as set forth in the Master Agreement. City will provide project management in accordance with the Phase 5 Project Delivery System in Article VI of the Master Agreement.
3. City shall execute the necessary agreements for the acquisition and any utility relocation as required herein.
4. City shall provide City Council Resolution commitment to meet the Project funding subject to City Council authorization of required additional funds.
5. City shall coordinate any necessary City owned utility adjustments for construction of the Project.
6. City shall work to ensure construction is completed in a timely and effective manner.
7. The Project may require the acquisition of transportation right-of-way which is specifically all real property needed or convenient for transportation and/or drainage purposes as shown in the Project design or right-of-way plans and specifically includes all real property outside of the designed right-of-way needed, if applicable, or convenient to the construction, drainage, interface with adjoining streets or alleys, driveways or other access ways or other Project permanent or temporary easements which is approved by the City and the County. Such right-of-way acquisition shall be the responsibility of the City as Lead Agency. All property acquired shall be free and clear of all encroachments. City shall coordinate any necessary City owned utility adjustments for construction of the Project. Such acquisitions will be transferred into the City's name as the City will be solely responsible for maintenance after construction is completed.
8. City shall coordinate any necessary utility adjustments for construction of the Project.
9. City shall allow the County an opportunity to review design plans, change orders and amendments.
10. City shall be responsible for maintaining the improvements after the Project is complete.

III. County Responsibilities

1. County agrees to participate in the City led project as a funding participant.
2. The County will attend task force meetings, field construction meetings and will retain right during construction to confirm progress through inspection and to review plans, change orders and amendments.
3. The review of, comments to, approval or acceptance of work performed by the City, its contractors or subcontractors' work by the County shall not constitute nor be deemed either controlling or a release of the responsibility, and liability of City regarding its consultant, employees, subcontractors, agents and consultants for the accuracy and competency of their work. Nor shall such approval and acceptance be deemed to be an assumption of such responsibility by the County for any defect, error or omission in the work prepared.

IV. Funding:

County and City mutually agree to proportionately fund the Direct Project and Program cost as follows:

1. Notwithstanding any provision in the Master Agreement, this PSA, any amendment thereto, or any other agreement between the parties regarding this Project, the total Project cost is estimated to be Two Million Five Hundred Thousand Dollars and no cents (\$2,500,000.00) for Duck Creek Trail.
2. The County's total obligation to this Project is to provide funding in the amount not to exceed One Million Two Hundred Fifty Thousand Dollars and no cents (\$1,250,000.00) towards eligible items, reduced by the County's in-house delivery costs of the total Project cost. The County's in-house delivery cost is estimated to be Twenty Five Thousand Dollars and no cents (\$25,000.00) to be reduced from the County's participation. Project costs may include County Project delivery costs including but not limited to preliminary scoping and research, preliminary design services, special services, primary design services, inspection, laboratory services and construction.
3. The City's total obligation to this Project is to provide funding in the amount not to exceed One Million Two Hundred Fifty Thousand Dollars and no cents (\$1,250,000.00) for ROW acquisition and Project costs. The parties acknowledge that if there is any remaining City money left, City could use the said remainder for amenities or other expenditure related to the Project.
4. The City agrees to encumber an amount adequate for total estimated Project costs as determined prior to the commencement of each Project milestone as determined by the County within thirty (30) days of notification by the City. County will pay expended Project costs as invoiced by the City during construction in compliance with Attachment "A" and accepted by all agencies involved in an amount not to exceed One Million Two Hundred Fifty Thousand Dollars and no cents (\$1,250,000.00) reduced by all IHPD as referenced in Attachment "B".
5. If the total Project costs excluding paving and drainage amenities or utility betterments should exceed the total Project cost, the City and County agree to amend the Project's scope to remain within the current estimated amount.
6. Any payments to be made by any party hereto shall be from current revenue or other lawfully available funds in accordance with Chapter 791 of the Texas Government Code.

Article VII.
Miscellaneous

- I. **Indemnification.** County and City agree that each shall be responsible for its own negligent acts or omissions or other tortious conduct in the course of performance of this Agreement, without waiving any sovereign or governmental immunity available to the County or City or their respective officials, officers, employees, or agents under Texas or other law and without waiving any available defense under Texas or other law. Nothing

in this paragraph shall be construed to create or grant any rights, contractual or otherwise, in or to any third persons or entities.

- II. No Third Party Beneficiaries. The terms and provisions of this PSA are for the benefit of the parties hereto and not for the benefit of any third party. It is the express intention of City and County that any entity other than City or County receiving services or benefits under this PSA shall be deemed an incidental beneficiary only. This PSA is intended only to set forth the contractual right and responsibilities of the parties hereto.
- III. Applicable Law. This PSA is and shall be expressly subject to the sovereign immunity of the County and governmental immunity of the City, pursuant to Title 5 of the Texas Civil Practice and Remedies Code, as amended, and all applicable federal and state laws. This PSA shall be governed by and construed in accordance with the laws and case decisions of the State of Texas. Exclusive venue for any legal action regarding this PSA filed by either City or County shall be in Dallas County, Texas.
- IV. Notice. Any notice provided for in this PSA to be given by either party to the other, shall be required to be in writing and shall be deemed given when personally delivered, or two (2) business days after being deposited in the United States mail, postage prepaid, via certified mail, return receipt requested, or via registered mail, and addressed as follows:

To County: County of Dallas
Director of Public Works
Dallas County Administration Building
411 Elm Street, Fourth Floor
Dallas County, Texas 75202-3389

To City: City of Garland
Public Works Department
800 Main Street.
Garland, TX 75040

Either party may change its address for notice by giving the other party notice thereof.

- V. Assignment. This PSA may not be assigned or transferred by either party without the prior written consent of the other party.
- VI. Binding Agreement; Parties Bound. This PSA has been duly executed and delivered by both parties and constitutes a legal, valid and binding obligation of the parties, their successors and permitted assigns.
- VII. Amendment. This PSA may not be amended except in a written instrument specifically referring to this PSA and signed by the parties hereto.
- VIII. Number and Gender. Words of any gender used in this PSA shall be held and construed to include any other gender and words in the singular shall include the plural and vice versa, unless the context clearly requires otherwise.
- IX. Counterparts. This PSA may be executed in multiple counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.

- X. Severability. If one or more of the provisions in this PSA shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality or unenforceability shall not cause this PSA to be invalid, illegal or unenforceable, but this PSA shall be construed as if such provision had never been contained herein, and shall not affect the remaining provisions of this PSA, which shall remain in full force and effect.
- XI. Entire Agreement. This PSA embodies the complete agreement of the parties, supersedes all oral or written previous and contemporary agreements between the parties and relating to matters in the PSA.
- XII. Contingent. This Agreement is expressly subject to and contingent upon formal approval by the Dallas County Commissioners Court and by resolution of the City Council.
- XIII. Effective Date. This PSA shall commence on the Effective Date. The Effective Date of this PSA shall be the date it is executed by the last of the parties. Reference to the date of execution shall mean the Effective Date.
- XIV. No Joint Enterprise/Venture. City and County agree that neither party is an agent, servant, or employee of the other party. No joint enterprise/venture exists between the City and County.

(the remainder of this page intentionally left blank)

The City of Garland, State of Texas, has executed this PSA pursuant to duly authorized City Council Resolution _____, dated the _____ day of _____, 2019.

The County of Dallas, State of Texas, has executed this PSA pursuant to Commissioners Court Order Number _____ and passed on the _____ day of _____, 2019.

City of Garland

County of Dallas

By:

Clay Lewis Jenkins, County Judge

Title: _____

Date

Date

Attest:

Approved as to Form*:
John Creuzot
District Attorney

City Secretary \ Attorney

By: _____
Jana Prigmore Ferguson
Assistant District Attorney

*By law, the District Attorney's Office may only advise or approve contracts or legal documents on behalf of its clients. It may not advise or approve a contract or legal document on behalf of other parties. Our review of this document was conducted solely from the legal perspective of our client. Our approval of this document was offered solely for the benefit of our client. Other parties should not rely on this approval, and should seek review and approval by their own respective attorney(s).

ATTACHMENT B

Project Specific Agreement to Master Agreement Governing Major Capital Improvement Program

CURRENT COST ESTIMATES AND FUNDING SOURCES

City of Garland and Dallas County
Project Name: Duck Creek Trail
MCIP Project 19201
(From Centerville Road and I-30)

Project Cost Estimates	
Expenditure	Estimated Cost
Dallas County In House Project Delivery (Inspection, Project Management, Planning, General Support, etc...)	\$ 25,000.00
Construction	\$ 2,475,000.00
Total Overall Cost of Project (MCIP Eligible Items)	\$ 2,500,000.00

Project Funding Sources	
Source	Amount
City of Garland	\$ 1,250,000.00
Dallas County MCIP	\$ 1,250,000.00
Total Funding Source (MCIP Eligible Items)	\$ 2,500,000.00

ATTACHMENT A
**Project Supplemental Agreement to Master Agreement Governing
Transportation Major Capital Improvement Projects**
PROJECT SCOPING SHEETS FOR MULTIUSE PATHWAYS (TRAILS)

Project Name: MGR Bikeway (Duck Creek Trail Connections)
MCIP Project _____

SPECIFIC R.O.W. ALIGNMENT DESCRIPTION

City or Town Council approves of the Financing, Construction or Improvement on the MGR Bikeway (Duck Creek Trail Connections) project with Dallas County. The _____ easement will have an approximate width of ____feet or as otherwise necessary and convenient for construction of the project and consent to acquire by easement which Dallas County Commissioners Court determines is necessary or convenient to the project.

LEAD AGENCY: City of Garland, TX

LEAD AGENCY'S PROJECT MANAGER: Shafik Salamor, PE

CONTACT INFORMATION: Email: ssalamor@garlandtx.gov Phone: 972-205-2126

PROJECT SEGMENT LIMITS: Centerville Rd & Glenbrook Dr to approx. 600 feet south of
IH-30 ROW west of Greenbelt Pkwy.

PROJECT SEGMENT LENGTH: Approx. 5,100 feet

MAP IDENTIFYING LIMITS AND PREFERRED ALIGNMENT:

Please refer to attached Map with aerial imagery depicting project limits and preferred alignment of the proposed multiuse bikeway.

ATTACHMENT A
**Project Supplemental Agreement to Master Agreement Governing
Transportation Major Capital Improvement Projects**
PROJECT SCOPING SHEETS FOR MULTIUSE PATHWAYS (TRAILS)

Project Name: MGR Bikeway (Duck Creek Trail Connections)
MCIP Project _____

EASEMENT TOPICS

IN THE TABLE BELOW LIST EACH AGENCY/ENTITY WITH PROPERTY AFFECTED BY ALIGNMENT (E.G. DART, ONCOR, TxDOT) AND FOR EACH PROPERTY OWNER LIST EASEMENT TYPES (E.G. SIDEWALK, TRAIL, SHARED USE).

Approximate Segment Start	Approximate Segment End	Proposed Pavement Width (ft)	Proposed Shoulder Width (ft)	Proposed Easement Width (ft)	Proposed Easement Type	Agency or Entity to Grant Easement
Trail 'C' Sta. 10+05	Trail 'C' Sta. 13+69	12'	2'	N/A	Driveway Permit	TxDOT
Trail 'C' Sta. 14+05	Trail 'C' Sta. 18+81	12'	2'	30'	Pedestrian Access Easement	D.L Faulkner ET AL
Trail 'C' Sta. 13+69	Trail 'C' Sta. 14+05	12'	2'	Varies	Pedestrian Access Easement	Faulkner Inv. Co.
Trail 'C' Sta. 18+81	Trail 'C' Sta. 19+85	12'	2'	30'	Pedestrian Access Easement	Nguyen
Trail 'C' Sta. 1+50	Trail 'C' Sta. 10+05	12'	2'	N/A	Interlocal Agreement	City of Mesquite, TX

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MCIP Project _____

EASEMENT TOPICS

RIGHT OF WAY CONSTRAINTS, IF ANY, PROVIDE A LIST AND DESCRIPTION
ALONG WITH DATA FOR RISK ASSESSMENT: ☐ YES ☒ NO

Please note that all of the easements shown in the preceding table have already been executed and
obtained by the City of Garland.

ANY NON-ROUTINE, i.e., CEMETARY, JUNK YARD, OLD CHURCHES, SERVICE
STATIONS, CONTAMINATED SOILS, LANDFILLS, NOISE WALL CONSIDERATIONS,
TRAILER PARKS, RESIDENT RELOCATION? ☐ YES ☒ NO

If yes, please define below:

ANY NON-CONFORMING ISSUES?	☐ YES	☒ NO	
ANY WATER WELLS?	☐ YES	☒ NO	
EASEMENT/R.O.W. MAP NEEDED?	☒ YES	☐ NO	
FIELD NOTES NEEDED?	☐ YES	☒ NO	
R.O.W. PLATS NEEDED?	☐ YES	☒ NO	
R.O.W. ACQUISITION?	☒ YES	☐ NO	☐ MAYBE
TREE MITIGATION ORDINANCE?	☐ YES	☒ NO	
PARKING/LOSS OF PARKING CONSIDERATIONS?	☐ YES	☒ NO	
HISTORICAL SITE CONSIDERATION?	☐ YES	☒ NO	

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PROJECT SCOPING SHEETS FOR MULTIUSE PATHWAYS (TRAILS)

Project Name: MGR Bikeway (Duck Creek Trail Connections)
MCIP Project _____

TRAIL PAVEMENT AND ALIGNMENT TOPICS

PAVEMENT SECTION

DESIGN STANDARDS TO BE USED?
(e.g. AASHTO, TAS)

AASHTO, TAS, City of Garland

ORDER OF PRECEDENCE OF STANDARDS

AASHTO, TAS, City of Garland

PAVEMENT WIDTH:

Existing:

N/A

Proposed:

12 feet

BICYCLE DESIGN SPEED

20 MPH

PAVEMENT CROSSFALL (1-2%):

1.5%

GRADE REQUIREMENTS:

Any deep cuts, high fills? ☒ YES ☐ NO; however, majority of the trail follows natural ground elevations.

