

1996 GREENHILL SCHOOLS



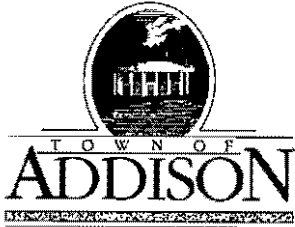
Robert L. Pearce
President

PEARCE AND ASSOCIATES, INC.
Consulting Engineers

3321 Towerwood Dr. • Suite 100 • Farmers Branch, TX 75234
214/247-1353 • FAX 214/247-2680

FARMERS BRANCH

COPY



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

March 6, 1996

MEMORANDUM

TO: Ron Whitehead, City Manager

FROM: John Baumgartner, Director of Public Works

SUBJECT: Traffic Signal for Greenhill School on Spring Valley

This memo is to provide you with an update of where we are on this project. The plans and specifications are about 95% complete and should be ready next week. We plan to open bids at the end of the month and bring the construction contract to Council on April 9, 1996. Greenhill School has paid for the engineering design and will provide the necessary easements. The estimated construction cost for the project is \$100,000.

Originally, the cost of the signal was going to be shared by Greenhill School, Addison, Farmers Branch, and the developer of the apartment complex under construction on the south side of Spring Valley across from the school; with each party contributing 25% of the cost. When the apartment developer elected not to contribute to the signal, the city of Farmers Branch withdrew their contribution. At that point, Greenhill School elected to pick up the developer and Farmer Branch's share and pay for 75% of the signal. When the apartment developer withdrew his contribution to the signal the Town informed him he could not have a driveway out of his development at the proposed signal.

The Town's contribution to the signal, approximately \$25,000, is in the 1996 budget and will be paid out of the Street Capital Project Fund. The Town will invoice Greenhill School for the school's share after the bids are opened. The Town will not execute the construction contract until Greenhill School has paid the Town.

MA BLOCK INVESTMENTS CO.

14901 QUORUM DRIVE • SUITE 500 • (214) 960-6600 • FAX (214) 960-9175
DALLAS, TEXAS 75240

March 7, 1996

Mr. John R. Baumgartner, P.E.
Director of Public Works
Town of Addison
Post Office Box 144
Addison, Texas 75001

Re: Greenhill School Easement & Spring Valley Traffic Signal

Dear John:

We have worked out our agreement with Greenhill School with regard to the easement for installation of our off-site storm drain facilities for the Townhomes of Addison. Our agreement provides that we pay Greenhill a stipulated amount in cash, and they will continue with the project of installing the traffic signal.

Now that this hurdle has been resolved, we are moving full speed ahead to get the necessary plat approvals, start construction of the infrastructure and submit plans for the construction of our first units. If all goes well, we should begin development work early in April.

Thank you for all the professional assistance and courtesies you have extended to us since we have been involved in this project. We look forward to getting started with the fun part of building the townhome units!

Sincerely,


Ray Gressett

cc: Avner Papouchado
Michael A. Block
George Tannous



November 10, 1994

John Baumgartner, P.E.
Town of Addison
P.O. Box 144
Addison, Texas 75001

Subject: Parkside Apartments

Dear Mr. Baumgartner:

Regarding the subject project and our telephone conversation of November 9, 1994 about sidewalks, the developer will install sidewalks along Spring Valley Road in front of his property. The installation of the sidewalk in front of the City's fire station, will be the City's responsibility.

The City does have a funded sidewalk program which includes criteria for repair of existing sidewalks and the construction of new sidewalks. I am confident that after the new apartments are occupied those residents will generate the demand for the installation of a sidewalk in front of the fire station and the City will install the sidewalk.

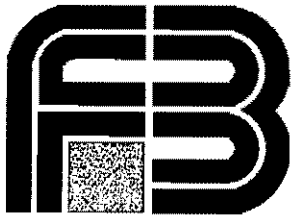
Call me if you have any questions.

