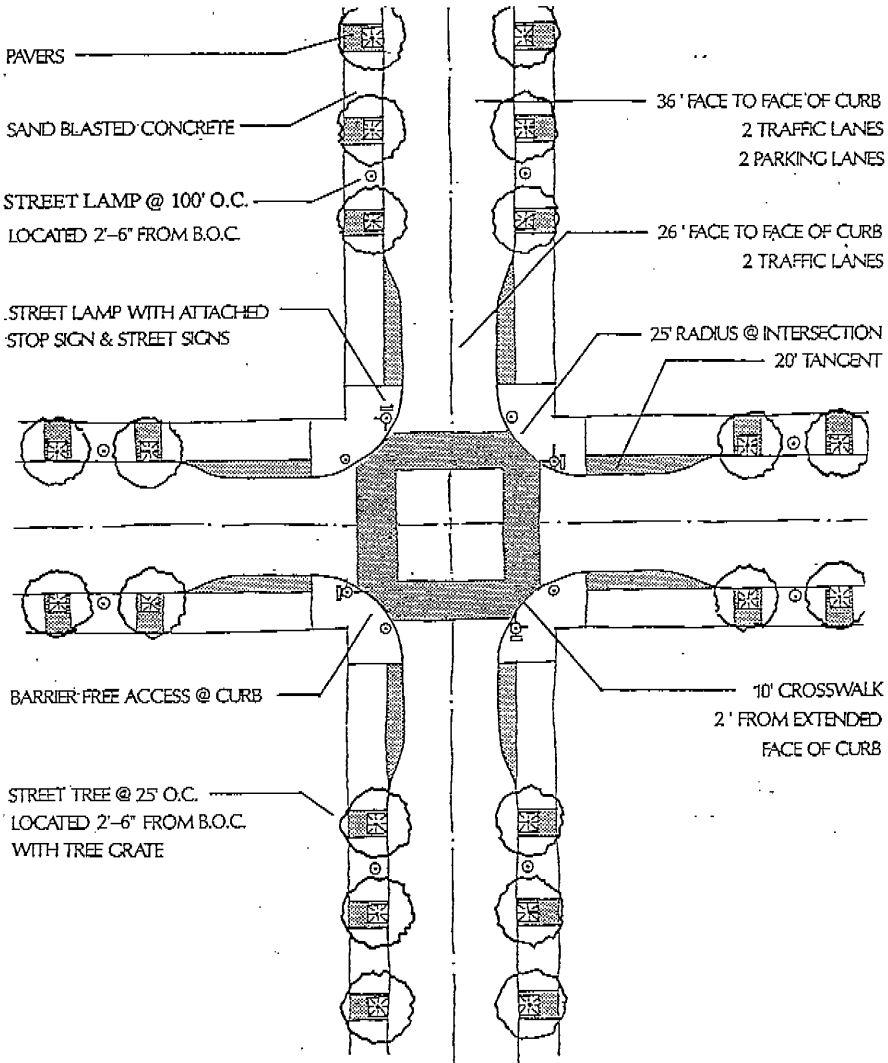


Design Guidelines for the Street Framework

INTERSECTION DESIGN STANDARDS: MINOR FOUR-WAY INTERSECTION



- In lieu of eliminating the opportunity for a modern roundabout at this location, ROW could be reserved to provide the necessary land for future construction. It is recommended that future approval of a roundabout be provided only after additional documentation on operating characteristics is available from other locations. ROW should be reserved based on existing analysis of design requirements. Actual design would be based on design criteria available at the time of approval.

- The projected volumes on Quorum Drive and Mildred Drive will effectively cause the roundabout to function as a "T" intersection, requiring Mildred Drive traffic to yield to the much higher volumes on Quorum Drive.
- The operation of the modern roundabout will force traffic on Quorum Drive to yield to vehicles turning left onto Mildred Drive.
- The predominant movements within the proposed roundabout would be "straight through" movements northbound and southbound on Quorum Drive. These movements can be most effectively accommodated without a roundabout.
- There are currently very few operating modern roundabouts in the United States. Most of the documentation of operating conditions comes from overseas (England, Europe < Australia) where driving characteristics are significantly different than those found in the United States.
- Roundabouts present an unfriendly environment to pedestrians and are counterproductive to creating a pedestrian friendly environment.

Recommendations

Based on these conclusions, we offer the following recommendations:

- The construction of a modern roundabout on Quorum Drive in Addison will ultimately be the Decision of Town officials after the consideration of many factors. These recommendations address only the transportation related issues of the proposal.
- It appears from available data that a modern roundabout could be constructed on Quorum Drive to accommodate the projected volumes. However, due to the limited experience with modern roundabouts in North America, and little or no experience with roundabouts with similar traffic characteristics as projected on Quorum Drive, we do not recommend a roundabout at this location. The introduction of significantly different roadway characteristics in this segment of the roadway is not consistent with the goal of providing consistent design standards along a particular roadway or roadway type. It would seem that a more appropriate place for roundabouts would be at the intersection of residential streets within the development (similar design characteristics) rather than on the arterial. The limited experience of roundabouts in the US would make the construction of a roundabout on Quorum Drive an experiment, rather than a design decision based on creating desirable operational characteristics.

Mildred Drive will remain a minor collector with relatively low volumes, especially west of Quorum Drive.

MODERN ROUNDABOUTS

There has been much written lately about modern roundabouts. Most of these articles have focused on "modern roundabouts" rather than traffic circles. Modern roundabouts differ from traffic circles in their design and operational characteristics. The primary advantage presented for modern roundabouts is their ability to replace signalized intersections while achieving a reduction in delay and accidents.

The disadvantages of modern roundabouts and are also presented in many of the articles. Several are specifically related to the proposed roundabout at Quorum Drive and Mildred Drive. These include operational characteristics when the Minor Street (Mildred Drive) has significantly less volume than the Major Street (Quorum Drive). In this case, the roundabout essentially operates as a "T" intersection. Modern roundabouts also present a less friendly pedestrian environment, require more land, and are less familiar to U.S. drivers.