Maximum vertical grade: 4.76%

Density measurements required: ☒ YES ☐ NO

Will switchbacks be necessary to comply with grade requirements: ☐ YES ☒ NO

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PROJECT SCOPING SHEETS FOR MULTIUSE PATHWAYS (TRAILS)

Project Name: MGR Bikeway (Duck Creek Trail Connections)
MCIP Project _____

TRAIL PAVEMENT AND ALIGNMENT TOPICS (continued)

ROADWAY CROSSINGS INVOLVED? ☐ YES ☒ NO

DRIVEWAY CROSSINGS INVOLVED? ☒ YES ☐ NO; Only at Glenbrook Dr.

RAILROAD CROSSINGS INVOLVED? ☐ YES ☒ NO

BRIDGES OR GRADE SEPARATIONS? ☒ YES ☐ NO

If yes, please specify facility(ies) below:

Grade separations are designed for crossing existing bridges at two locations: Centerville Rd and IH-30.

Two pedestrian bridges are proposed to cross Duck Creek at two locations: Centerville Rd and south of IH-30

MINIMUM RAILING HEIGHT 48"

SIGNAGE AND/OR DISTANCE MARKERS?

If yes, please specify types and generally describe locations:

1. "Steep Grade" signs for crossing under Centerville Road (Trail 'A').
2. "Intersection Crossing" signs for crossing maintenance drive (Trail 'A' Sta. 24+00).
3. "Curve Ahead" signs for curve adjacent to Greenbelt Pkwy. (Trail 'C' Sta. 2+00).
4. "Trail Ends" sign at end of trail south of I.H. 30 (Trail 'C' Sta. 17+50).

PAVEMENT STRUCTURE

MAINTENANCE VEHICLE TRAFFIC? ☒ YES ☐ NO

MINIMUM PAVEMENT STRUCTURE THICKNESS: 5"

CONCRETE REINFORCEMENT TYPE (E.G. REBAR OR FIBER): #3 rebar

EXPANSION JOINT INTERVALS: 48' Max.

EXPANSION JOINT MATERIAL: Redwood with Class 4 non-sag low modulus silicone sealant

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DRAINAGE TOPICS

STORM SEWER DESIGN CRITERIA:

☐ TxDOT ☒ CITY ☐ HYDRO-35 ☐ TP-40

INLET DEPTHS (APPROPRIATE FOR PAVEMENT THICKNESS)

3.5' Typ.

MINIMUM COVER FOR LATERALS

1' Min. for new laterals

BRIDGES/BOX CULVERTS INVOLVED? ☒ YES ☐ NO

If yes, specify involvement: ☒ BRIDGE(S) ☐ BOX CULVERT(S)

FLOOD PLAIN CONSIDERATION? ☒ YES ☐ NO

If yes, what frequency storm event does the trail need to remain clear of?

Portion of the trail is constructed

in a greenbelt under the 100-year floodplain.

If yes, how many feet of freeboard are required?

N/A

PERMITS

COE 404 PERMITS NEEDED ☐ YES ☒ NO

TNRCC 401 PERMIT ☐ YES ☒ NO

CDC PERMIT ☐ YES ☒ NO

EIS ☐ YES ☒ NO

ADA PERMIT ☐ YES ☒ NO

TDLR PERMIT ☒ YES ☐ NO

ANY OTHER PERMITS FROM OTHER AGENCIES SUCH AS TxDOT, DFW AIRPORT,
DART, ETC.? ☒ YES ☐ NO

If yes, please document below:

1. TxDOT Driveway Permit/Agreement for crossing under I.H. 30.

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UTILITIES

LIST OF ALL KNOWN UTILITIES:

Garland Power & Light (High Voltage Transmission Lines), Oncor Electric, Atmos Energy (Gas), GISD, Charter/Spectrum, Frontier Communications, NTMWD (water transmission main), City of Garland (Water, Wastewater & Stormwater) and Irrigation.

DOCUMENT KNOWN RISKS (TRA lines, Transmission Towers, Lone Star Gas Valve Stations) FOR OUR UTILITY PARTNERS:

Contractor shall have utilities located prior to any construction.
Overhead High Voltage (138-kV) Transmission Lines

ARE UTILITIES ALONG PROPOSED PATHWAY? ☒ YES ☐ NO

DO UTILITIES OWN THEIR R.O.W. OR HAVE PREVIOUS EASEMENTS?

☒ YES ☐ NO ☐ UNDETERMINED

If yes, please describe below:

Existing City of Garland Easement for Electric Transmission ROW
Existing City of Garland 30' Utility Easement for Sanitary Sewer ROW

IF NECESSARY, HAS WORK ORDER BEEN ISSUED FOR SUE (Subsurface Utility Engineering)?

☐ YES ☐ NO ☒ NOT NECESSARY

ANY UNUSUAL CONSIDERATIONS? ☐ YES ☐ NO

If yes, please document below:

WATER UTILITY BETTERMENTS? ☐ YES ☒ NO

WATER UTILITY RELOC.? ☐ YES ☒ NO

SAN. SEWER BETTERMENTS? ☐ YES ☒ NO

SAN. SEWER RELOC.? ☐ YES ☒ NO

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ADDITIONAL TOPICS OF CONCERN

LANDSCAPING (OTHER THAN SODDING)? ☐ YES ☒ NO

EXPOSED AGGREGATE DRIVEWAYS, SIDEWALKS? ☐ YES ☒ NO

STAMPED/COLORED CONCRETE? ☐ YES ☒ NO

IRRIGATION? ☐ YES ☒ NO

BRICK PAVERS? ☐ YES ☒ NO

If yes, please define location(s):

TRAIL LIGHTING? ☐ YES ☒ NO

If yes, please define location(s) and spacing of lighting poles:

TRAFFIC/CROSSING SIGNALS? ☐ YES ☒ NO

CROSSWALK MARKINGS? ☐ YES ☒ NO

ON-STREET DEDICATED BIKE LANES? ☐ YES ☒ NO If yes, specify width:

BUS STOPS OR BUS SHELTERS? ☐ YES ☒ NO

RETAINING WALLS? ☒ YES ☐ NO

If yes, please specify wall type (stone, blocks, gabions, proprietary types, etc.):

Reinforced concrete retaining walls adjacent to Trail 'A' between Lon Wynn Park and Duck Creek; reinforced concrete retaining wall adjacent to Trail 'A' under Centerville Road bridge; reinforced concrete retaining wall adjacent to Trail 'C' south of I.H. 30.

DECORATIVE RAILINGS? ☐ YES ☒ NO

LOGO COLUMNS? ☐ YES ☒ NO

ATTACHMENT A

Project Supplemental Agreement to Master Agreement Governing Transportation Major Capital Improvement Projects

PROJECT SCOPING SHEETS FOR MULTIUSE PATHWAYS (TRAILS)

Project Name: MGR Bikeway (Duck Creek Trail Connections)
MCIP Project _____

ADDITIONAL TOPICS OF CONCERN (Continued)

SOD, SEEDING, TOPSOIL?

☒ SOD ☒ SEEDING ☒ TOPSOIL ☐ OTHER:

WAYFINDING MAPS? ☐ YES ☒ NO

ANY ADDITIONAL AMENITIES (NOT NECESSARILY FUNDED BY COUNTY)
ADJACENT TO TRAIL (E.G. 911 MARKERS, BENCHES, FOUNTAINS, LOGOS, TRASH
CANS)?

If yes, please specify amenity(ies) below:

Bike racks and trash cans at Lon Wynne Park (not funded by County)

ANY PARALLEL FACILITIES PLANNED (E.G. JOGGING PATH NEXT TO CONCRETE
MULTIMODAL PATHWAY)? ☐ YES ☒ NO

CONSTRUCTION AREA LIMITS OF DISTURBANCE: Approx. 2.15 Acres

SPECIAL SCHOOL OR EMERGENCY VEHICLE CONSIDERATIONS

ANY NEARBY OR ADJACENT SCHOOLS, PARKS, CITY HALL, FIRE OR POLICE
DEPARTMENT REQUIRING SPECIAL CONSIDERATION? ☐ YES ☒ NO

If yes, please list the special consideration(s) below:

ATTACHMENT A

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PUBLIC INVOLVEMENT

NEIGHBORHOOD MEETING, REQUIRED? ☐ YES ☒ NO

HAVE ALL NEIGHBOR GROUPS PROVIDED EARLY INPUT?

☐ YES ☐ NO ☒ N/A

IF REQUIRED WHO CONDUCTS, CITY OR COUNTY?

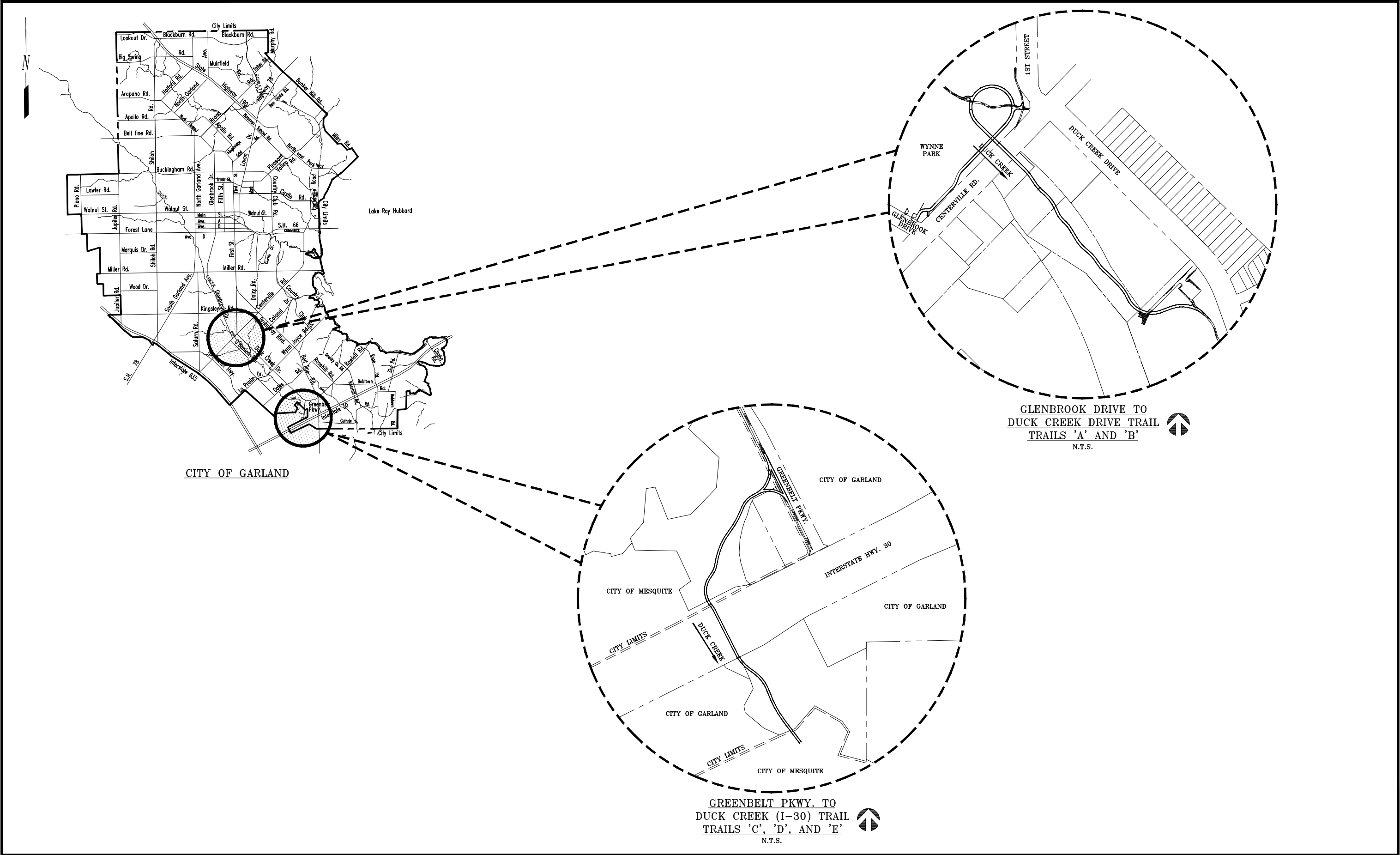
☐ CITY ☐ COUNTY ☒ N/A

DOCUMENT POTENTIAL SITES FOR PUBLIC AND/OR NEIGHBORHOOD MEETINGS:

CONSTRUCTIBILITY REPORT

FROM INSPECTION STAFF, DOCUMENT ANY AND ALL ISSUES THAT MAY AFFECT
PROJECT SCOPE, BUDGET, CONSTRUCTIBILITY, THE PROJECT SCHEDULE AND/OR
THE SAFETY OF PROJECT?

Occasional flooding of Duck Creek.
Franchise utility coordination.