Sincerely,

Jerome V. Murawski, Jr., P.E.
City Engineer

JVM:rm
b:\parksdjb.ltr\engdev

cc: Gary Oshel, Assistant City Engineer
Tom Scales, Director of Community Services



**FARMERS
BRANCH**

November 15, 1994

Mr. John Baumgartner, P.E.
Town of Addison
P.O. Box 144
Addison, Texas 75001


Re: Parkside Apartments - Traffic Flow

Dear Mr. Baumgartner:

The City of Farmers Branch has included total funding to widen Midway Road between LBJ and Spring Valley in its capital improvements budget. The project will include intersection improvements at Spring Valley and Midway. This project is eligible for funding in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The City Council directed staff to pursue the ISTEA funding opportunity. The City Council further told staff that if the use of ISTEA funds delayed start of construction beyond 1998, then the City would construct the project in 1998 without ISTEA funding.

Dave Davis, City Traffic Engineer, has reviewed the two-lane entrance into the subdivision. The distance between the street and the entrance gate, 130 feet, seems to be adequate to avoid any backups into Spring Valley Road.

Sincerely,

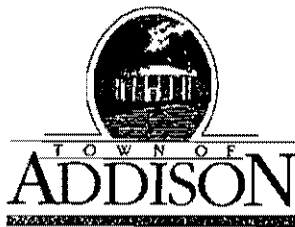


Jerome V. Murawski, Jr., P.E.
City Engineer

JVM:nm
b:\prksdtrf.ltr/engdev

cc: Dave Davis, P.E., Traffic Engineer

11/18/94



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

November 18, 1994

Mr. Jim Duggan
9330 LBJ Frwy.
Suite 250
Dallas, Texas 75243

Re: Alteration to the Spring Valley median opening for Parkside Apartments

Dear Mr. Duggan:

I am writing in response to your verbal request to modify the Spring Valley median to facilitate your proposed development.

We are willing to grant your request when the items from our September 13th letter are complete. As I understand, the outstanding issues are as follows:

1. Greenhill School does not have a fundamental objection to the median modification, but would like assistance with the expense of a traffic signal that will serve both your property and their property mitigating some of the affects of the increased traffic generated from your proposed development.
2. Farmers Branch has indicated a willingness to construct the bottleneck improvements identified in the 1990 Addison Bottleneck Study. However, it appears that this will take from 3 to 5 years to complete.
3. Farmers Branch has also indicated a sidewalk may be constructed between your proposed development and the Loos Field/DART Transit Center.

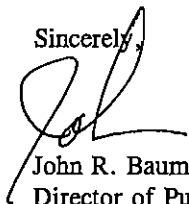
We feel items 2 and 3 should be constructed in conjunction with your proposed development and that the negative impact to Greenhill School be mitigated prior to modifying the Spring Valley median.

Also, note that a right-of-way permit is required prior to pursuing any construction within Addison. This permit is subject to review and approval of the construction for the work within Addison and has bonds and insurance requirements.

We are hopeful that you can resolve the issues with the various parties and are looking forward to working with you on this project.

Please call me if you have any questions or need additional information.

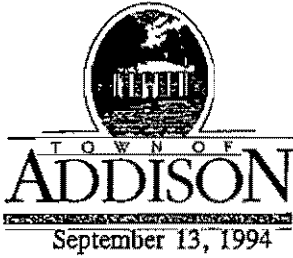
Sincerely,

A handwritten signature in black ink, appearing to read 'John R. Baumgartner', written over the word 'Sincerely,'.

John R. Baumgartner, P.E.
Director of Public Works

JRB/gmd

cc: Jerry Murowski
Ron Whitehead



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

Mr. Jim Duggan
Duggan Realty Advisors
9330 LBJ Freeway
Suite 250
Dallas, Texas 75243

Re: Alterations to the Spring Valley median opening

Dear Mr. Duggan:

We are pleased to hear about your proposed plans for the development of the Mobil tract as a multi-family community. As I have expressed verbally, Addison has some concerns regarding the proposed developments impact on the existing street and would like the following issues addressed prior to consenting to the proposed relocations of the median:

1. Does the proposed relocation impact Greenhill School's plans for the development of their property? Have you obtained their consent to the proposed relocation?
2. How is the impact from this development to the existing Spring Valley/Midway Road intersection going to be mitigated? What is the schedule for implementation of these (if any) improvements? Attached is a copy of a bottleneck study that Addison had completed in 1990 regarding the Spring Valley/Midway intersection.
3. As I understand the proposal, you are planning to have security gates, limiting access to the property. Please provide detailed drawings showing the gates, turnarounds, pad locations, etc. We are concerned that sufficient room for vehicular turnaround and stack is not currently shown on the development plan.
4. Are sidewalks planned along Spring Valley? If so, what are the limits?