CONCLUSIONS AND RECOMMENDATIONS

Based on our analysis, the following conclusions have been drawn:

- It appears from the literature presented that modern roundabouts can function effectively both for low volume and high volume locations provided that they are designed to accommodate the projected volumes and traffic characteristics are conducive to this type of control.
- The proposed roundabout, if approved should be considered a high volume roundabout, designed accordingly, and its design analytically developed and documented. Roundabout diameters in the range of 300 feet would be expected.
- The success of the modern roundabout hinges on slower speeds and yield at entry. These will be an unexpected roadway characteristic to many drivers and may initially result in driver confusion and increased conflicts between vehicles. Other segments of Quorum Drive do not have similar characteristics.
- The roundabout is proposed to replace signalization of this intersection. The need to signalize the Quorum Drive/ Mildred Drive intersection is yet undetermined.
- The roundabout will negatively impact the ability to provide progression for vehicles along Quorum Drive.

- The development of alternative access routes for the South Quorum area.
- Traffic management actions to protect neighborhoods from "cut-through" traffic.

These actions have been initiated in the ongoing effort to create and maintain an effective transportation system to serve the citizens of the Town.

Quorum Drive

Quorum Drive is currently a north/south four lane divided arterial located approximately one-quarter mile west of the Dallas North Tollway. The Town of Addison Thoroughfare plan designates Quorum Drive as a minor arterial. The roadway provides access to Belt Line Road, a six lane, east/west regional arterial, and the Dallas North Tollway, a six lane, controlled access toll facility serving north/south travel needs for the area.

Quorum Drive will provide access for adjacent properties along its route. Currently, the majority of this property is undeveloped, but medium and high density land uses are proposed for the area. These type uses are projected to generate traffic that will utilize all of the available capacity of Quorum Drive.

PROPOSED DEVELOPMENT

The proposed development includes approximately 40 acres of residential development containing approximately 3,500 multi-family dwelling units and 300,000 square feet of retail/office development. As part of the master planning efforts of the development, the construction of a modern roundabout at the intersection of Quorum Drive and Mildred Drive has been proposed.

Trip Generation

Based on trip generation rates for these type land uses, the development would generate approximately 33,000 vehicle trips per day. Of the daily trips, approximately ten percent would occur during the P.M. peak hour. Based on the preliminary site plan furnished by the developer, it is assumed that the majority of the trips generated by the development would use Quorum Drive to access the area.

The capacity of Quorum Drive is approximately 30,000 vehicles per day. The proposed development and additional development potential in the area will generate demand to completely utilize this capacity. Therefore, all analysis concerning the roundabout should utilize the capacity of Quorum as the projected traffic volume.

MEMORANDUM

TO: John Baumgartner
Town of Addison

FROM: Gary Jost *GJ*

DATE: December 1, 1994

SUBJECT: Quorum Drive Roundabout

A modern roundabout has been proposed, as part of the Addison Town Center development, for the intersection of Quorum Drive and Mildred Drive in the Town of Addison. The development includes mid-rise apartments and retail and would be located on both side of Quorum Drive between the railroad and Airport Boulevard. The proposed roundabout would serve as the focal point of the development.

This memorandum presents the findings and conclusions an evaluation of the impact of the proposed roundabout on the transportation system serving the area.