6			
5			
4			
3			
2			
1			
NO.	DATE	REVISION	REVIEWED

DRAWN:	BW2
DESIGN:	JFW
REVIEWED:	JCT
SCALE:	NO SCALE
DATE:	APRIL 2015
DWG. NAME:	1558LOCMAP

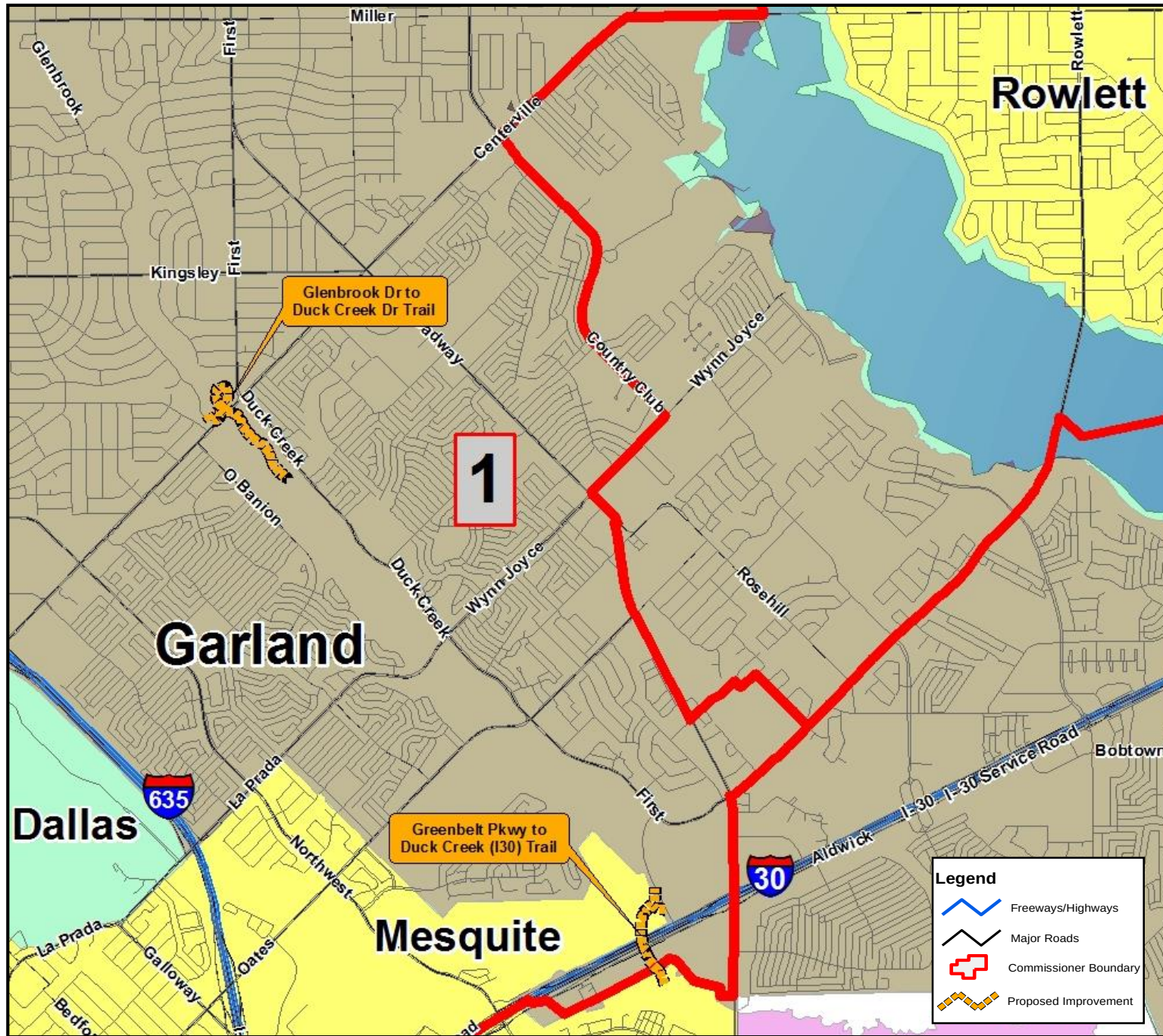


BW2 ENGINEERS, INC.
1919 S. Shiloh Road
Suite 500, L.B. 27
Garland, Texas 75042
(972) 864-8200 (T) (972) 864-8220 (F)
Firm Registration No. F-5290

THIS DOCUMENT REPRESENTS
WORK-IN-PROGRESS AND IS NOT
TO BE USED FOR CONSTRUCTION
OR PERMITTING.
J.W.
JAMES F. WALDBAUER TEXAS P.E. NO. 65670

DUCK CREEK TRAIL CONNECTIONS
PROJECT LOCATION MAP
CITY OF GARLAND

SHEET NO.	1
OF 65 SHEETS	
JOB NO. 12-1558	



Attachment "C"
Project Location Map

Duck Creek Trail Connection
MCIP 20701



**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.a.

Meeting Date: June 3, 2019

Item Title: DART Update

Summary of Request/Problem

Council will be updated on DART's services, activities, programs and projects within Garland.

Recommendation/Action Requested and Justification

Council discussion.

Attachments

DART June 2019 Presentation



DART Briefing to the Garland City Council

Jonathan Kelly

DART Board of Directors

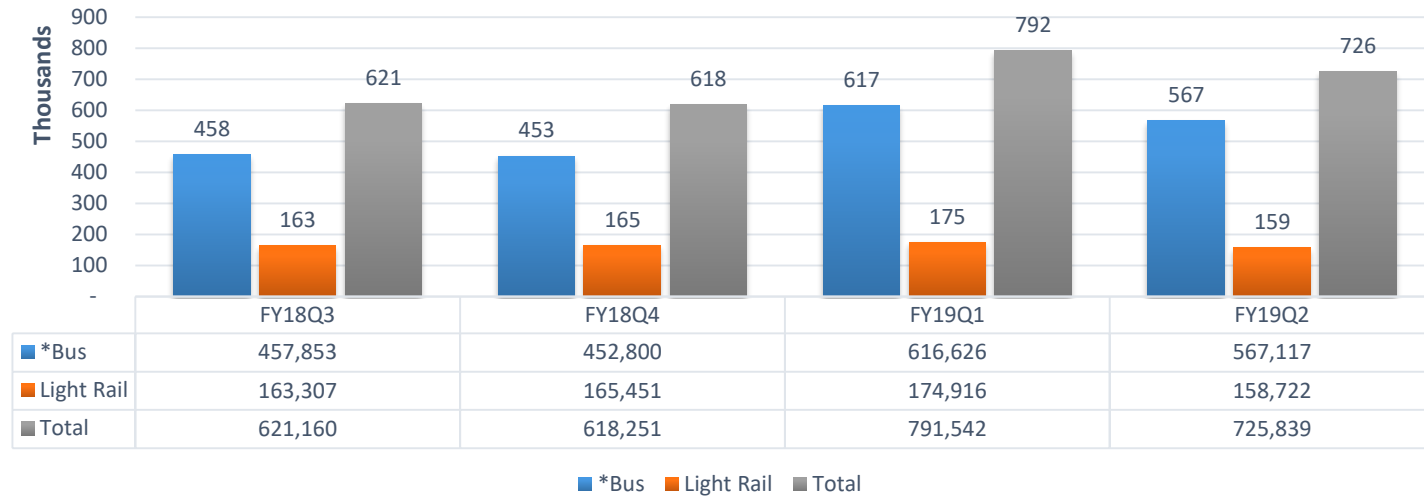
June 3, 2019



Agenda

- Ridership Trends
- Key Board Updates
 - New Safety and Security Features
- Capital Projects Update
 - Cotton Belt Corridor
 - Red and Blue Line Platform Extensions
 - Downtown Dallas Rail Replacement
 - Dallas CBD Second Alignment D2
- Questions

CITY OF GARLAND Total Ridership by Quarter (FY18Q3 - FY19Q2)

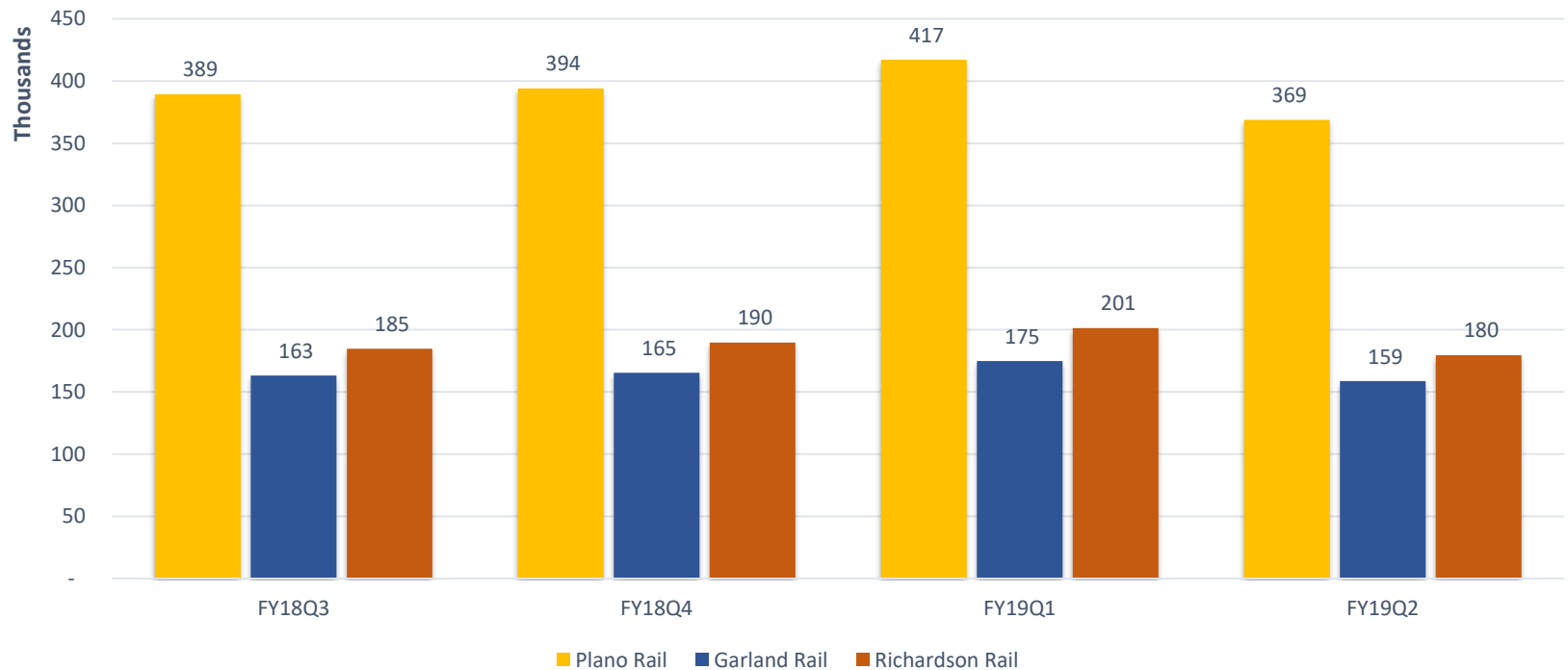


City of Garland FY 2019 Total Ridership

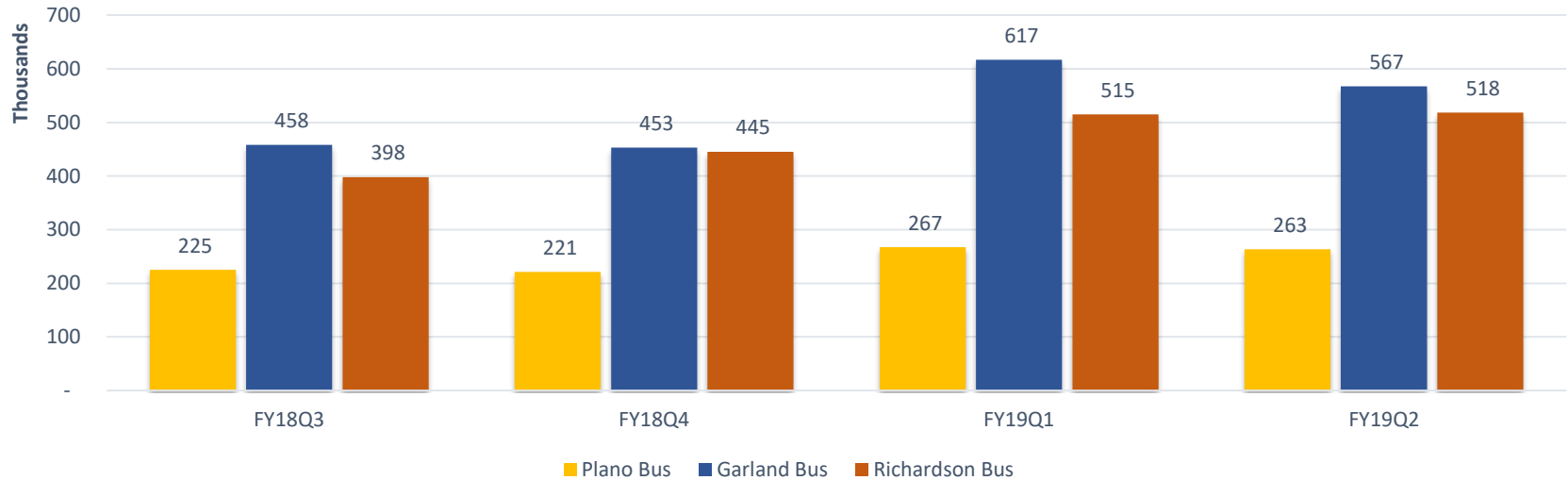
FY 2019	FY18Q3	FY18Q4	FY19Q1	FY19Q2	Grand Total
*Bus	457,853	452,800	616,626	567,117	2,094,396
Light Rail	163,307	165,451	174,916	158,722	662,396
Total	621,160	618,251	791,542	725,839	2,756,792

**Bus ridership for FY19 Q2 is estimated.*

Rail Ridership Comparison Among Selected Cities For FY18 Q3 - FY19 Q2



Bus Ridership Comparison Among Selected Cities For FY 2019



Ridership Comparison Among Selected Cities

	FY18Q3	FY18Q4	FY19Q1	FY19Q2*
Plano Bus	224,967	221,404	267,441	263,173
Garland Bus	457,853	452,800	616,626	567,117
Richardson Bus	397,776	445,100	514,946	518,146
Plano Rail	389,334	393,968	416,950	368,734
Garland Rail	163,307	165,451	174,916	158,722
Richardson Rail	184,665	189,796	201,328	179,647

*FY19 Q2 Estimated

A yellow and black bus is parked on a city street. The bus has the number 41041 on its side. In the background, there are several tall skyscrapers under a blue sky with some clouds. A semi-transparent blue box with a yellow border is overlaid on the image, containing the text "Safety and Security Features".

Safety and Security Features

DART's Say Something Security App

- Contact DART Police
 - Directly
 - Quickly
 - Easily
 - Discretely
- Send photos or videos
- Check-in for family members
- 13,750 downloads of app since launched in August 2017
- 26,000 messages since launch



New Safety & Security Enhancements

- Increased Uniformed Security On-board vehicles and at Facilities
- Closed-Circuit TVs On-Board vehicles and at Facilities
- Increased Lighting at Station Platforms
- Crime Statistics



ALWAYS BE ALERT

DART Police strive to provide riders with a safe and secure environment.

Successful crime prevention programs depend on active citizen participation.



Contact DART Police quickly and discreetly to report problems with the **DART Say Something** app.



Always be aware of your surroundings.



Keep your personal items under your control at all times.



Travel in well-lit, high-traffic areas and carry minimal cash.



Avoid headphones or other distractions that could leave you vulnerable.