Please call me if you have any questions or need additional information.

Sincerely yours,

John R. Baumgartner, P.E.
Director of Public Works

JRB/gmk

cc: Jerry Murawski
Ron Whitehead

EXISTING CONDITIONS

Location - Midway/Spring Valley

Street	Midway	Midway	Spring Valley	Spring Valley
Intersection Approach	Northbound	Southbound	Westbound	Eastbound
Bus Stop Location	North leg (160')	South leg (232')	West leg (260')	West leg (235')
Approach ADT	22,771	19,797	13,056	6,168

Approach Lanes

Left Turn	1	1	1	1
Through	3	3	3	3
Right Turn	0	1	0	0

Peak Hour Approach Volumes	<u>AM</u> <u>PM</u>		<u>AM</u> <u>PM</u>		<u>AM</u> <u>PM</u>		<u>AM</u> <u>PM</u>	
Left Turn	103	259	286	245	279	425	204	122
Through	1267	1421	1569	1273	391	814	688	425
Right Turn	373	321	78	270	288	259	291	56

Operating Conditions

	Intersection	
	<u>AM</u>	<u>PM</u>
V/C	1.04	.97
Average Delay	72.6	56.7
LOS	F	E

Accident History 1987-90

Accident Rate/MV .28	Right Angle	0	Head On	1
Accidents/Year 6.3	Rear End	9	Pedestrian	0
	Left Turn	6	Ran Off Road	0
	Right Turn	0	Fixed Object	1
	Sideswipe	2	Other	0
	Total	19		

LOCATION: Midway at Spring Valley

Barton-Aschman Associates, Inc.
PRELIMINARY CONSTRUCTION COST ESTIMATE WORKSHEET

EXISTING AND PROJECTED DEFICIENCIES:

1. Heavy right-turn and left-turn volumes on all approaches.
2. Storage bays for north and south approaches not adequate.
3. High frequency of rear-end and left-turn accidents.

RECOMMENDED IMPROVEMENTS:

1. Widen Midway approaches to provide dual left turns (northbound 150' storage and southbound 175' storage).
2. Widen Spring Valley approaches to provide dual left turns (westbound 150' storage and eastbound 150' storage) as well as right turn lanes (westbound 100' storage and eastbound 100' storage).

EXPECTED BENEFITS OR DISBENEFITS:

1. Decrease intersection delay.
2. Increase intersection capacity.
3. Improve safety; reduce rear-end and left-turn accident potential.
4. Improve overall operation and traffic flow at the intersection.

MEASURE OF EFFECTIVENESS:

	Level of Service		Average Delay (sec/veh)		Acc. Rate (Acc/MEV)
	AM	PM	AM	PM	
Existing	F	E	72.6	56.7	.28
With Recommended Improvements	D	C	31.7	21.8	.23

Location: MIDWAY AND SPRING VALLEY
Client: Town of Addison
Project: Addison Bottleneck Study
Job #: 1663.08.01
Date: 8/22/90

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
	5677	S.Y.	New Pavement (concrete)	24.00	136248.00
	371	S.Y.	Rem. Exist. Pavement	8.00	2968.00
	6638	L.F.	New Curb & Gutter	8.00	53104.00
	6638	L.F.	Rem. Exist. Curb & Gutter	5.00	33190.00
	25	%	Intersection Signalization	70000.00	17500.00
	0	EA.	Rel. Controller/Fndn.	1664.00	0.00
	4	EA.	Rel. Mastarm Pole/Fndn.	3803.00	15212.00
	4	EA.	Rel. Pedstl. Pole/Fndn.	992.00	3968.00
	9	EA.	Rel. Pullbox	177.00	1593.00
	0	EA.	Rem. Pullbox	56.00	0.00
	0	EA.	Rel. Drainage Inlet	2300.00	0.00
	6	EA.	Rel. Util. Pole @ Inters'n.	6000.00	36000.00
	0	EA.	Rel. Util. Pole	2000.00	0.00
	0	EA.	Rel. Util. Vault	10000.00	0.00
	1	EA.	Rel. Fire Hydrant	755.00	755.00
	0	EA.	Rel. Water Meter	328.00	0.00
	3	EA.	Adjust Manhole	413.00	1239.00
	0	S.F.	Add'l R-O-W (residential)	4.00	0.00
	2425	S.F.	Add'l R-O-W (comm./retail)	12.00	29100.00
			Sub-Total		330877.00
		L.S.	Engineering/Contingency Fees	0.15	49631.55
TOTAL ESTIMATE					381000.00