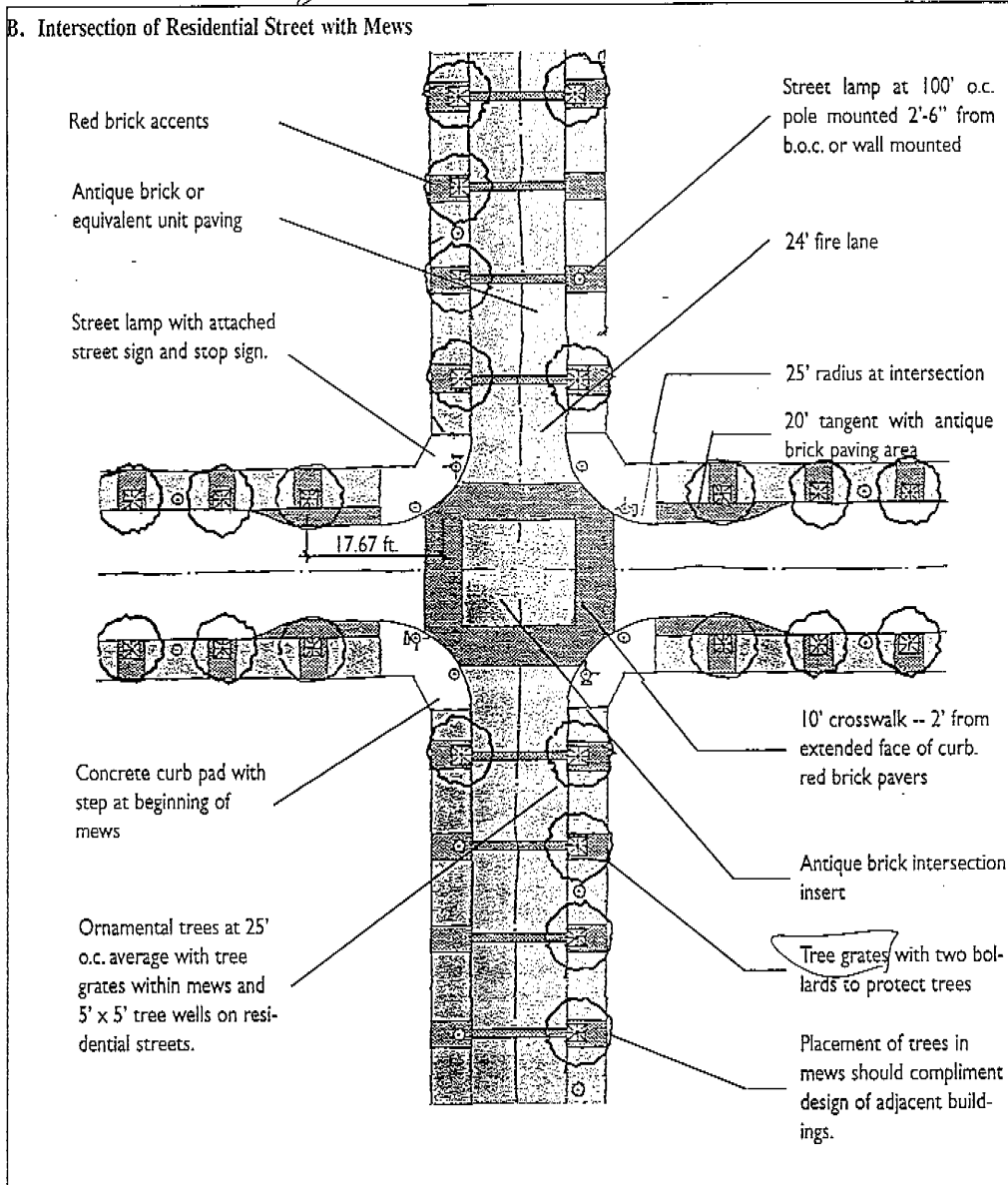
BACKGROUND

Transportation has long been a high priority in the Town of Addison. The town has initiated several efforts over the recent years to create an effective transportation system. These efforts include the following:

- The development of a comprehensive program of intersection improvements to increase capacity and efficiency of the existing roadway system.
- Implementation of transportation management actions to preserve roadway capacity
- Ongoing traffic signal timing optimization to improve operational efficiency.
- The development of the Addison Thoroughfare Plan.
- The funding and design of the Arapaho Road extension.