Pay attention to people who act suspicious or abandon items.



Hide your valuables and lock your car when parking.

Report any suspicious or criminal behavior with the **DART Say Something** app or call **214-928-6300**.

Download the app today by searching **"DART Say Something."**
No smartphone? Text 214-256-1819.

Respect the Ride.



303-470-0119 ET

STAY SAFE

See Something? Say Something.



RESPECT THE RIDE



Enhanced LED Lighting at Stations

- West End Station



Enhanced LED Lighting at Stations

- West End Station



Enhanced LED Lighting at Stations

- Rosa Parks Station



Enhanced LED Lighting at Stations

- Rosa Parks Station



Enhanced Security at Stations

- Downtown Garland Station



Enhanced Security at Stations

- Downtown Garland Station



Crime Statistics



- Since the implementation of the new Security Enhancements, Group A Criminal Offenses have declined.
- Criminal Offenses encompassing all service area cities in 2017 – 1514
- Criminal Offenses encompassing all service area cities in 2018 – 1437
- Difference – 5% decrease

Group A Offenses include:

- Assault
- Burglary
- Homicide
- Weapons Violations
- Human Trafficking, etc.

Crime Statistics for Garland

Arrest Offenses (Group A & B) YTD						
Location	Address	Public Intoxication (90E)	Emergency Detention (90Z)	2019 Grand Total	2018 Grand Total	YTD Difference
Lake Ray Hubbard Transit Center	6151 Duck Creek Drive, Garland	0	0	0	0	0%
South Garland Transit Center	4051 Leon Road, Garland	0	1	1	4	-75%
Forest/Jupiter	3232 Forest Ln, Garland	0	0	0	3	-100%
Downtown Garland	430 W Walnut St, Garland	1	0	1	6	-83%

NIBRS Group A Offenses YTD								
Location	Address	Assaults (13A-13C)	Destruction/ Damage/ Vandalism (290)	Larceny/ Theft (23A-23H)	Motor Vehicle Theft (240)	2019 Grand Total	2018 Grand Total	YTD Difference
Lake Ray Hubbard Transit Center	6151 Duck Creek Drive, Garland	0	0	0	1	1	3	-67%
South Garland Transit Center	4051 Leon Road, Garland	0	1	0	0	1	1	0%
Forest/Jupiter	3232 Forest Ln, Garland	1	1	0	0	2	0	100%
Downtown Garland	430 W Walnut St, Garland	1	1	1	0	3	8	-63%

A yellow and white bus with the number 41041 is parked on a city street. The bus has a large advertisement on its side. In the background, there are several tall, modern buildings with glass facades. The sky is blue with some clouds. A semi-transparent blue rectangle with a yellow border is overlaid on the image, containing the text "Capital Projects Update".

Capital Projects Update

Overview of Schedule for Construction

PROJECT	START	FINISH
Cotton Belt Corridor Regional Rail	January 2019	December 2022
Red & Blue Line Platform Extensions	March 2019	December 2021
CBD Rail Replacement	March 2019	November 2019*

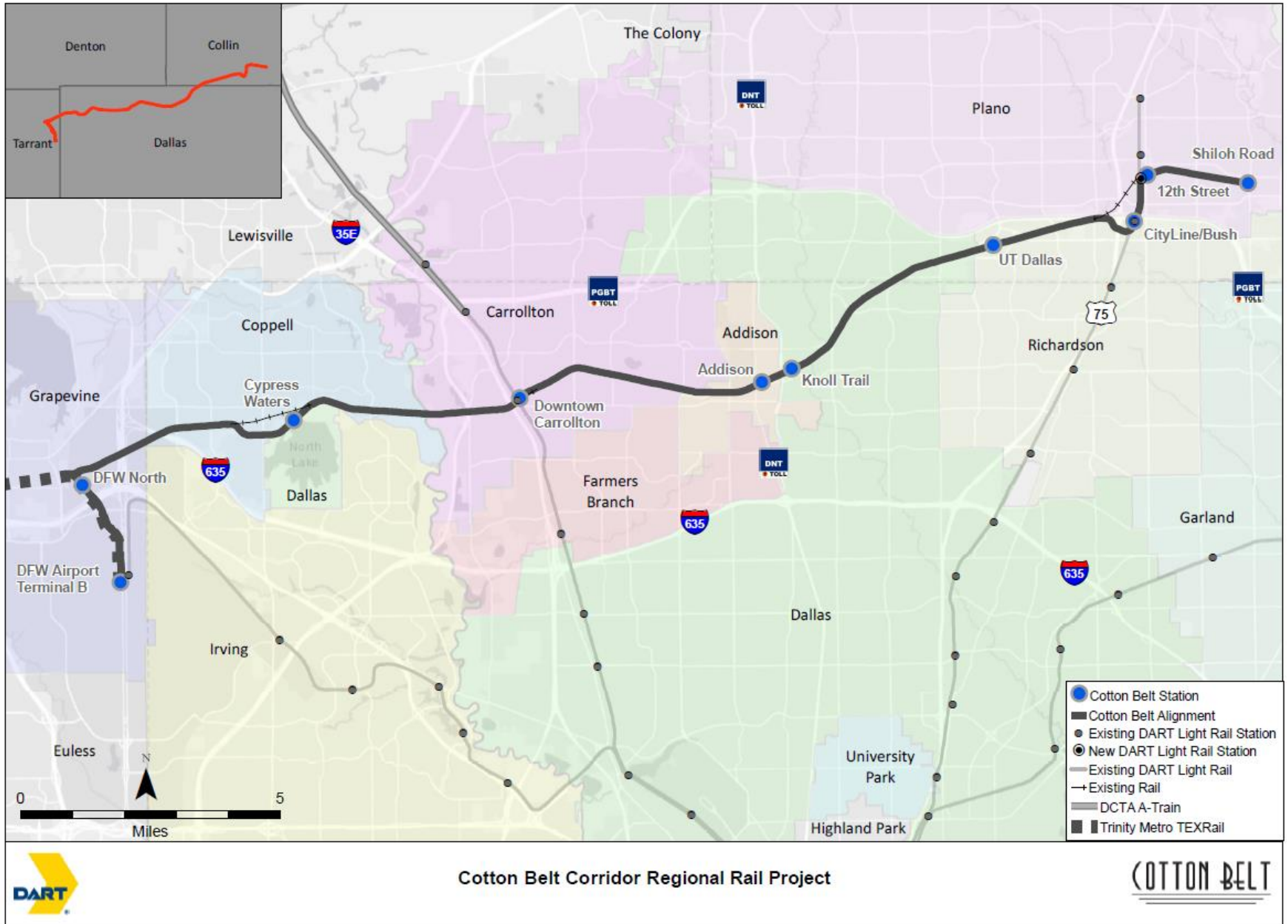
* CBD Rail Replacement will be complete prior to start of the State Fair of Texas 2019

* Intersections will be complete in November 2019 and will not impact service



Cotton Belt Corridor Regional Rail Project

Cotton Belt Corridor Regional Rail Project



Cotton Belt Project Status

- 12/20/18, DART closed RRIF loan awarded contract to Archer Western Herzog Joint Venture (AWH) for design and construction of the Cotton Belt
- 1/7/19, DART provided a Notice to Proceed to AWH
- 1/14/19, Kick-off meeting with AWH
- 2/12/19, the DART Board of Directors authorized modification to contract with design-build contractor (AWH) to include double track entire corridor
- 2/21/19, DART provided AWH with right to access DART ROW for purpose of preconstruction surveys and data collection to begin 30% design work
- March 2019 – August 2019, 30% Design
- May 2019 – July 2022, Construction
- Fall 2019 – Cotton Belt Groundbreaking Event

Cotton Belt Corridor Regional Rail Project

- Notice of field activities in Right of Way from mid-February through June 2019
- Document existing conditions
- Survey/Utilities
- Geotechnical soil sampling
- Schedule series of meetings with stakeholders, jurisdictional authorities and public

COTTON BELT

REGIONAL RAIL CORRIDOR

COTTON BELT CORRIDOR FIELD WORK MID-FEBRUARY THROUGH JUNE 2019

Dallas Area Rapid Transit's Design-Builder for the Cotton Belt corridor will begin their pre-design field activities along the 26-mile alignment this month. This effort will allow the Design-Builder to advance DART's design that formed the basis of the Final Environmental Impacts Statement, and will validate the engineering assumptions that inform their ongoing early project planning and design efforts.

This activity will be mostly conducted in and along the railroad right of way, with occasional movement of workers and small equipment on and off of public grade crossings. The nature of the field work being performed includes:

- Pre-Construction Photos of Existing Conditions
- Surveying and 3D Scanning of the Existing Corridor
- Investigation of Existing Utilities
- Geotechnical Soils Sampling

Any need to access private property will be prohibited unless otherwise coordinated with the property Owner in advance of the work.

Most activities will take place during the daytime hours, and will involve minor surveying and construction equipment such as GPS instruments, tripods, service vehicles, pickup trucks, small tools and light duty drill rigs.

Additional information about the Cotton Belt Project may be found at DART.org/CottonBelt.

ABOUT THE COTTON BELT CORRIDOR

The Cotton Belt corridor extends 26 miles from DFW Airport to Shiloh Road in Plano, and touches seven cities: Plano, Richardson, Dallas, Addison, Carrollton, Grapevine, and Coppell. The Cotton Belt will provide passenger rail connections to improve mobility, accessibility, and create system linkages to major employment, population and activity centers in the northern part of the DART Service Area. The Cotton Belt connects with three DART light rail lines: the Red Line in Richardson/Plano, the Green Line in Carrollton and the Orange Line at DFW Airport with additional links to the TEXRail Regional Rail Line to Fort Worth and the DFW Airport transportation network.

*Para información
en español,
por favor llame
214-749-2543.*

A yellow and blue bus is parked on a city street. In the background, there are several tall skyscrapers under a cloudy sky. The bus has a large advertisement on its side and the number 41041 on its front. The text "Red and Blue Line Platform Extensions Project" is overlaid in a yellow box in the center of the image.

Red and Blue Line Platform Extensions Project

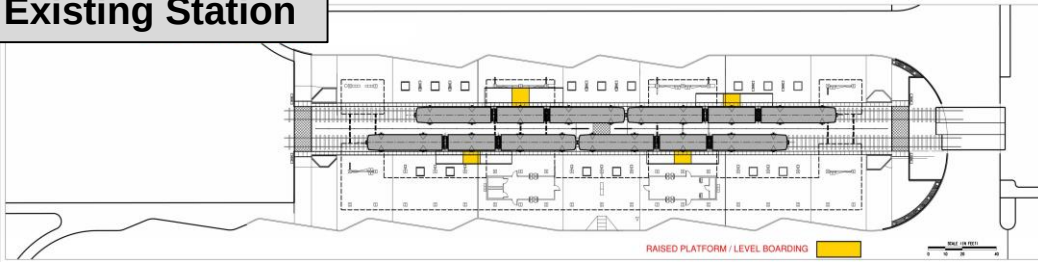
Red and Blue Line Platform Extensions Project

- 28 Stations along Red and Blue Lines
- Increase passenger capacity by 33%
- Operational Flexibility

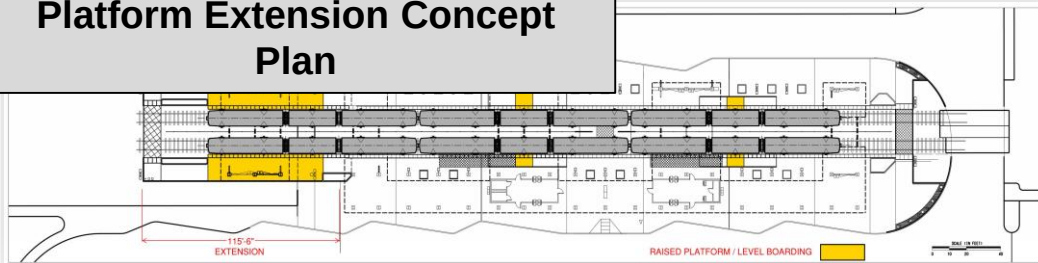
Existing Station



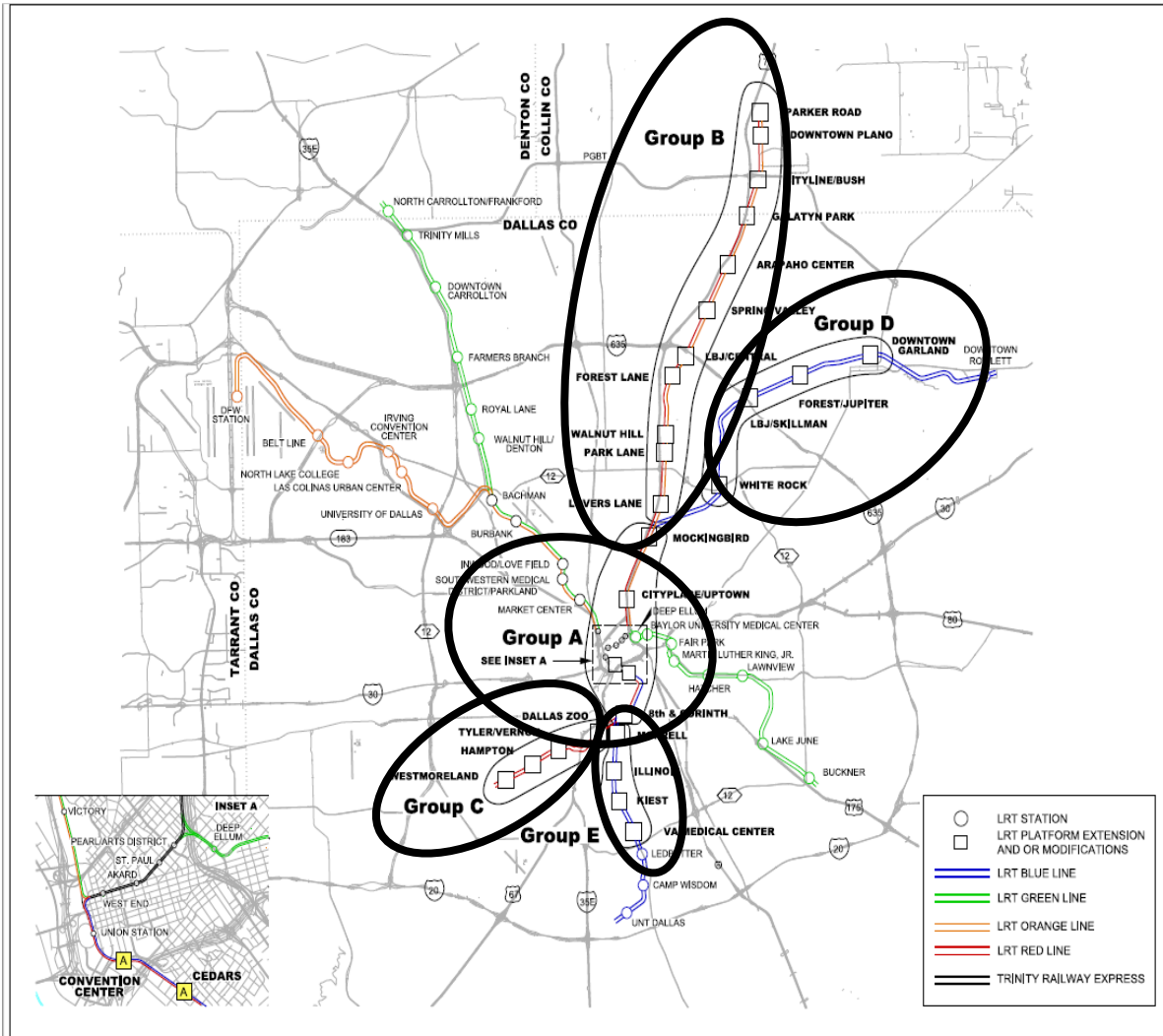
Existing Station



Platform Extension Concept Plan



Red and Blue Line Platform Extensions Project



- Letter of No Prejudice (LONP) approval received February 11, 2019 for six Red Line Stations
- Full Funding Grant Agreement (FFGA) was signed May 28, 2019
- Group B construction has begun
- Group D construction phasing is May 2020 to August 2021
- Downtown Rowlett is an existing longer platform