Note: Preliminary Cost Estimates
Do Not Include Landscaping.



February 28, 1995

Mr. John Baumgartner
Director of Public Works
Town of Addison
P.O. Box 144
Addison, Texas 75001

Subject: Parkside Apartments

Dear Mr. Baumgartner

I have developed an alternative plan (enclosed) that relocates the east exit of the subject project so that the exit is not opposite the Greenhill School entrance. If the alternative plan is acceptable to you, then it will be incorporated into the development requirements of the project.

Call me if you have any questions.

Sincerely,

Jerome V. Murawski, Jr., P.E.
City Engineer

JVM/nm

Enclosures (2)

cc: Gary Oshel, P.E., Assistant City Engineer
Tom Scales, Director of Community Services
Michael Spicer, Director of Planning
Lynn Bennie, Sr. Engineering Technician

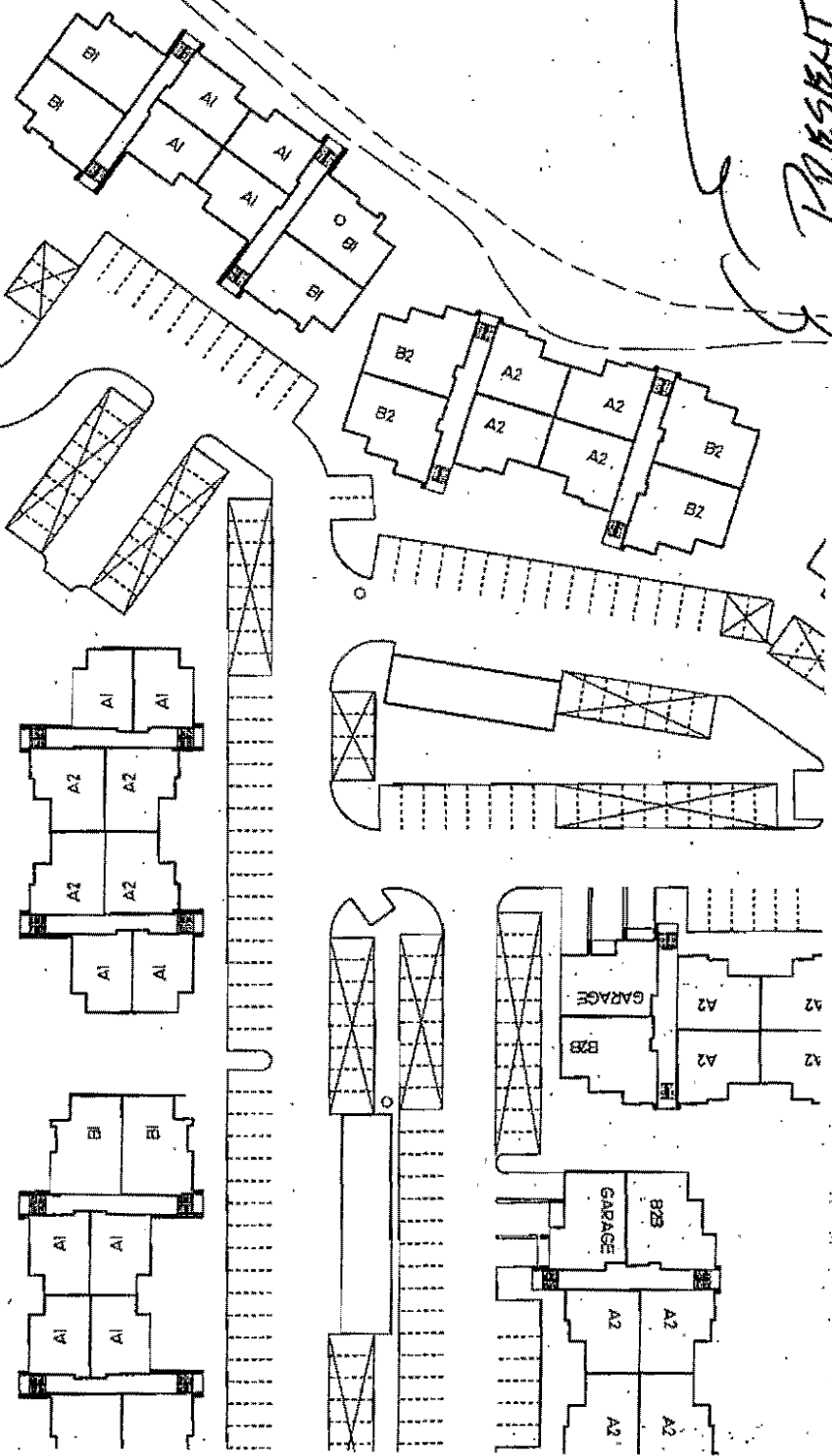
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Greenhill Entrance