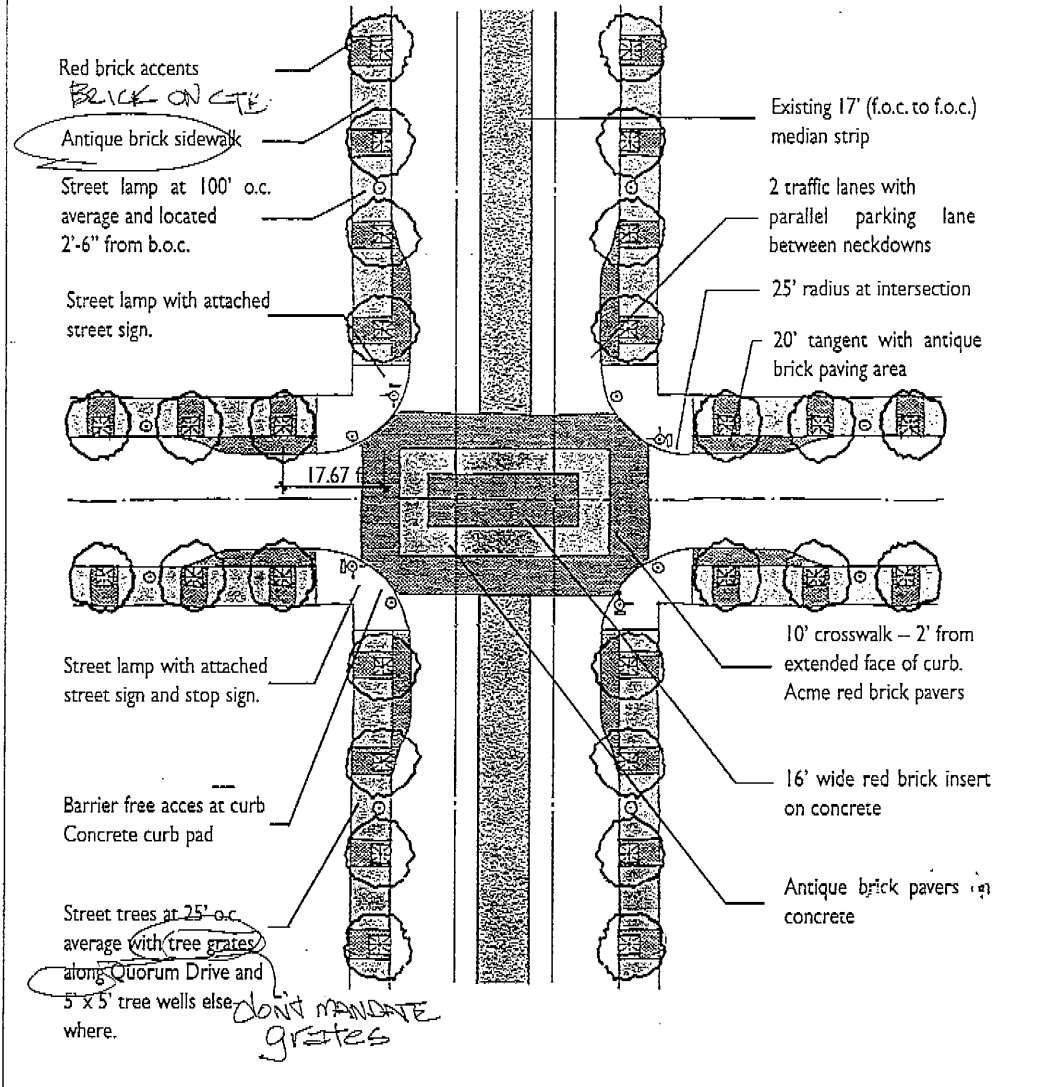
Not antique brick

B. Intersection of Residential Street with Mews



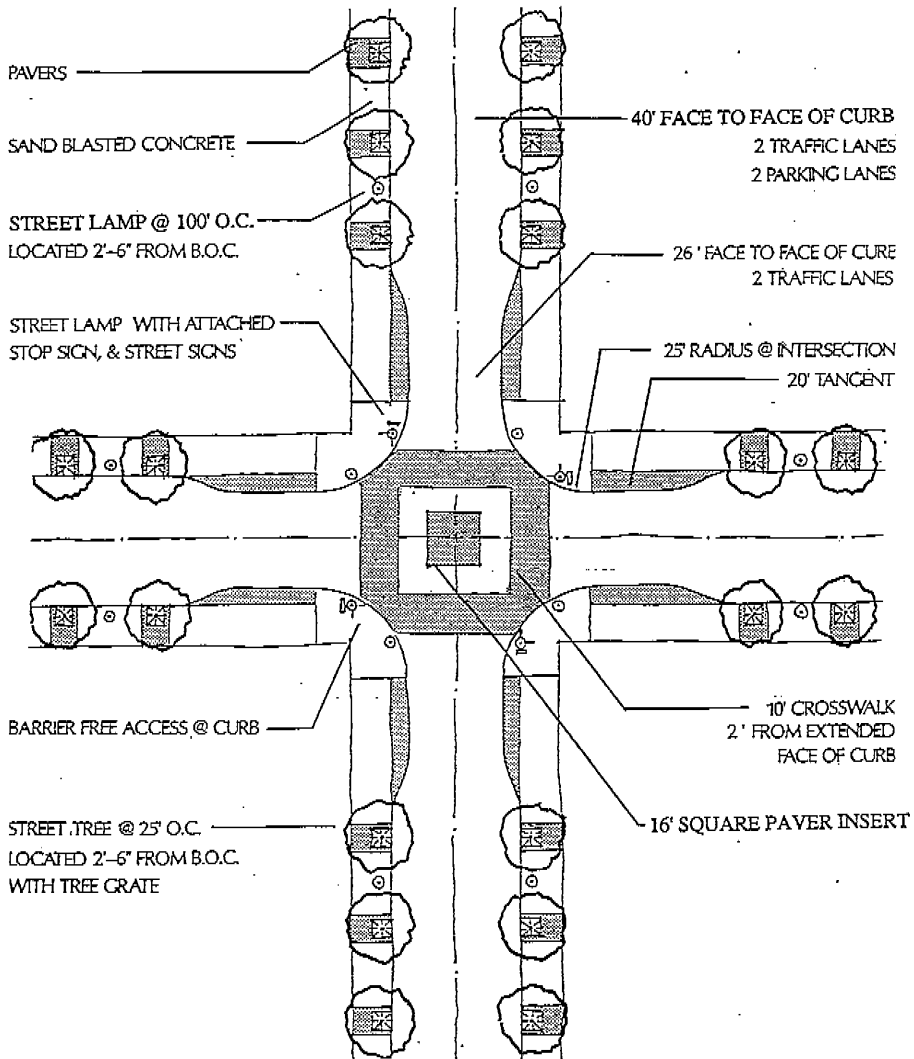
3.3 INTERSECTION DESIGN STANDARDS:

A. Intersection of Major Residential Boulevard with Residential Street



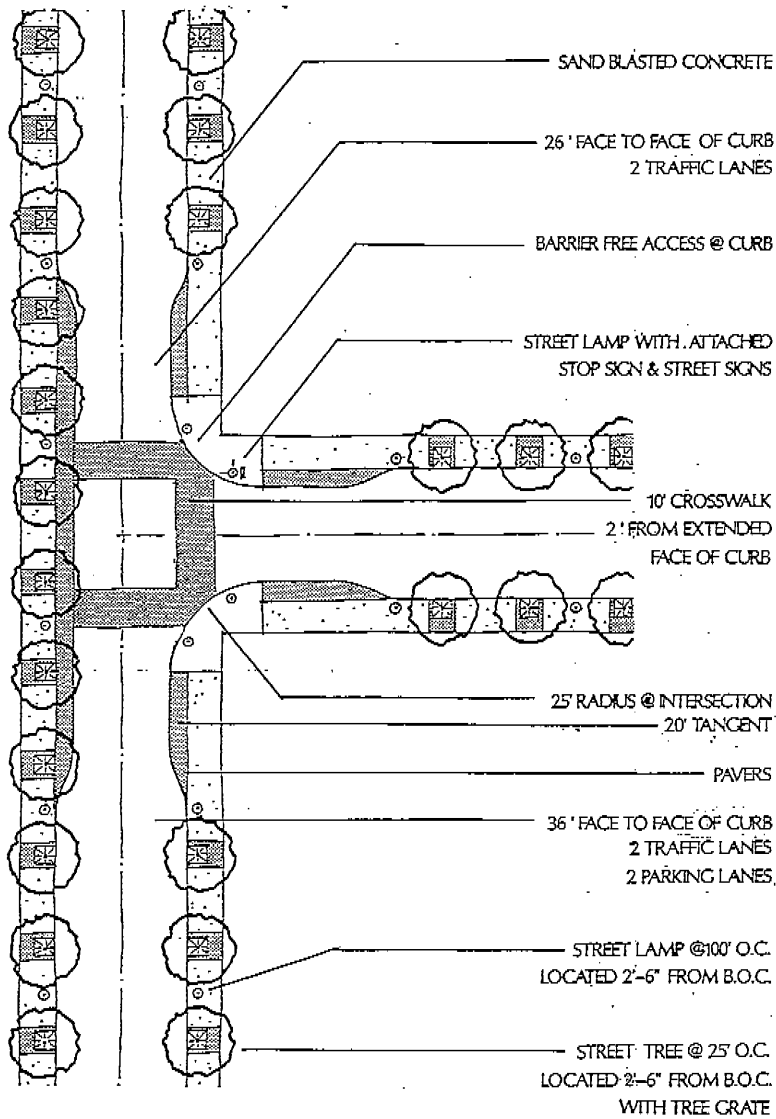
Design Guidelines for the Street Framework