A photograph of a yellow and black Dallas Area Rapid Transit (DART) bus, number 41041, parked on a city street. The bus is in the foreground, partially obscured by a semi-transparent blue rectangular box with a yellow border. Inside this box, the text "Downtown Dallas CBD Rail Replacement" is written in a bold, dark blue font. The background shows several tall, modern skyscrapers with glass facades under a blue sky with scattered white clouds. The overall scene is a city street in downtown Dallas.

Downtown Dallas CBD Rail Replacement

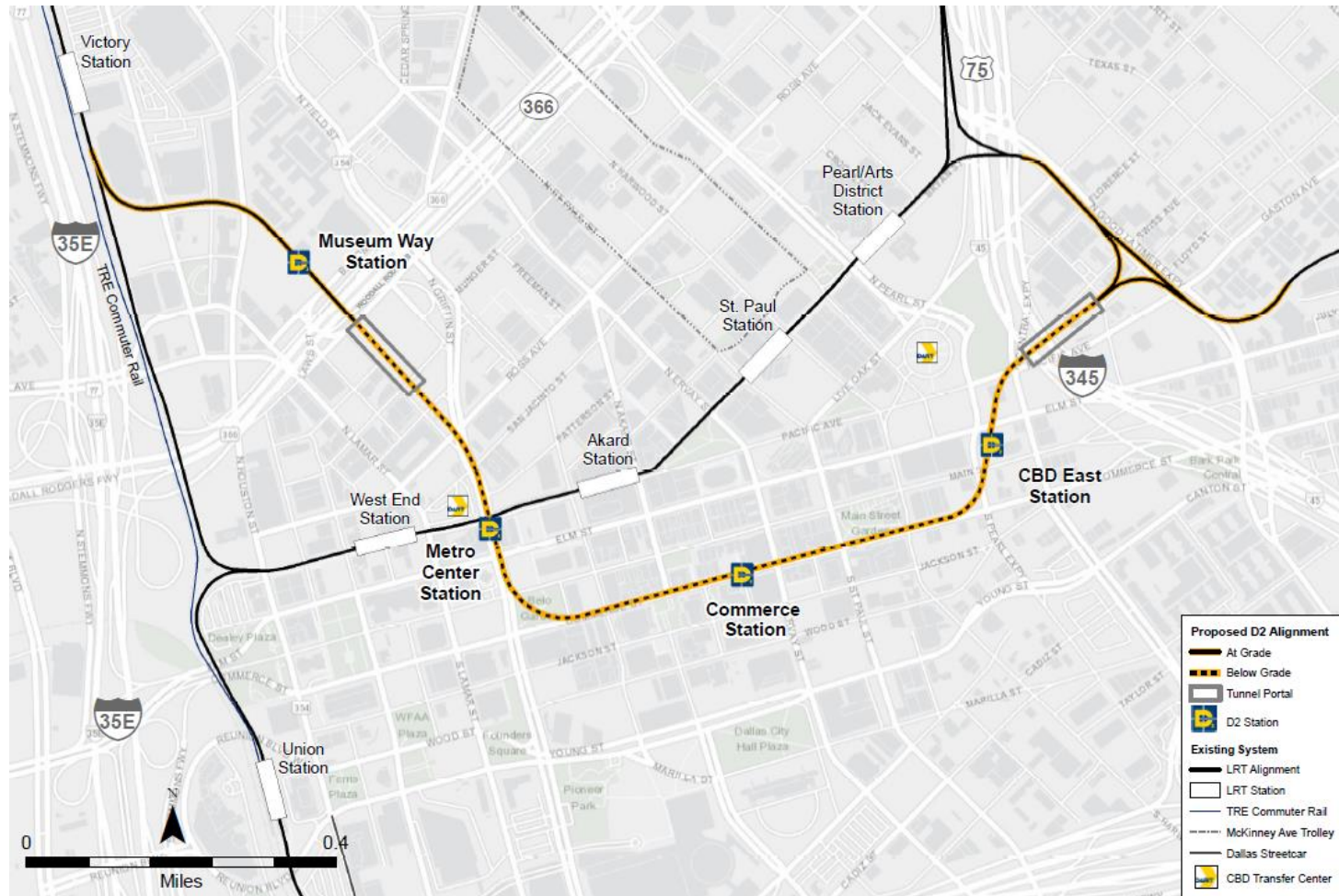
Downtown Dallas CBD Rail Replacement

- DART Rail service in the Downtown Dallas CBD will be discontinued each weekend beginning March 30, for roughly six months, to allow track replacement along Pacific Avenue and Bryan Street in Dallas
- Track Improvements and Rail Replacement will:
 - Create a smoother ride through downtown
 - Eliminate ongoing maintenance issues
 - Increase the number of areas where trains can switch tracks, reducing service disruptions
- Light rail service will stop on Friday night; bus service will bridge in sections between Pearl/Arts District, Union, and Victory stations.
- Light rail service will resume on Monday morning

A background image of a city street in Dallas, showing a tram on tracks, modern buildings, and a street sign for Akard. The image is overlaid with a semi-transparent blue filter and a yellow rectangular border around the text.

Dallas CBD Second Alignment (D2)

D2 Subway Alignment



Next Steps

- Continue development and evaluation of station architecture plans and subway station access points
- Refine urban design concepts with focus on at-grade segments and portal transition areas
- Evaluate west side-running vs median-running alignment within Good Latimer as part of traffic analysis work
- Develop the Supplemental Draft EIS and initiate and complete impact analyses concurrent with 20% design

FTA Timeline

- D2 received MEDIUM-HIGH ratings in 2015, 2016, 2017
- Project refined as subway in September 2017
 - No formal rating submittal in September 2018
- DART to provide project update in September 2019
- Summer 2019 begin to prepare Readiness Documents to support entry into Engineering
- Request to enter Engineering in late 2019 or early 2020
 - After FEIS/ROD approval
 - Project rating required

Questions?



DART.org



GARLAND
CITY COUNCIL ITEM SUMMARY SHEET

City Council Work Session Agenda

3.b.

Meeting Date: June 3, 2019

Item Title: Discuss Possible Memorandum of Understanding with DART regarding Transit Oriented Development Opportunities

Submitted By: Nathaniel Barnett, Sr. Planner

Summary of Request/Problem

The City of Garland and Dallas Area Rapid Transit (DART) may enter into a Memorandum of Understanding with regards to rail stations and bus transit centers located within Garland. The purpose would be to jointly explore development potentials at the sites for transit-oriented developments; a Request for Qualifications (RFQ) for one or more sites may be issued to seek private developers with which to partner. The goal is to increase ridership for Garland residents and visitors and create growing, sustainable communities that would provide economic, environmental, and social benefits.

DART staff will be available at the work session for questions and discussion.

Recommendation/Action Requested and Justification

The Council may direct staff to bring forward a Regular Agenda item that authorizes the City Manager to enter into a Memorandum of Understanding with DART. A preliminary draft MOU is attached for the Council's review.

Attachments

Staff Presentation

Draft MOU

MOU Exhibit A

MOU Exhibit B

MOU Exhibit C

Transit Oriented Development for Rail and Bus Centers

Discussion of collaborative possibilities
between the City of Garland and Dallas
Area Rapid Transit (DART)
City Council work session
June 3, 2019



Scope

- ▶ Enter a Memorandum of Understanding (MOU) agreement with DART to look into future development around the rail stations and South Garland bus transit center

What does a MOU do for us?

- ▶ Creates agreement between the City and DART to review opportunities for transit-oriented development
- ▶ Formalizes a relationship between both parties to move forward with determining future possibilities at each site, ultimately leading to a Request for Proposal (RFP) for one or more of the sites

What does an RFP do for us?

Seeks private developers to:

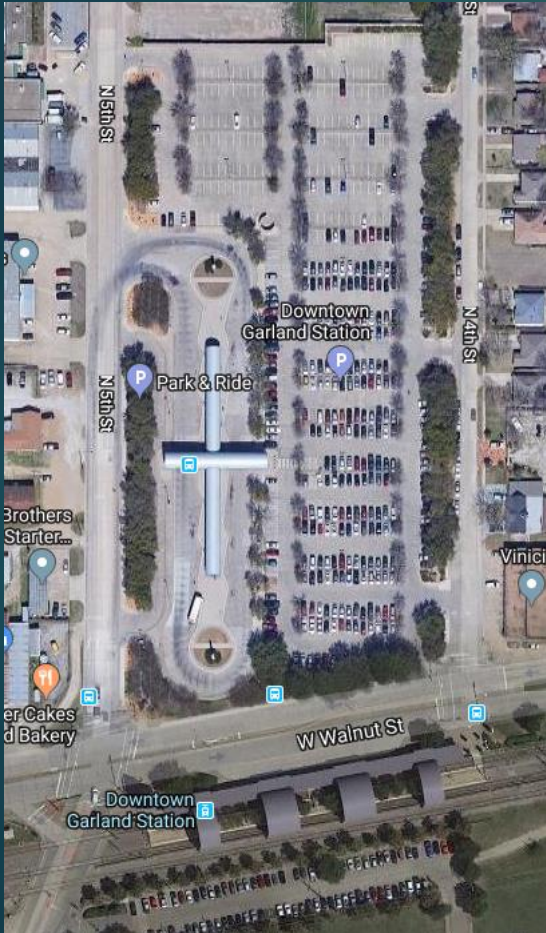
- ▶ Provide support for our vision for the potential development of the area
- ▶ Show feasible investment opportunities
- ▶ Identify key components of the area
- ▶ Inspire enthusiasm for future development

Facts about the stations and transit center

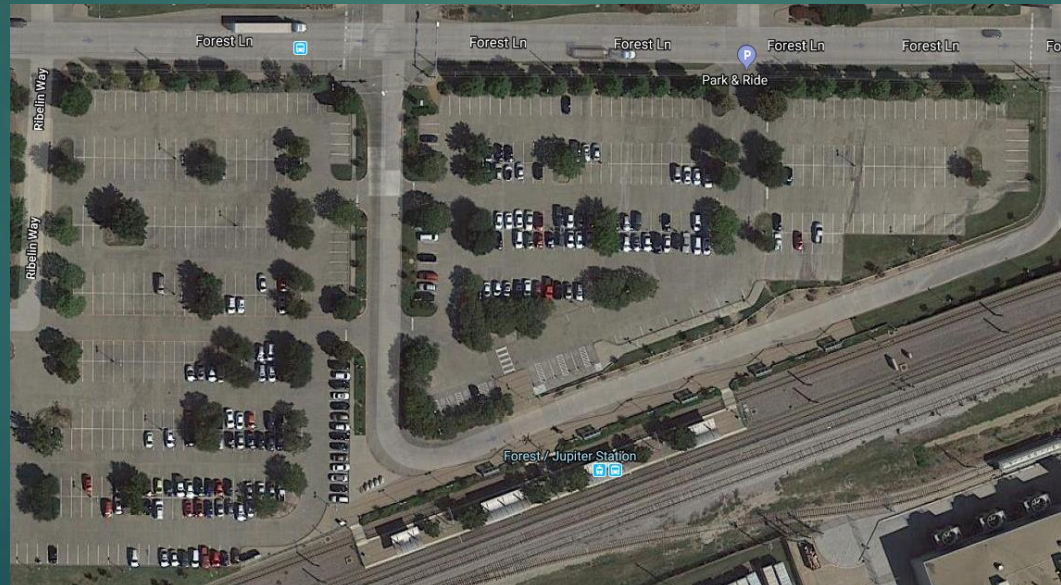
- ▶ Rail stations are on the blue line with direct access to Mockingbird Station, Downtown Dallas, and the University of North Texas at Dallas
- ▶ Rail stations have close proximity to large multi-family complexes
- ▶ Transit center is near Interstate 635 and surrounded by large amounts of parking

Parking lot occupancy rates

- ▶ Downtown rail station – 63% utilization
- ▶ Forest/Jupiter rail station – 18% utilization
- ▶ South Garland bus transit center – 8% utilization