GREENHILL SCHOOL ADDITION

SPRING VALLEY ROAD

PRESKIT PLAN

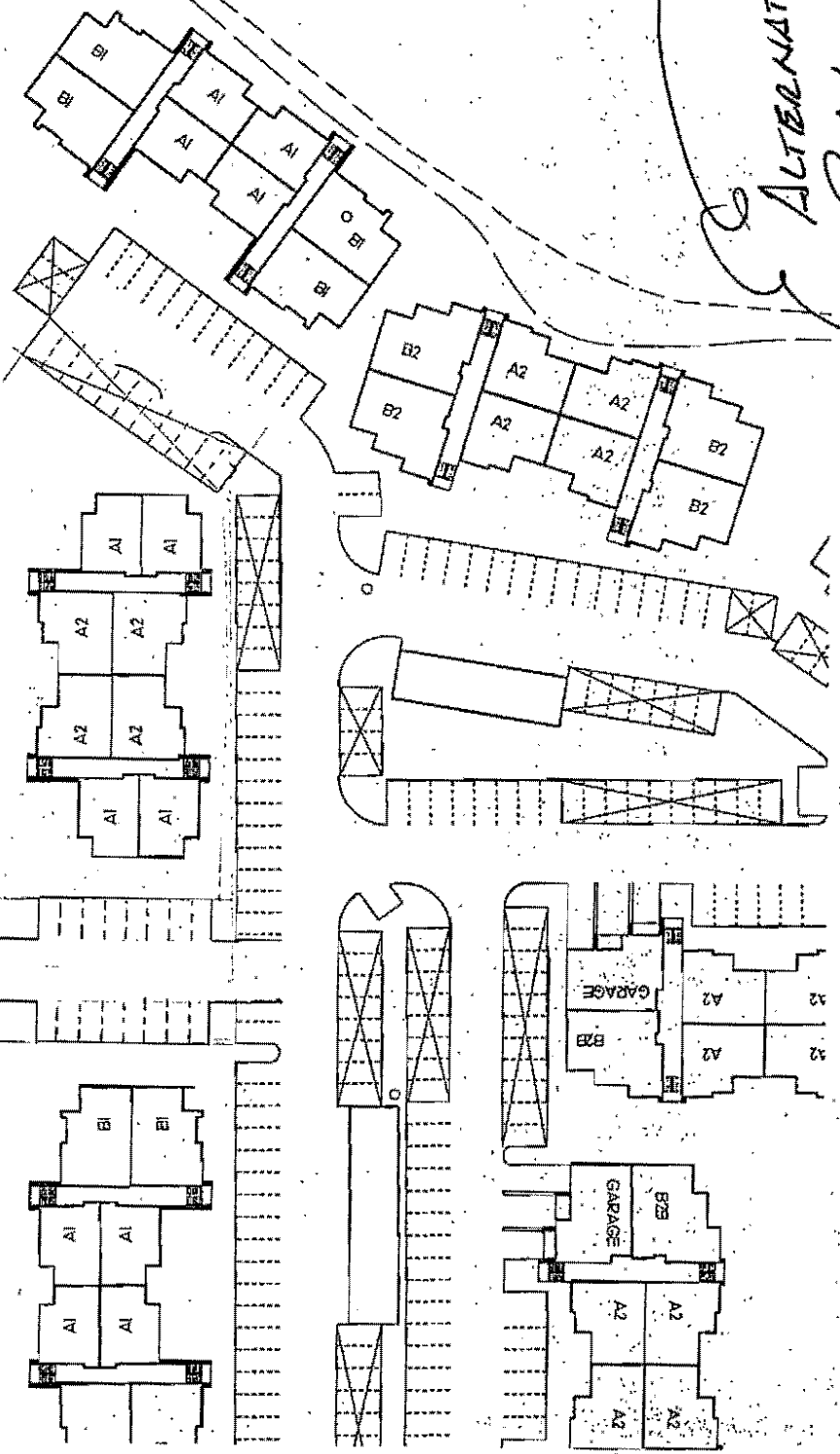


GREENHILL SCHOOL ADDITION