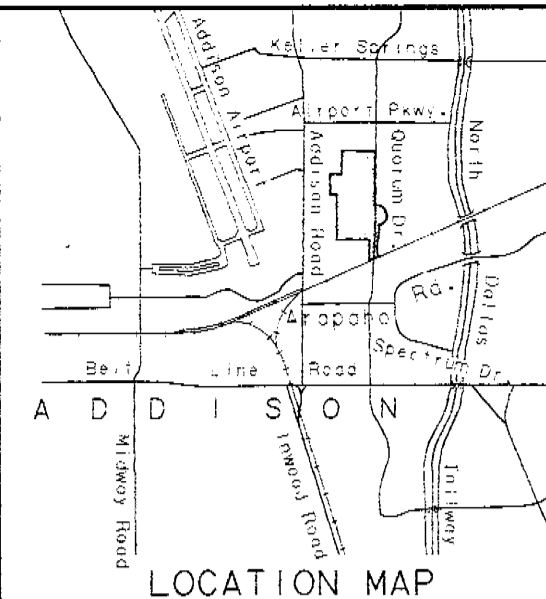
INTERSECTION DESIGN STANDARDS: MAJOR FOUR-WAY INTERSECTION



Design Guidelines for the Street Framework

INTERSECTION DESIGN STANDARDS: THREE-WAY INTERSECTION WITH NECKDOWN





JULIAN AVENUE

CLARA STREET

MILDRED STREET

PLAT
ADDISON CONFERENCE CENTER-
ADDISON CENTRE THEATRE
VOL. 90241, PG. 2807
D.R.D.C.T.

GAYLORD PROPERTIES, INC.
(FORMERLY OPUBCO PROPERTIES, INC.)
VOL. 82020, PG. 0688
D.R.D.C.T.

JULIAN'S ADDITION
VOL. 1, PG. 538
M.R.D.C.T.

JULIAN'S ADDITION
VOL. 1, PG. 538
M.R.D.C.T.

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GAYLORD PROPERTIES, INC.
(FORMERLY OPUBCO PROPERTIES, INC.)
VOL. 84151, PG. 3619
D.R.D.C.T.

GAYLORD PROPERTIES, INC.
(FORMERLY OPUBCO PROPERTIES, INC.)
VOL. 82020, PG. 0684
D.R.D.C.T.

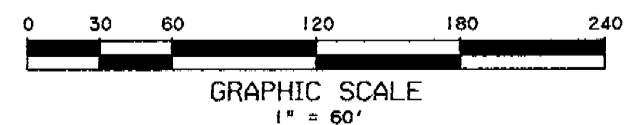
BLOCK A
3.076 ACRES

BLOCK B
8.462 ACRES

BLOCK C
0.375 ACRES

QUORUM DRIVE

BASIS OF BEARING:
BEARING OF N 66°45'00" E ALONG THE NORTH
RIGHT-OF-WAY LINE OF THE ST. LOUIS &
SOUTHWESTERN RAILROAD WAS TAKEN FROM
COMMITMENT FOR TITLE INSURANCE BY FIRST
AMERICAN TITLE INSURANCE COMPANY.



LEGEND

- IRS 1/2" IRON ROD SET WITH "HUITT-ZOLLARS" CAP
- IRP 1/2" IRON ROD FOUND WITH "HUITT-ZOLLARS" CAP

GAYLORD PROPERTIES, INC.
(FORMERLY OPUBCO PROPERTIES, INC.)
VOL. 84151, PG. 3619
D.R.D.C.T.

AREA SUMMARY		
BLOCK	LOT No.	ACREAGE
A	1	2.833 AC.
A	ROW	0.243 AC.
B	1	1.849 AC.
B	2	1.302 AC.
B	3	0.943 AC.
B	4	1.953 AC.
B	ROW	2.415 AC.

TANGENT TABLE		
T	BEARING	LENGTH
T1	N00°10'48"E	2.97'
T2	N89°58'47"E	46.60'
T3	S82°48'27"E	17.13'
T4	N82°48'27"W	17.13'
T5	S89°58'47"W	46.39'
T6	N00°10'48"E	16.03'

CURVE TABLE					
CURVE NO.	CENTRAL ANGLE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	00°10'45"	2.43'	776.03'	S89°43'48"E	2.43'
C2	07°12'46"	98.89'	785.53'	S86°24'50"E	98.82'
C3	04°21'05"	9.87'	130.00'	S08°33'08"E	9.87'
C4	04°21'05"	9.87'	130.00'	S22°56'14"W	9.87'
C5	07°12'46"	106.57'	846.53'	N86°24'50"W	106.50'
C6	00°09'45"	2.43'	856.03'	N89°44'25"W	2.43'
C7	03°17'22"	84.53'	1472.39'	N02°33'54"E	84.53'
C8	03°30'08"	90.80'	1485.39'	S02°40'17"W	90.78'
C9	06°13'24"	14.12'	130.00'	N62°46'20"W	14.11'

PRELIMINARY PLAT
ADDISON CIRCLE PHASE I
11.913 ACRES IN THREE BLOCKS
SITUATED IN THE
G. W. FISHER SURVEY, ABSTRACT No. 482
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

PREPARED FOR
COLUMBUS REALTY TRUST
15851 N. DALLAS PARKWAY
SUITE 855
DALLAS, TEXAS 75248

NOVEMBER 9, 1998
Sheet No.
1 OF 2
Project No.

HUITT-ZOLLARS
3131 MCKINNEY AVENUE/SUITE 520
DALLAS, TEXAS 75244-6711
DALLAS / FORT WORTH / DFW / TARRANT COUNTY

OWNERS CERTIFICATE

State of Texas
County of Dallas

WHEREAS, Gaylord Properties, Inc. (formerly Opubco Properties, Inc.) is the owner of a tract of land situated in the G. W. Fisher, Abstract No. 482, in the Town of Addison, Dallas County, Texas...