Downtown rail station



Forest/Jupiter rail station



South Garland bus transit center

FOREST-JUPITER DART STATION

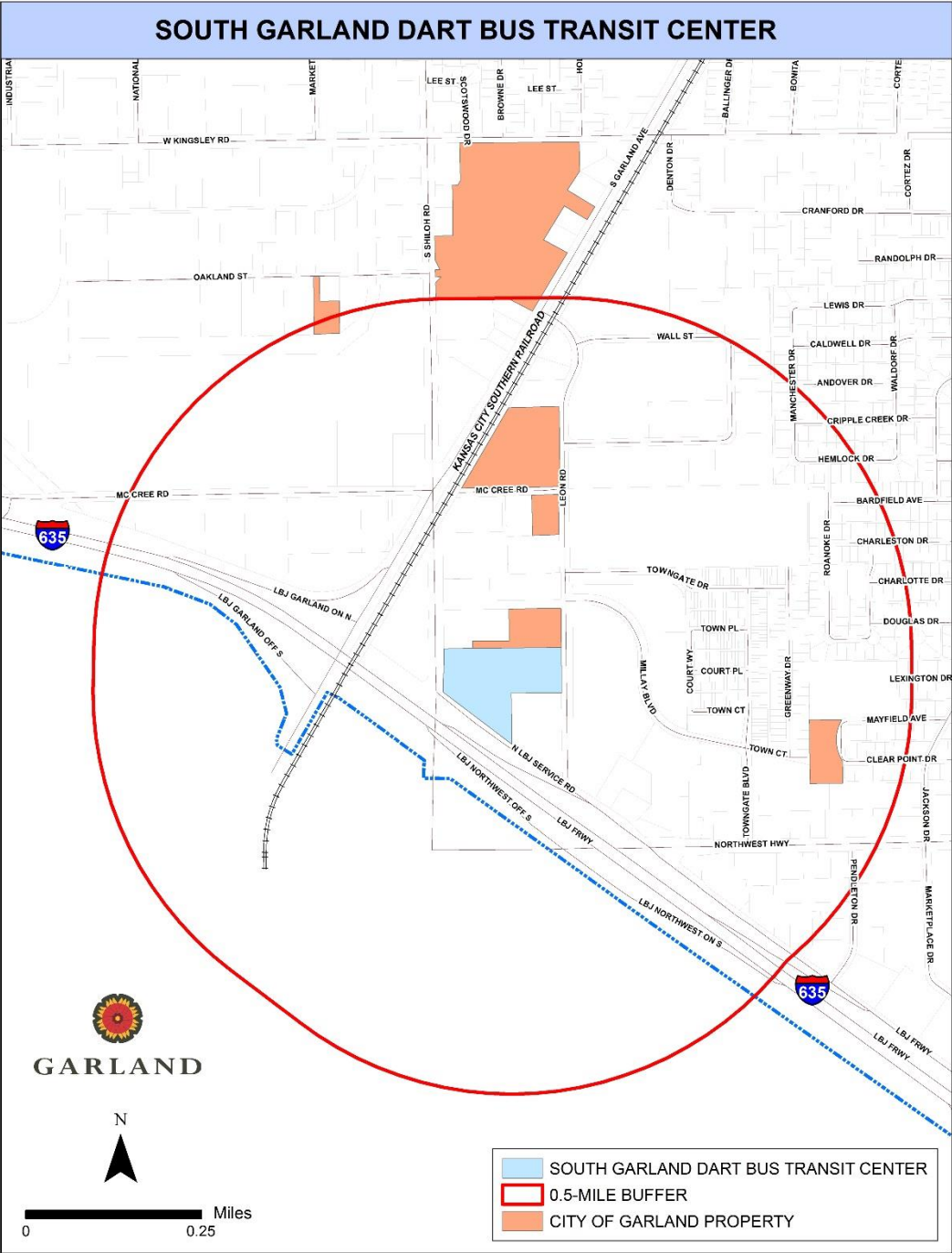


City-owned Properties near the DART rail stations

DOWNTOWN DART STATION



City-owned
properties near
the South
Garland Bus
Transit Center



DART's TOD Policy Includes the Following Three Goals:

DART recognizes that Transit Oriented Development can be a means to accomplish the following goals:

1. **Enhance the quality of life** through the coordinated development of accessible pedestrian and non-motorized environments at transit stops and stations.
2. **Increase transit ridership** through the coordinated planning of land use and quality development projects on and around DART station properties and along DART transit routes and corridors.
3. **Enhance the value of DART real property** and other assets by designing transit facility access, and circulation to accommodate future TOD while maintaining accessibility and visibility to transit.

Land Use/Economic Development

- Policy outlines TOD strategies
 - Foster cooperative relationships with public entities and private developers
 - Coordinate planning efforts early to enhance multi-modal access and appropriate transit supportive uses
 - Enhance the future value of DART facilities for TOD through:
 - Strategic acquisition of property
 - Early design
 - Infrastructure placement in anticipation of reallocating and integrating surface parking to TOD
 - Encourage direction connections from developments
 - Use appropriate method to dispose of DART property for TOD and demonstrate benefits

DART DRIVES INVESTMENT

How the DART transit network strengthens the local community and adds economic value:

Jobs and Wages

43K NEW JOBS | **\$3BIL** IN WAGES

DART generated both over 2014 and 2015.

How it helps:

- Financial freedom for project employees
- Steady employment for North Texas families
- Increased local economic activity

Economic Stimulus

\$10.8BIL PROPERTY VALUE

Local business and communities benefit as property values increase near DART stations.

How it helps:

- Developers spend money on local suppliers and services
- Businesses move to our region due to proximity to public transit
- Public transit-accessible local destinations see increased traffic

Community Investment

\$229MIL+ IN TAX REVENUE

New transit-oriented development has already generated over \$69 million in tax revenue—with an anticipated \$160 million in tax revenue for planned projects.

How it helps:

- More funds to support North Texas schools, emergency services, health care programs, and other community services
- Increased support for cultural and arts programs
- Neighborhood revitalization and infrastructure improvements

Securing Our Future

\$7.1BIL IN ECONOMIC IMPACT

DART has and continues to improve the region's economy in periods of economic downturn (DART contributed more than \$5.3 million to the regional economy during the Great Recession).

How it helps:

- Capital investment in our economy
- New business development
- Planning for population growth and expansion

DART isn't just a transportation system that moves people from point A to point B. It's an economic driver, nurturing community development and economic growth for all of North Texas.

Carrollton's proactive position regarding TOD

Milestone #3: Carrollton Prepares for Transit-Oriented Development

Summary: Carrollton faces stiff competition in attracting quality mixed-use development in the transit centers. By December 2012, there will be 65 DART Light Rail Stations in North Texas. Our competition includes Dallas (51 stations), Farmers Branch (1 station), Plano (2 stations), Richardson (3 stations), **Garland (2 stations)**, Rowlett (1 station), and Irving (6 stations). **All of these cities have similar TOD goals as Carrollton. Carrollton realized that to attract development, obstacles to such development must be reduced or eliminated. The streamlined development process and a dedicated TOD manager have set Carrollton apart from its competition.**

Actions to move forward

- ▶ Brief Garland City Council – June 3, 2019
- ▶ Brief DART Board – August 27, 2019
- ▶ Enter into agreement
- ▶ Begin review process
- ▶ Advertise an RFP

MEMORANDUM OF UNDERSTANDING

WHEREAS, the City of Garland, Texas, a Texas home-rule municipality (“City”) owns numerous parcels near the Dallas Area Rapid Transit (“DART”) Downtown Garland Blue Line Transit Station, Forest-Jupiter Blue Line Transit Station, and South Garland Bus Transit Center; and

WHEREAS, DART owns real property and parking lots adjacent to the transit stations and bus transit center; and

WHEREAS, it is the City and DART’s desire to plan and develop their respective tracts into cohesive, sustainable, vibrant, livable transit-oriented developments complimenting one another and where practicable and beneficial pursuing joint master developments; and

WHEREAS, to that end, the City and DART wish to publish a joint Request for Qualifications and subsequent Request for Proposals to seek proposals from firms interested in providing master development services for the transit areas; and

WHEREAS the City and DART (collectively, “the Parties” and individually also referred to herein as a “Party”) wish to memorialize their joint development intentions in this Memorandum of Understanding (“MOU”);

NOW THEREFORE, the Parties set forth their agreements and intentions as follows:

I. SERVICES

The **CITY** agrees:

- A. To endeavor to use reasonable efforts to draft, market, and publish in accordance with applicable state law a Request for Qualifications for a master developer to manage and oversee the horizontal and vertical development of the sites described above owned by each of the Parties and as generally depicted on Exhibits “A”, “B”, and “C”;
- B. To solicit input and written approval from DART on the Request for Qualifications document prior to its publication;
- C. To work in good faith and participate in the evaluation process with DART in review of the responses to the Request for Qualifications and create a short list of respondents;
- D. To endeavor to use reasonable efforts to draft, market, and publish in accordance with applicable state law a Request for Proposals based on the Request for Qualifications short list;
- E. To solicit input and written approval from DART on the Request for Proposals document prior to its publication;

F. To participate in the evaluation process with DART to review of the responses to the Request for Proposals and work in good faith to agree on a finalist; and

G. To endeavor to work in good faith to negotiate a Development Agreement (if any) with the finalist, independent of the Development Agreement (if any) between DART and the finalist.

DART agrees:

A. To review, give input, approve, and market the Request for Qualifications document and subsequent Request for Proposals document;

B. To participate in the respondent evaluation process for both the Request for Qualifications and subsequent Request for Proposals with the City; and

C. To negotiate a Development Agreement (if any) with the finalist, independent of the Development Agreement (if any) between the City and the finalist.

II.

GENERAL GUIDELINES

A. This MOU shall commence upon execution of the Parties and end when the Parties each enter into a development agreement for their site(s), or earlier as provided herein.

B. The Parties shall endeavor to participate equally in the submittal evaluation process and the selection of one finalist for development services for the transit areas.

C. Once a finalist has been selected, the City and DART shall separately negotiate and enter into one or more separate Development Agreements with the selected finalist for their respective sites, attempting to coordinate mutual satisfaction of the Parties with regard to the use and development of each of the sites.

D. This MOU is NOT binding on either of the Parties and represents only guidance for the joint development activities and intentions of the Parties as the herein-described process is implemented. Either Party may terminate this MOU upon 30 days' written notice to the other Party. Neither Party is required to enter into a Development Agreement with the selected finalist unless in the interest of that Party, in its sole determination. The provisions of this paragraph shall survive termination of this MOU.

E. Each of the signatories below represents and warrants to the other Party that such signatory is duly authorized to execute this MOU on behalf of the entity for which they sign.

F. It is understood and agreed between the Parties, in performing the agreements expressed in this MOU, that neither the City nor DART assumes any responsibility or liability in connection to the other. Further, both Parties hereby release each other from any/all claims (whether now

known or otherwise) relative to performance hereunder and neither Party waives any sovereign immunity to which they are entitled. The provisions of this paragraph shall survive termination of this MOU.

EXECUTED this ____ day of _____, 2019.