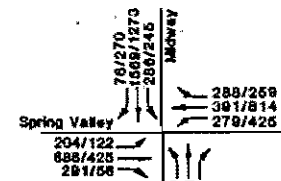
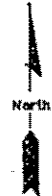
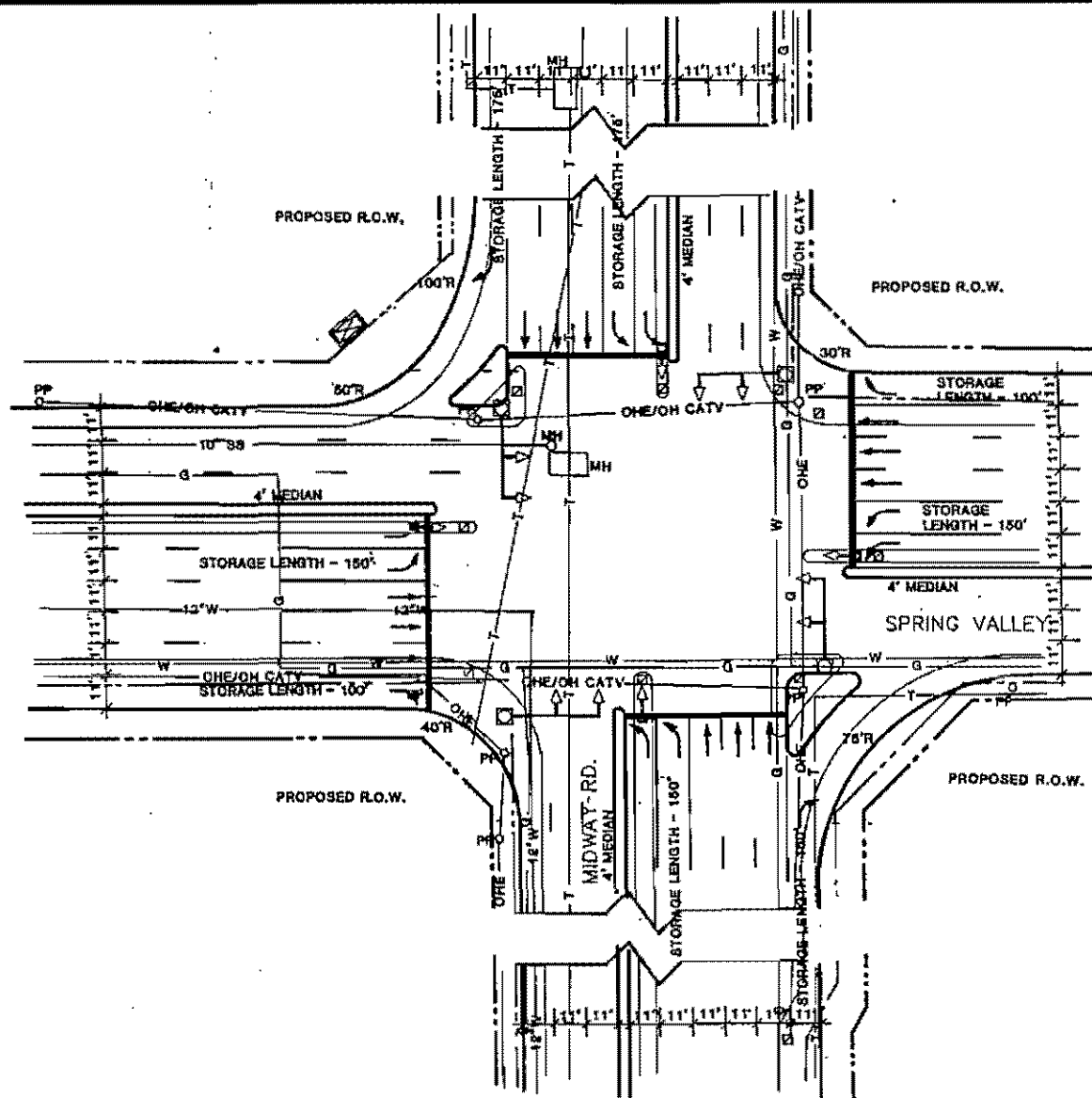
8