BLOCK A

BEGINNING at a 1/2 inch iron rod found at the intersection of the north right-of-way line of the Dallas Area Rapid Transit Property Acquisition Corporation tract, a 100 foot wide right-of-way, as recorded in Volume 91008, Page 1390 of the Deed Records of Dallas County, Texas...

THENCE, South 66 degrees 45 minutes 00 seconds West along the north right-of-way line of the St. Louis and Southwestern Railroad a distance of 14.16 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 00 degrees 08 minutes 00 seconds East a distance of 136.90 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap at the beginning of a curve to the right having a radius of 1,485.39 feet;

THENCE, along said curve to the right in a northerly direction through a central angle of 04 degrees 59 minutes 05 seconds, an arc distance of 129.23 feet, being subtended by a chord bearing North 02 degrees 57 minutes 33 seconds East, and is 129.19 feet in length to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 89 degrees 58 minutes 21 seconds West a distance of 412.81 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap on the east line of a 20 foot alley in Block D in said Julian's Addition;

THENCE, North 00 degrees 01 minute 39 seconds East along the east line of said 20 foot alley a distance of 298.45 feet to 1/2 inch iron rod found with "Huiitt-Zollars" cap on the south right-of-way line of Mildred Street as established by instrument to the Town of Addison, Texas as recorded in Volume 91118, Page 1567 of the Deed Records of Dallas County, Texas;

THENCE, South 89 degrees 49 minutes 12 seconds East along the south right-of-way line of Mildred Street a distance of 209.14 feet to a 1/2 inch iron rod found with "Huiitt-Zollars" cap at the beginning of a curve to the right having a radius of 776.03 feet;

THENCE, continuing along said south right-of-way line in an easterly direction and along said curve to the right through a central angle of 00 degrees 10 minutes 45 seconds, an arc distance of 2.43 feet, being subtended by a chord which bears South 89 degrees 45 minutes 48 seconds East, and is 2.43 feet in length to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 00 degrees 10 minutes 48 seconds East departing said right-of-way line a distance of 2.97 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 89 degrees 58 minutes 47 seconds East a distance of 46.60 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap at the beginning of a curve to the right having a radius of 785.53 feet;

THENCE, in an easterly direction along said curve to the right through a central angle of 07 degrees 12 minutes 46 seconds, an arc distance of 98.89 feet, being subtended by a chord bearing South 86 degrees 24 minutes 50 seconds East, and is 98.82 feet in length to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, South 82 degrees 48 minutes 27 seconds East a distance of 17.13 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap at the beginning of a non-tangent curve to the left having a radius of 130.00 feet;

THENCE, in a southerly direction along said curve to the left through a central angle of 04 degrees 21 minutes 05 seconds, an arc distance of 9.87 feet, being subtended by a chord bearing South 08 degrees 33 minutes 08 seconds East, and is 9.87 feet in length to a 1/2 inch iron rod set with "Huiitt-Zollars" cap on the said south right-of-way line of Mildred Street;

THENCE, South 82 degrees 48 minutes 27 seconds East along the said south right-of-way line of Mildred Street a distance of 83.82 feet to a 1/2 inch iron rod found with "Huiitt-Zollars" cap in the said west right-of-way line of Quorum Drive;

THENCE, South 07 degrees 00 minutes 23 seconds West along the said west right-of-way line of Quorum Drive a distance of 226.99 feet to a 1/2 inch iron rod found with "Huiitt-Zollars" cap at the beginning of a curve to the left having a radius of 1472.39 feet;

THENCE, continuing along said west right-of-way line and along said curve to the left through a central angle of 06 degrees 52 minutes 23 seconds, an arc distance of 176.82 feet, being subtended by a chord which bears South 03 degrees 34 minutes 11 seconds West, and is 176.52 feet in length to a 1/2 inch iron rod found with "Huiitt-Zollars" cap;

THENCE, South 00 degrees 08 minutes 00 seconds West continuing along said west right-of-way line a distance of 131.28 feet to the POINT OF BEGINNING and CONTAINING 3.076 acres of land, more or less.

BLOCK B

BEGINNING at a 1/2 inch iron rod found with "Huiitt-Zollars" cap at the intersection of the east line of a 20 foot alley in Block F of said addition with the north right-of-way line of Mildred Street as established by instrument to the Town of Addison, Texas as recorded in Volume 91118, Page 1567 of the Deed Records of Dallas County, Texas, said point also being in a plotted east line of Addison Conference Center - Addison Centre Theater plat as recorded in Volume 90241, Page 2807 of the Deed Records of Dallas County, Texas;

THENCE, North 00 degrees 01 minute 39 seconds East along the east line of said 20 foot alley and the east line of said Addison Conference Center plat a distance of 183.48 feet to a one-inch iron rod found at the most southerly northeast corner of said Addison Conference Center plat;

THENCE, South 89 degrees 57 minutes 01 seconds West along a north line of said Addison Conference Center plat a distance of 80.89 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 00 degrees 06 minutes 05 seconds West along an east line of said plat a distance of 202.59 feet to a 1/2 inch iron rod found with "Huiitt-Zollars" cap at the most northerly northeast corner said plat;

THENCE, South 89 degrees 53 minutes 55 seconds West along the north line of said plat a distance of 25.00 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, departing said plat line North 00 degrees 06 minutes 05 seconds West a distance of 61.46 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, South 89 degrees 04 minutes 47 seconds East a distance of 171.11 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 00 degrees 55 minutes 13 seconds East a distance of 235.00 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 89 degrees 04 minutes 47 seconds West a distance of 64.50 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 00 degrees 55 minutes 13 seconds East a distance of 61.00 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, South 89 degrees 04 minutes 47 seconds East a distance of 484.50 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap on the west right-of-way line of Quorum Drive as established by instrument to the Town of Addison, Texas as recorded in Volume 82093, Page 1073 of the Deed Records of Dallas County, Texas;