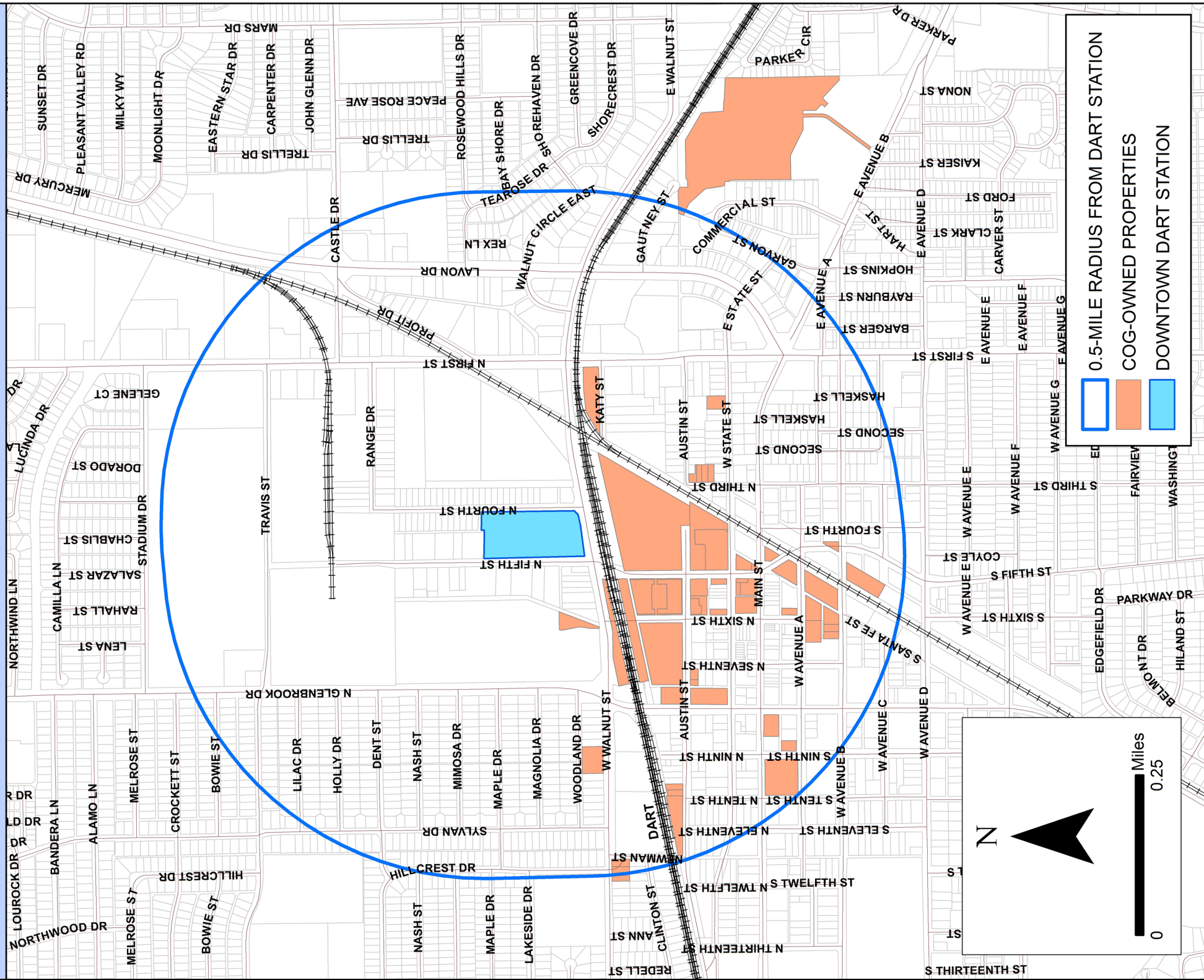
DALLAS AREA RAPID TRANSIT

By: _____
Gary Thomas
President/Executive Director

CITY OF GARLAND

By: _____
Bryan L. Bradford
City Manager

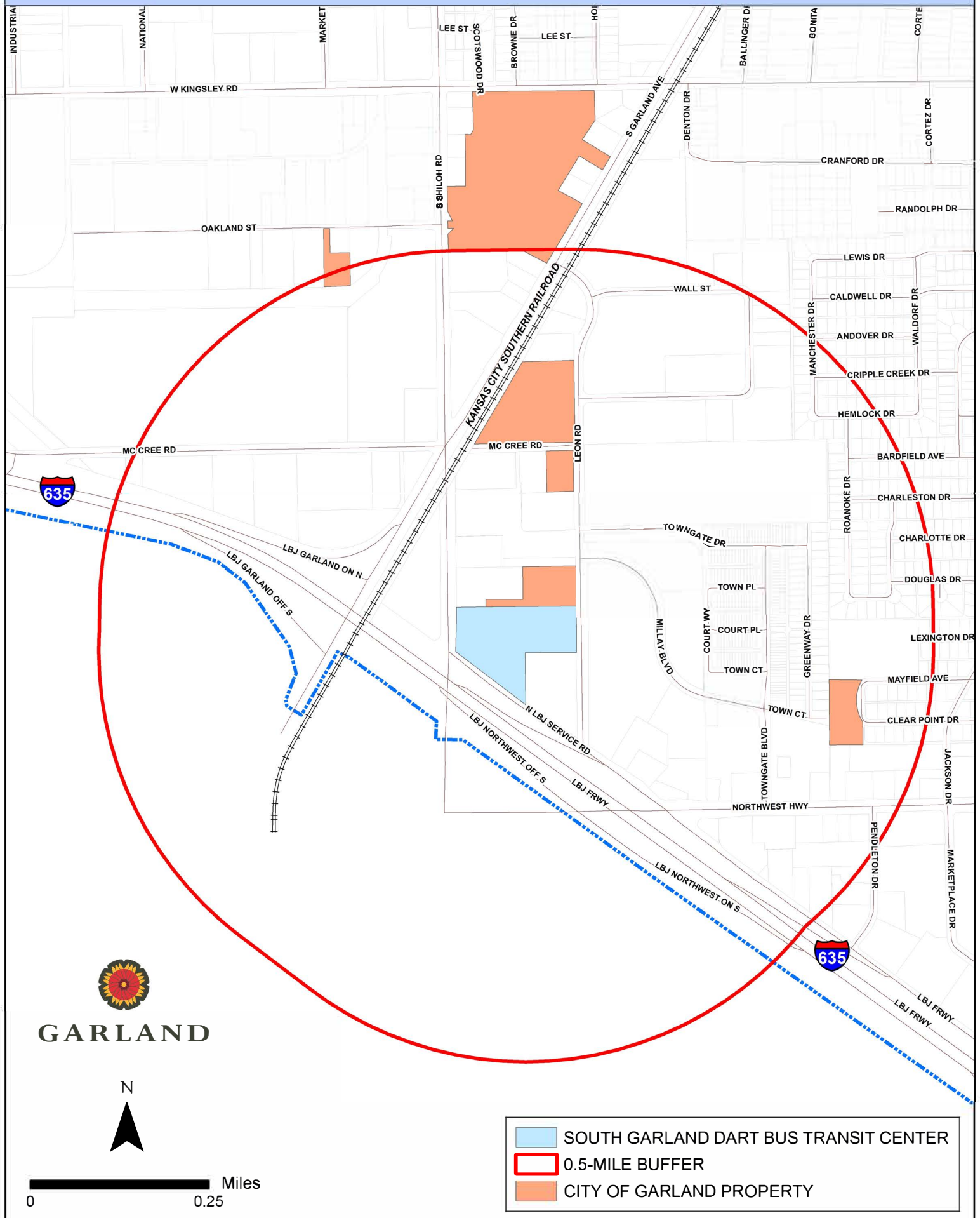
DOWNTOWN DART STATION



FOREST-JUPITER DART STATION



SOUTH GARLAND DART BUS TRANSIT CENTER





GARLAND POLICY REPORT

City Council Work Session Agenda

3.c.

Meeting Date: June 3, 2019

Item Title: “Where the Heart Is” Status Update

Submitted By: Scott Bollinger, Neighborhood Resource Manager

Strategic Focus Areas: Safe Community

ISSUE

Provide City Council with an update of the “Where the Heart Is” program implementation for 2019.

OPTIONS

No action needed.

RECOMMENDATION

No recommendation.

BACKGROUND

The “Where the Heart Is” neighborhood improvement program addresses a specific Garland neighborhood in a coordinating, collaborative and comprehensive manner. The first program area was Orchard Hills in 2017. The Office of Neighborhood Vitality leads the effort, which includes contributions from multiple City departments, nonprofits, private sector entities and the residents themselves. Program activities include home repair and improvement for residents in need, common area improvements and quality of life amenities.

CONSIDERATION

Council will be given the opportunity to ask questions and provide comments to Office of Neighborhood Vitality staff.

Attachments

Where the Heart Is Status Report



Status Report | City Council Work Session | June 3, 2019

Where the Heart Is partners with residents to create strong, vibrant neighborhoods through social and physical enhancements identified by residents.





♥ **Comprehensive**

♥ **Coordinated**

♥ **Concentrated**

**Converged
resources**

+

**Specific
Area**

+

**Limited
Timeframe**

=

**Substantial
Visible Impact**

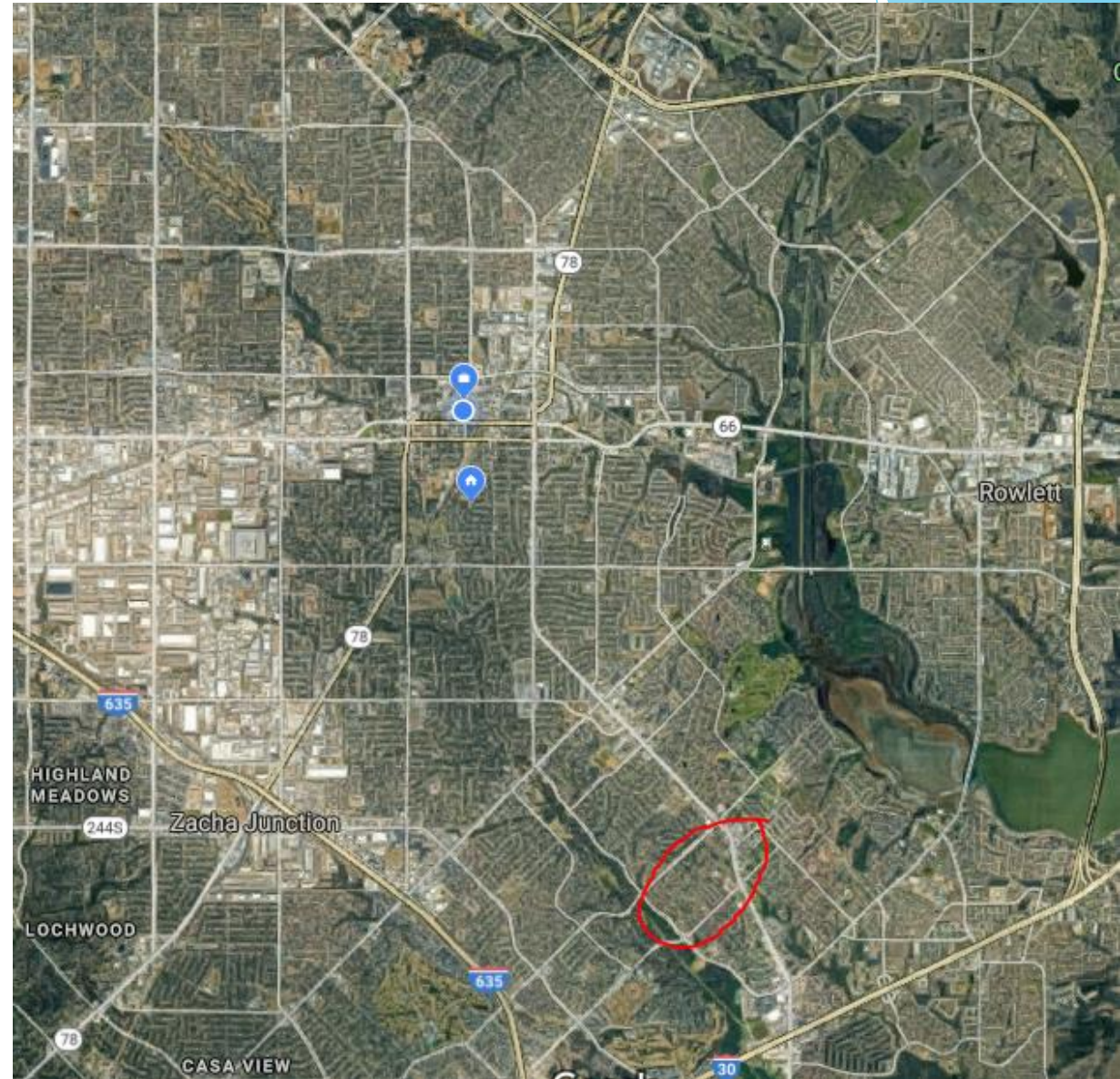
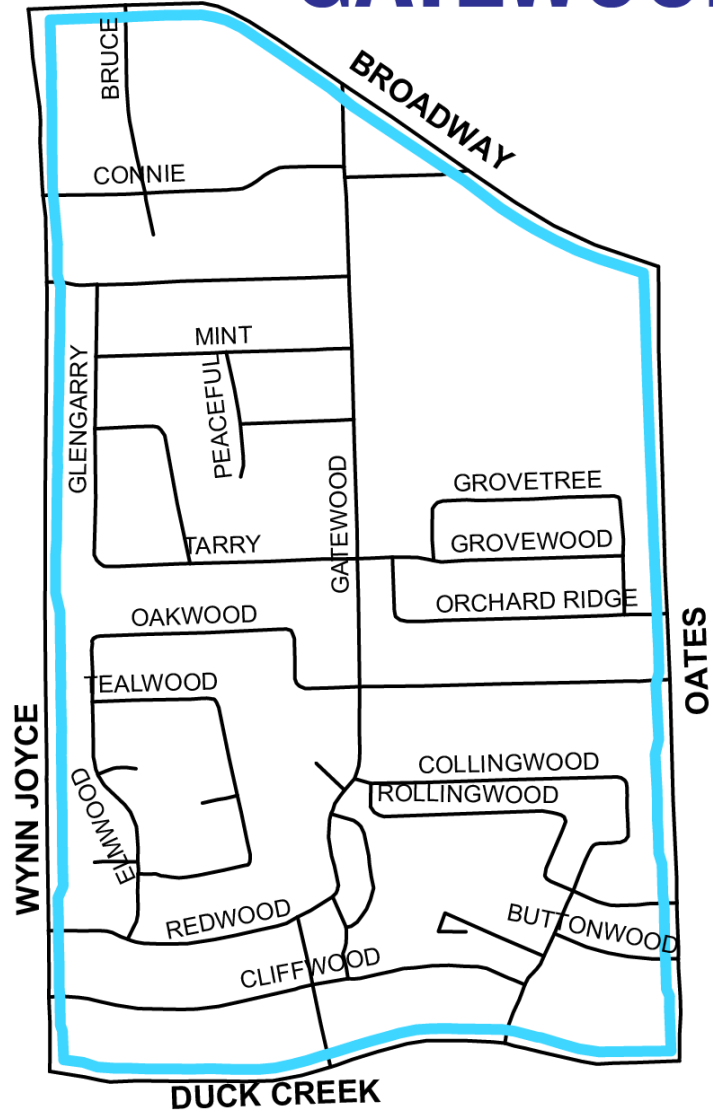
Where the Heart Is

A Brief History

- ▶ 2017: Orchard Hills Neighborhood
- ▶ 2018: Gatewood Neighborhood
- ▶ 2019: Gatewood Neighborhood



GATEWOOD





Schedule:

8:15 a.m.	Registration/Breakfast
8:40 a.m.	Safety Talk
8:50 a.m.	Release to Jobsites
9:00 a.m.	Start Work
1:00 p.m.	Lunch @HQ

Important Numbers:

City of Garland Staff For Emergencies Call 911
 Nancy Tunell: 512-865-8634
 Laura Castillo: 214-621-4698
 Police Non-Emergency: 972-485-4840

A big THANKS to our sponsors:



- ▶ Social Enhancements
- ▶ Physical Enhancements
- ▶ Sponsors/ Partners
- ▶ Program Evaluation



Block Party

Saturday, March 30, 3 to 5 p.m.
4802 Redwood Dr, Garland

Join us for the Gatewood Neighborhood Block Party!
Activities will include:



FREE

- Music
- Food
- Snow Cones
- Games
- Meet Your Neighbors
- Door Prizes (bikes & toys)
- Face Painting & More!

Event Hosted by:



GARLAND



CULTURE MAKERS

& Gatewood Neighbors

Questions? Contact NTunell@GarlandTX.gov, 972-205-3864





Physical Enhancements

- ▶ Exterior Home Repair Projects
 - ▶ Qualified Applicants
 - ▶ Skilled Volunteer Recruitment
 - ▶ Jobsite Captains
- ▶ Sign Toppers
- ▶ Mural

WHERE THE HEART IS: Gatewood

Exterior Home Repair Application

Not all applicants will receive assistance. Approval and scope is dependent upon available volunteer skillsets. All work will be done by unpaid volunteers with donated supplies.

Applications due March 1, 2019.

Resident Information

Name: _____ Home Address: _____

Phone Number: _____ Email: _____

Number of Years in Home: _____ Do you rent or own home? (Circle one): OWN RENT

Please check as many of the following criteria that apply to you:

SENIOR (65+) MILITARY / VETERAN DISABLED LOW INCOME

Notes on Exterior Repairs Needed: *Only exterior work will be considered. Examples include but are not limited to: landscaping, tree trimming, painting, fence maintenance, trash removal, light carpentry.