Greenhill Entrance

SPRING VALLEY ROAD
Only

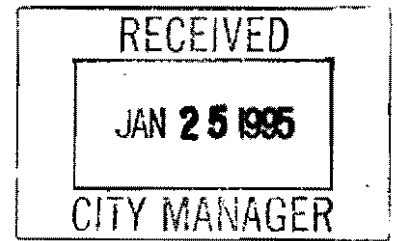


*ALTERNATIVE
PLAN*



LEGEND
 — A.M. Peak Hour
 — P.M. Peak Hour
 XXX/XXX

ADDISON BOTTLENECK STUDY			
MIDWAY RD. & SPRING VALLEY RD.			
ADDISON, TEXAS			
RECOMMENDED IMPROVEMENTS			
INTERSECTION NO.	DATE	DRAWN BY	SHEET
	JULY, 1990	LJM	
FILE NAME	SCALE:	APPROVED BY	OF
	1"=40'	KMG	
Barton-Aschman Associates, Inc.			



January 24, 1995

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 144
Addison, Texas 75001

Re: Parkside Apartments

Dear Mr. Whitehead:

As we discussed, an apartment complex is proposed in the City of Farmers Branch on the south side of Spring Valley Road, west of Midway Road. The developer of the apartment complex has requested permission from the Town of Addison to be allowed to relocate an existing median opening and left turn lane on Spring Valley Road to serve the proposed entrance to the development. The median that the developer desires to relocate is at the west end of the development and the developer wants to move the opening and turn lane approximately 130 feet to the east. The attached drawings show the location of the existing median openings along Spring Valley Road and the proposed median opening relocation.

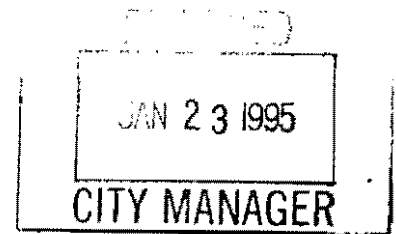
The entrance to The Greenhill School is approximately 630 feet east of the main entrance to the apartment complex. The driveway on the east side of the apartment complex is located south of The Greenhill School entrance and will be gated and is to be used for emergency equipment response only (fire engines, ambulances).

Your approval for relocation of the median opening and left turn lane is respectfully requested without the requirement to participate in the cost of the traffic signal at the entrance to The Greenhill School. Please let me know if you have any questions.

Sincerely,

Richard L. Escalante
City Manager

Attachments



January 19, 1995

Mr. Ron Whitehead
Town of Addison
P.O. Box 144
Addison, TX 75001

Re: Alteration to the Spring Valley median opening for the Villas at Parkside

Dear Mr. Whitehead:

Thank you for visiting with me on January 9, 1995 over the phone regarding Westwood's request to alter the Spring Valley median for its Villas at Parkside Development. On behalf of Westwood Development I have been working with the City of Farmers Branch, The Town of Addison, and the Greenhill School to coordinate approval for the requested alteration.