THENCE, South 00 minutes 55 seconds 13 seconds West along the west right-of-way line of Quorum Drive a distance of 601.16 feet to a 1/2 inch iron rod found with "Huiitt-Zollars" cap at the beginning of a curve to the right having a radius of 1,392.39 feet;

THENCE, continuing along said west right-of-way line and along said curve to the right through a central angle of 06 degrees 05 minutes 10 seconds, an arc distance of 147.90 feet, being subtended by a chord which bears South 03 degrees 57 minutes 48 seconds West, and is 147.83 feet in length to a 1/2 inch iron rod found with "Huiitt-Zollars" cap;

THENCE, South 07 degrees 00 minutes 23 seconds West continuing along the west right-of-way line of Quorum Drive a distance of 12.27 feet to a 1/2 inch iron rod found with "Huiitt-Zollars" cap in the said north right-of-way line of Mildred Street;

THENCE, North 82 degrees 48 minutes 27 seconds West along the North right-of-way line of Mildred Street a distance of 83.56 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap at the beginning of a non-tangent curve to the left having a radius of 130.00 feet;

THENCE, in a southerly direction along said curve to the left through a central angle of 04 degrees 21 minutes 05 seconds, an arc distance of 9.87 feet, being subtended by a chord which bears South 22 degrees 56 minutes 14 seconds West, and is 9.87 feet in length to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 82 degrees 48 minutes 27 seconds West a distance of 17.13 feet to the beginning of a curve to the left having a radius of 846.53 feet;

THENCE, in a westerly direction along said curve to the left through a central angle of 07 degrees 12 minutes 46 seconds, an arc distance of 106.57 feet, being subtended by a chord which bears North 88 degrees 24 minutes 50 seconds West, and is 106.50 feet in length to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, South 89 degrees 58 minutes 47 seconds West a distance of 46.39 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap;

THENCE, North 00 degrees 10 minutes 48 seconds East a distance of 16.03 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap in the said north right-of-way line of Mildred Street, said right-of-way line being the beginning of a non-tangent curve to the left having a radius of 856.03 feet;

THENCE, in a westerly direction along the north right-of-way line of Mildred Street along said curve to the left through a central angle of 00 degrees 09 minutes 45 seconds, an arc distance of 2.43 feet, being subtended by a chord which bears North 89 degrees 44 minutes 25 seconds West, and is 2.43 feet in length to a 1/2 inch iron rod found with "Huiitt-Zollars" cap;

THENCE, North 89 degrees 49 minutes 12 seconds West continuing along the north right-of-way line of Mildred Street a distance of 209.35 feet to the POINT OF BEGINNING and CONTAINING 8.462 acres of land, more or less.

BLOCK C

COMMENCING at a 1/2 inch iron rod found with "Huiitt-Zollars" cap at the intersection of the north right-of-way line of the Dallas Area Rapid Transit Property Acquisition Corporation tract, a 100 foot wide right-of-way, as recorded in Volume 91008, Page 1390 of the Deed Records of Dallas County, Texas, with east right-of-way line of Quorum Drive as established by instrument to the Town of Addison, Texas as recorded in Volume 82093, Page 1077 of the Deed Records of Dallas County, Texas;

THENCE, North 00 minutes 08 seconds 00 seconds East along the east right-of-way line of Quorum Drive a distance of 96.69 feet to a 1/2 inch iron rod found with "Huiitt-Zollars" cap at the beginning of a curve to the right having a radius of 1392.39 feet;

THENCE, continuing along said east right-of-way line of Quorum Drive and along said curve to the right through a central angle of 06 degrees 52 minutes 23 seconds, an arc distance of 167.03 feet, being subtended by a chord which bears North 03 degrees 34 minutes 12 seconds East, and is 166.93 feet in length to a 1/2 inch iron rod found with "Huiitt-Zollars" cap;

THENCE, North 07 degrees 00 minutes 23 seconds East continuing along the east right-of-way line of Quorum Drive a distance of 143.16 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap at the POINT OF BEGINNING;

THENCE, North 07 degrees 00 minutes 23 seconds East continuing along the east right-of-way line of Quorum Drive a distance of 176.10 feet to a 1/2 inch iron rod set with "Huiitt-Zollars" cap at the beginning of a curve to the left having a radius of 1,472.39 feet;

THENCE, continuing along said east right-of-way line of Quorum Drive and along said curve to the left through a central angle of 02 degrees 47 minutes 48 seconds, an arc distance of 71.87 feet, being subtended by a chord which bears North 05 degrees 36 minutes 29 seconds East, and is 71.87 feet in length to a 1/2 inch iron rod set with "Huiitt-Zollars" cap, said rod being the beginning of a non-tangent curve to the right having a radius of 130.00 feet;

THENCE, departing said east right-of-way line in a southerly direction along said curve to the right through a central angle of 144 degrees 58 minutes 13 seconds, an arc distance of 328.93 feet, being subtended by a chord which bears South 06 degrees 36 minutes 04 seconds West, and is 247.95 feet in length to the POINT OF BEGINNING and CONTAINING 0.375 acres of land, more or less.

Now Therefore, Know All Men By These Presents:

That Gaylord Properties, Inc. (formerly Opubco Properties, Inc.) ("Owner") does hereby adopt this plat designating the hereinabove property ADDISON CIRCLE PHASE I, an addition to the Town of Addison, Texas, and, subject to the conditions, restrictions and reservations stated hereinafter, owner dedicates to the public use forever the streets and alleys shown thereon.

Owner hereby grants and conveys without warrant to the Town of Addison fee simple title to Block A, Lot 1 and Block B, Lot 3 as described on plat, said conveyance being subject to the easements, right-of-way dedications and any other encumbrances shown on this plat and expressly subject to Block A, Lot 1 being limited to special events use and Block B, Lot 3 being limited to public park use. The signing of the Certificate of Approval evidencing approval by the Addison Town Council by the Mayor of Addison and the Town Secretary shall constitute acceptance of Block A, Lot 1 and Block B, Lot 3 by the Town of Addison and the release and indemnification of Owner by the Town of Addison of any liability whatsoever related to the ownership or use of Block A, Lot 1 and Block B, Lot 3.