Certification

I certify that the information on Exterior Home Repair Application is accurate and that resident(s) reside at the property address given on the application. Resident(s) hereby release and hold harmless the City of Garland, volunteers and all associated with Where the Heart Is program from any and all liability whatsoever.

_____/_____
Signature / Date Resident

* If you are not the resident, but are assisting with this application, please provide the following information:

_____/_____
Signature* / Date Preparer

Print Name: _____ Relationship to resident(s): _____

Phone: _____ Email: _____

Return forms to Nancy Tunell: 800 Main St, 2nd Floor Garland, TX 75040 | ntunell@garlandtx.gov
972-205-3864 | www.GarlandNeighborhoods.org

Peaceful Drive



Mint Drive



Tarry Drive



Rollingwood Drive



Connie Drive



Oates Road Retaining Walls



Public Art – Retaining Wall





Program Evaluation

- ▶ Overall Volunteer hours
 - ▶ 80 volunteers worked 530 hours
- ▶ Skilled volunteer network
- ▶ Material donations, Donations in Kind
- ▶ Resident/ Neighbors connections

Department Coordination

- ▶ Building Inspections
- ▶ City Attorney
- ▶ Code Compliance
- ▶ Environmental Waste Services
- ▶ Facilities Management
- ▶ Fair Housing
- ▶ Fire
- ▶ Financial Services
- ▶ Garland Power Light
- ▶ Health
- ▶ Housing and Community Services
- ▶ Library
- ▶ Parks & Recreation
- ▶ Planning & Community Development
- ▶ Police
- ▶ Public & Media Relations
- ▶ Streets- lane closure on Oates
- ▶ PMR
- ▶ Risk Management
- ▶ Special Events
- ▶ Stormwater Management
- ▶ Transportation
- ▶ Water Utilities

Community Partners and Sponsors



Garland Housing
Finance Corporation



Kiwanis®
Garland

Neighborhood All Stars Important Players



Thanks for your support!



Nancy Tunell, Laura Castillo, Scott Bollinger



NEIGHBORS HELPING NEIGHBORS DAY 2019



Thanks! FOR YOUR
SUPPORT



**GARLAND
CITY COUNCIL ITEM SUMMARY SHEET**

City Council Work Session Agenda

3.d.

Meeting Date: June 3, 2019

Item Title: Residential Building Permit Fee Schedule

Submitted By: Jim Olk, Building Official

Summary of Request/Problem

The City of Garland bases building permit fees on the construction value for each project. With the passage of HB 852 on May 21st, 2019, the City of Garland's residential building permit fee schedule became invalid. An alternate permit fee schedule will need to be adopted.

Recommendation/Action Requested and Justification

City Staff will provide an alternate fee schedule that will be equatable and based on the square footage of the residential project. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the June 4, 2019 Regular Meeting.

Attachments

Residential Permit Fee Schedule



GARLAND

Residential Permit Fee Schedule

City Council

June 3rd, 2019

HB 852

- HB 852 was signed by the Governor on May 21st, 2019.
- Because it received 2/3 approval in both the House and Senate it went into immediate effect.
- HB 852 prohibits local government from using construction value as a basis for establishing permit fees.
- HB 852 prohibits a City from requiring the disclosure of construction cost or value, unless required by FEMA for flood insurance.
- Some allowable schedules based on:
 - Per Square Foot
 - Flat fee
 - Combination flat fee and square foot

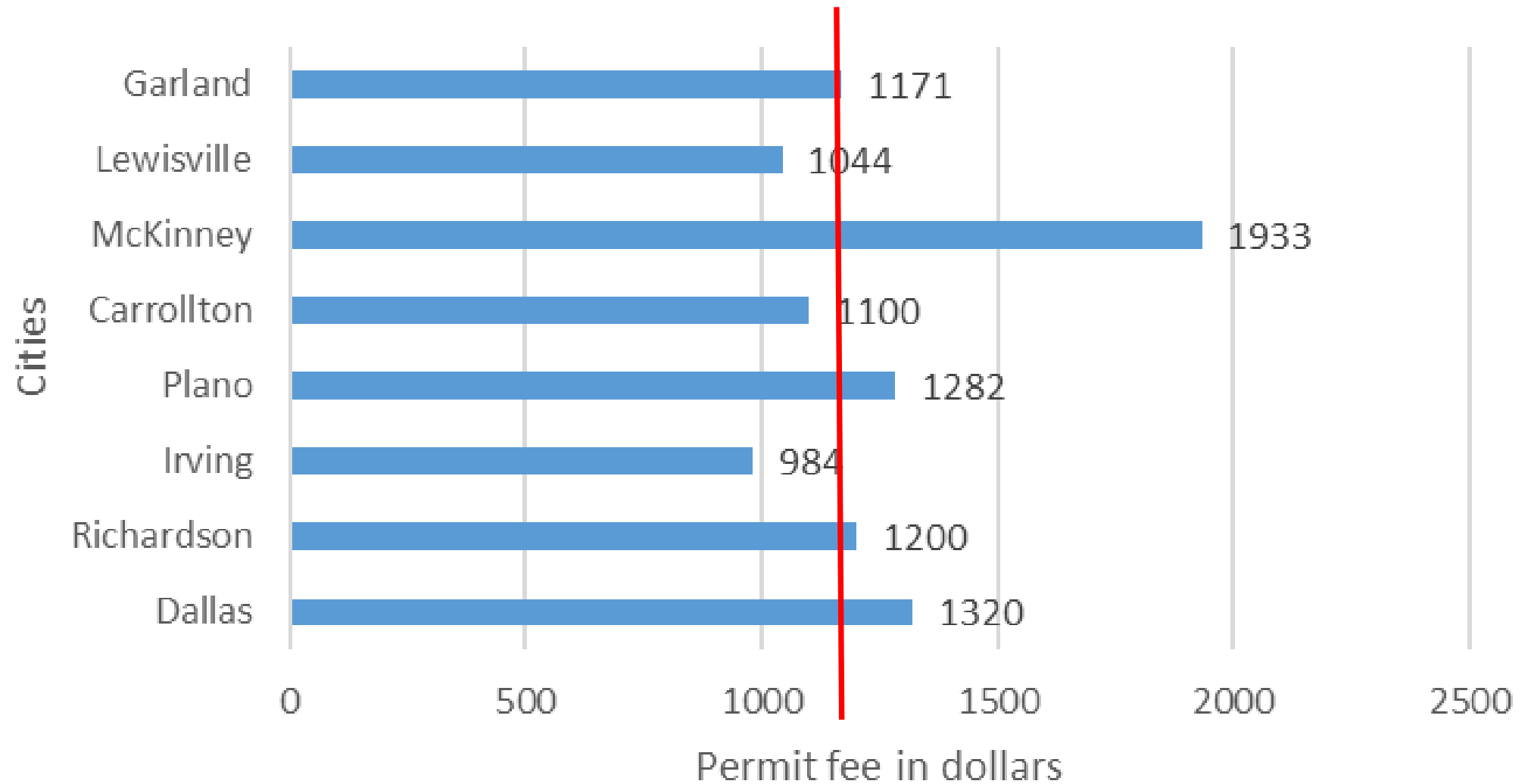
Current Residential Permit Fee Schedule

- Adopted in September of 2016.
- Reviewed in September of 2018 with no changes to Residential Permit Fees.
- New Single Family Residence (SFR) - \$3.75 per \$1,000 of Construction Value (CV)
- Additions to Single Family Residence - \$5.00 per \$1,000 of CV
- Remodels & Repairs to Single Family - \$5.00 per \$1,000 of CV
 - Plus \$70 each for Mechanical, Electrical or Plumbing (if applicable)

Fee Survey for New Single Family Home

City	New Single Family	sqft equivalent	Permit fee
Dallas	.00203 X CV+418+300 mep	.55 per sqft	\$ 1,320
Richardson	flat fee	.50 per sqft	\$ 1,200
Irving	.33 per sqft + .08 per sqft	.41 per sqft	\$ 984
Plano	.48 per sqft + 80PR + 50plb	.53 per sqft	\$ 1,282
Carrollton	flat fee	.46 per sqft	\$ 1,100
Mckinney	993+(5.6x150 CV)+100 PR	.80 per sqft	\$ 1,933
Lewisville	.29 per sqft + 50% PR	.435 per sqft	\$ 1,044
Garland	3.75 per \$1000 CV+25%	.49 per sqft	\$ 1,171
2400 sqft home - construction value \$250,000			

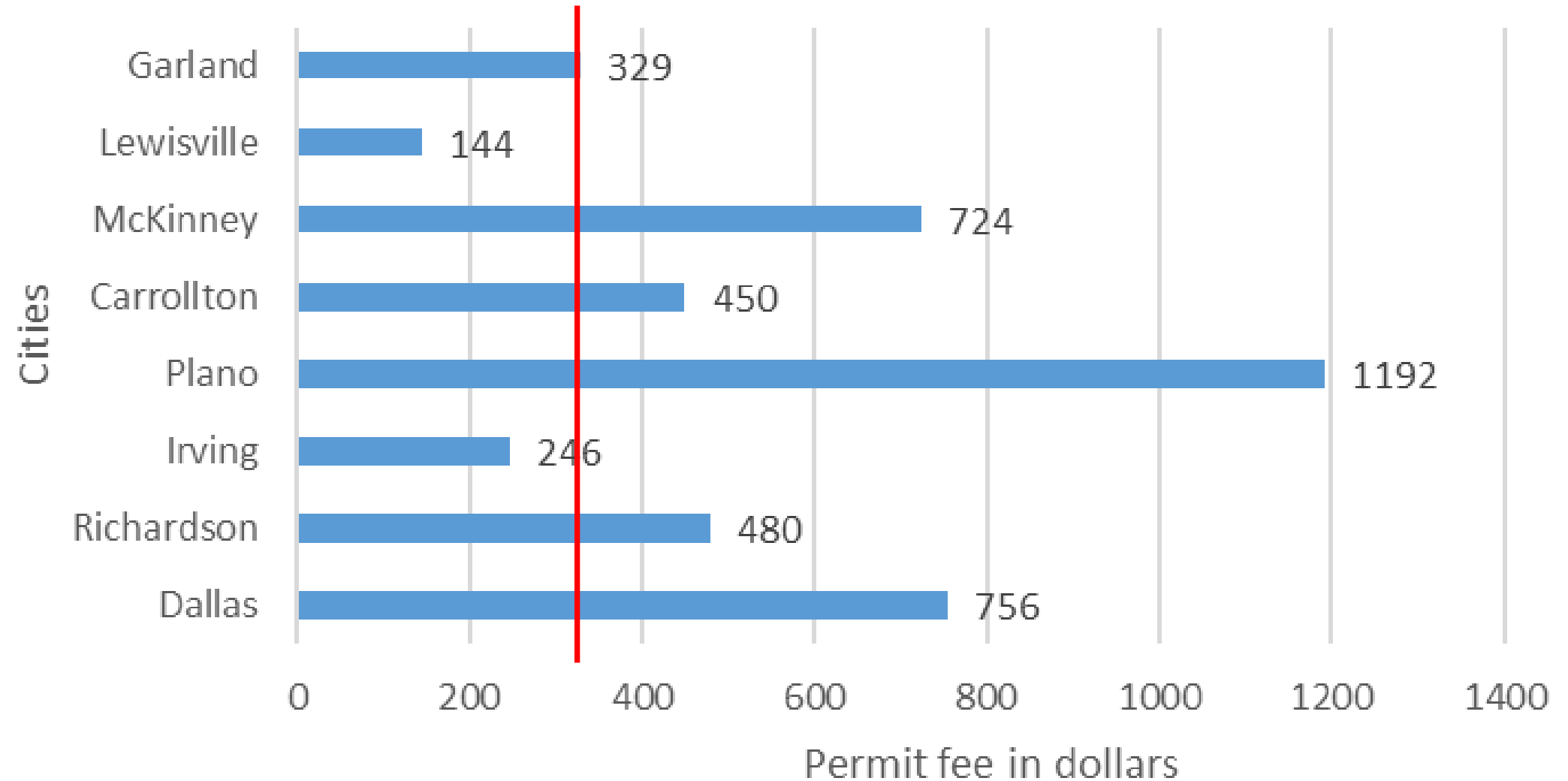
New Single Family



Fee Survey for Additions/Remodels

City	Remodel/addition	sqft equivalent	Permit fee
Dallas	.0095x48,000 CV+300 mep	1.26 per sqft	\$ 756
Richardson	1% of CV	.79 per sqft	\$ 480
Irving	.33 per sqft + .08 per sqft	.41 per sqft	\$ 246
Plano	360+(8.13x23 CV)+45PR+.01 MEP	1.98 per sqft	\$ 1,192
Carrollton	\$5 per \$1000 CV	.58 per sqft	\$ 450
McKinney	391+(10.10x23 CV)+100 PR	1.20 per sqft	\$ 724
Lewisville	.16 per sqft + 50% PR	.24 per sqft	\$ 144
Garland	\$5 per 1000 CV + 25%	.415 per sqft	\$ 250
Garland	Average from 1.5 years.	.43 per sqft.	\$ 329
	601 sqft -\$48,000 CV		

Residential Remodels and Additions



Suggested amendments to fee schedule:

- New Single Family - \$0.49 per square foot under roof.
 - Includes all Mechanical, Electrical and Plumbing fees.
- Residential Additions - \$0.43 per square foot under roof.
 - Includes all Mechanical, Electrical and Plumbing fees.
- Residential Remodel/Repair - \$0.41 per impacted square foot.
 - An additional flat fee of \$70 per trade permit (Mechanical, Electrical or Plumbing)
- Ordinance on agenda for June 4, 2019.



GARLAND
CITY COUNCIL ITEM SUMMARY SHEET

City Council Work Session Agenda

3.e.

Meeting Date: June 3, 2019

Item Title: Council Member Deborah Morris' Briefing on Texas Downtown Association
Regional Roundtable

Submitted By: Becky King, Managing Director

Summary of Request/Problem

Council Member Deborah Morris will update the Council on her attendance at the Texas Downtown Association Regional Roundtable hosted in Downtown Garland.

Recommendation/Action Requested and Justification

For information and discussion.