The easements shown on this plat are hereby reserved for the purposes as indicated, including, but not limited to, the installation and maintenance of water, sanitary sewer, storm sewer, drainage, electric, telephone, gas and cable television. Owner shall have the right to use these easements, provided however, that it does not unreasonably interfere or impede with the provision of the services to others. Said utility easements are hereby being reserved by mutual use and accommodation of all public utilities using or desiring to use the same. An express easement of ingress and egress is hereby expressly granted on, over and across all such easements for the benefit of the provider of services for which easements are granted.

Any drainage and floodway easement shown hereon is hereby dedicated to the public's use forever, but including the following covenants with regards to maintenance responsibilities. The existing channels or creeks traversing the drainage and floodway easement will remain as an open channel, unless required to be enclosed by ordinance, at all times and shall be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage and floodway easement. The City will not be responsible for the maintenance and operation of said creek or creeks or for any damage or injury of private property or person or for the control of erosion. No obstruction to the natural flow of water run-off shall be permitted by construction of any type building, fence or any other structure within the drainage and floodway easement. Provided, however, it is understood that in the event it becomes necessary for the City to channelize or consider erecting any type of drainage structure in order to improve the storm drainage, then in such event, the City shall have the right, but not the obligation, to enter upon the drainage and floodway easement of any point, or points, with all rights of ingress and egress to investigate, survey, erect, construct or maintain any drainage facility deemed necessary by the City for drainage purposes. Each property owner shall keep the natural drainage channels and creeks traversing the drainage and floodway easement adjacent to his property clean and free of debris, silt, growth, vegetation, weeds, rubbish, refuse, matter and any substance which would result in unsanitary conditions or obstruct the flow of water, and the City shall have the right of ingress and egress for the purpose of inspection and supervision and maintenance work by the property owner to alleviate any undesirable conditions which may occur. The natural drainage channels and creeks through the drainage and floodway easement, as in the case of all natural channels, are subject to storm water overflow and natural bank erosion to an extent that cannot be definitely defined. The Town shall not be held liable for any damages or injuries. Building areas outside the drainage and floodway easement line shall be filled to a minimum elevation as shown on the plat. The minimum floor elevation of each lot shall be shown on the plat.

The maintenance or paving of the utility and fire lane easement is the responsibility of the property owner. All public utilities shall at all times have the full right of ingress and egress to and from and upon the said utility easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or parts of its respective system without the necessity at any time of procuring the permission of anyone. Any public utility shall have the right of ingress and egress to private property for the purpose of reading meters and any maintenance and service required or ordinarily performed by that utility. Buildings, fences, trees, shrubs or other improvements or growth may be constructed, reconstructed or placed upon, over or across the utility easements as shown, provided, however, that owner shall at its sole cost and expense be responsible under any and all circumstances for the maintenance and repair of such improvements or growth, and any public utility shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs or other improvements or growth which in any way endanger or interfere with the construction, maintenance or efficiency of its respective system or service.

Water main and sanitary sewer easements shall also include additional area of working space for construction and maintenance of the systems. Additional easement area is also conveyed for installation and maintenance of manholes, cleanouts, fire hydrants, water service and sewer services from the main to the curb or pavement line, and the descriptions of such additional easements herein granted shall be determined by their locations as installed.

This plat is approved subject to all platting ordinances, rules, regulations and resolutions of the Town of Addison, Texas.

GAYLORD PROPERTIES, INC.

BY:

TITLE:
WITNESS MY HAND at _____, Texas this the _____ day of _____, 1995.

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE the undersigned authority, a Notary Public in and for Dallas County, Texas on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ of _____, 1995.

NOTARY PUBLIC IN AND FOR STATE OF TEXAS

This plat is approved subject to all platting ordinances, rules, regulations and resolutions of the Town of Addison, Texas.

COLUMBUS REALTY TRUST

BY:

TITLE:
WITNESS MY HAND at _____, Texas this the _____ day of _____, 1995.

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE the undersigned authority, a Notary Public in and for Dallas County, Texas on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ of _____, 1995.

NOTARY PUBLIC IN AND FOR STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS:

I, Eric J. Yahoudy, a Registered Professional Land Surveyor, hereby certify that the foregoing plat was compiled from an accurate survey made on-the-ground, under my personal supervision.

For: Huiitt-Zollars, Inc.

Eric J. Yahoudy
Registered Professional Land Surveyor
Registration No. 4862

*STATE OF TEXAS
COUNTY OF DALLAS

BEFORE the undersigned authority, a Notary Public in and for State of Texas on this day personally appeared, Eric J. Yahoudy, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this the _____ of _____, 1995.

NOTARY PUBLIC IN AND FOR STATE OF TEXAS

CERTIFICATE OF APPROVAL

Approved this _____ day of _____, 1995, by the City Council of Addison, Texas.

Mayor

Secretary

PRELIMINARY PLAT
ADDISON CIRCLE PHASE I
11.913 ACRES IN THREE BLOCKS
SITUATED IN THE
G. W. FISHER SURVEY, ABSTRACT No. 482
TOWN OF ADDISON
DALLAS COUNTY, TEXAS

PREPARED FOR:
COLUMBUS REALTY TRUST
15851 N. DALLAS PARKWAY
SUITE 855
DALLAS, TEXAS 75248
NOVEMBER 9, 1995
Sheet No.
2 OF 2
Project No.
01-1932-01
HUIITT-ZOLLARS
3101 MCKINNEY AVENUE/SUITE 602
DALLAS, TEXAS 75244-3311
DALLAS - FORT WORTH - ARLING - DALLAS COUNTY