Approximately six (6) months ago I contacted Mr. John Baumgartner with The Town of Addison to discuss Westwood's request. Mr. Baumgartner stated that provided the Greenhill School had no objections to the alteration, he felt there was no reason it should not be approved.

I met with Mr. Ken Piel, Greenhill School's business representative, to review our plans and proposed median alteration. Mr. Piel agreed with the proposed alteration and felt that it would reduce the impact of the added traffic at Greenhill's main entrance. During our meeting he indicated that over the past four (4) years he has requested a traffic signal at the main entrance of the Greenhill School. Mr. Piel asked if we would oppose a traffic signal as the parents of Greenhill students were having significant trouble traveling eastbound when exiting the school. I indicated that Westwood would not oppose a signal light and would assist Mr. Piel in his discussions with both The Town of Addison and the City of Farmers Branch. To date, Mr. Piel and I have worked in a cooperative spirit and appear to be in agreement regarding both the alteration of the median and the installation of the traffic light.

In a letter dated November 18, 1994 from Mr. Baumgartner, he indicated that The Town of Addison was willing to grant our request to alter the median provided three (3) issues were addressed by Westwood.

Page Two
Mr. Ron Whitehead

The first issue stated the Greenhill School would like assistance with the expense of the traffic signal. In discussing the issue with the Greenhill School, the comment for assistance was made to The Town of Addison and not to Westwood. Westwood has offered to pay the direct costs associated with the alteration of the median, not the traffic signal. There were two other issues that Mr. Baumgartner had requested Westwood to complete. Neither of these issues were in Westwood control as they involved city property. Apparently these two issues have been resolved between the City of Farmers Branch and The Town of Addison.

During our conversation last week, you indicated Westwood's median alteration request would not be approved unless Westwood assisted in the cost of the traffic light for the Greenhill School. At that time you indicated it was your determination that the cost for such traffic signal should be shared equally by the Town of Addison, The City of Farmers Branch, the Greenhill School and Westwood Development. I contacted Mr. Piel to discuss my surprise at your request. He in fact confirmed that he had not requested Westwood Development nor the City of Farmers Branch to participate in any of the cost of the traffic signal and that although he certainly would appreciate assistance, he is more concerned that the light be approved.

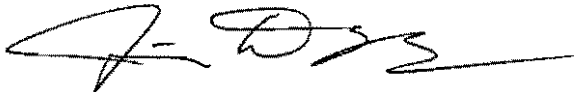
Mr. Whitehead, based on our conversation, it is my understanding that Westwood's request for the median alteration (which you acknowledge is a reasonable request and should be approved), will not be approved by The Town of Addison unless Westwood agrees to pay a part of the traffic signal requested by Greenhill School. It appears that although Westwood's request is reasonable they are being pressured to share an expense which has been requested for four (4) years. Your demands serve only to penalize the parents of the Greenhill School and future residents of the Villas at Parkside. Please keep in mind that the revenues contributed to The Town of Addison by the new residents will be substantial. Since our meeting last week, I have tried on numerous occasions to contact you to schedule a meeting with Mr. Piel and myself to resolve these issues. To date, I have not received a return phone call.

As you instructed, I have requested The City of Farmers Branch to make a formal application for the modification of the median. It is Westwood's position that they will offer to pay the cost of the median alteration and will not oppose the installation of the traffic signal. If the median alteration is not approved, Westwood will continue with construction as planned using the existing median opening. If it is determined that the median opening is required at some future point, Westwood will not offer to pay for such modification. In addition, Westwood will request the City of Farmers Branch to oppose the installation of any traffic signal at the Greenhill School's entrance.

Page Three
Mr. Ron Whitehead

Mr. Whitehead, I would appreciate the opportunity to schedule a meeting to resolve the outstanding issues. In addition, to help each of us understand the other parties position, we would appreciate receiving The Town of Addisons response to Westwoods request in writing. I look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Duggan', with a long horizontal flourish extending to the right.

James F. Duggan

cc: John Carmichael (Westwood Development)
Jerry Murawski (City of Farmers Branch)
Richard Beckert (Town of Addison)
John Baumgartner (Town of Addison)
Richard Escalanta (City of Farmers Branch)
Ken Piel (Greenhill School)

VALLEY ROAD

70' Opening

Left Turn Lane

100' STORAGE

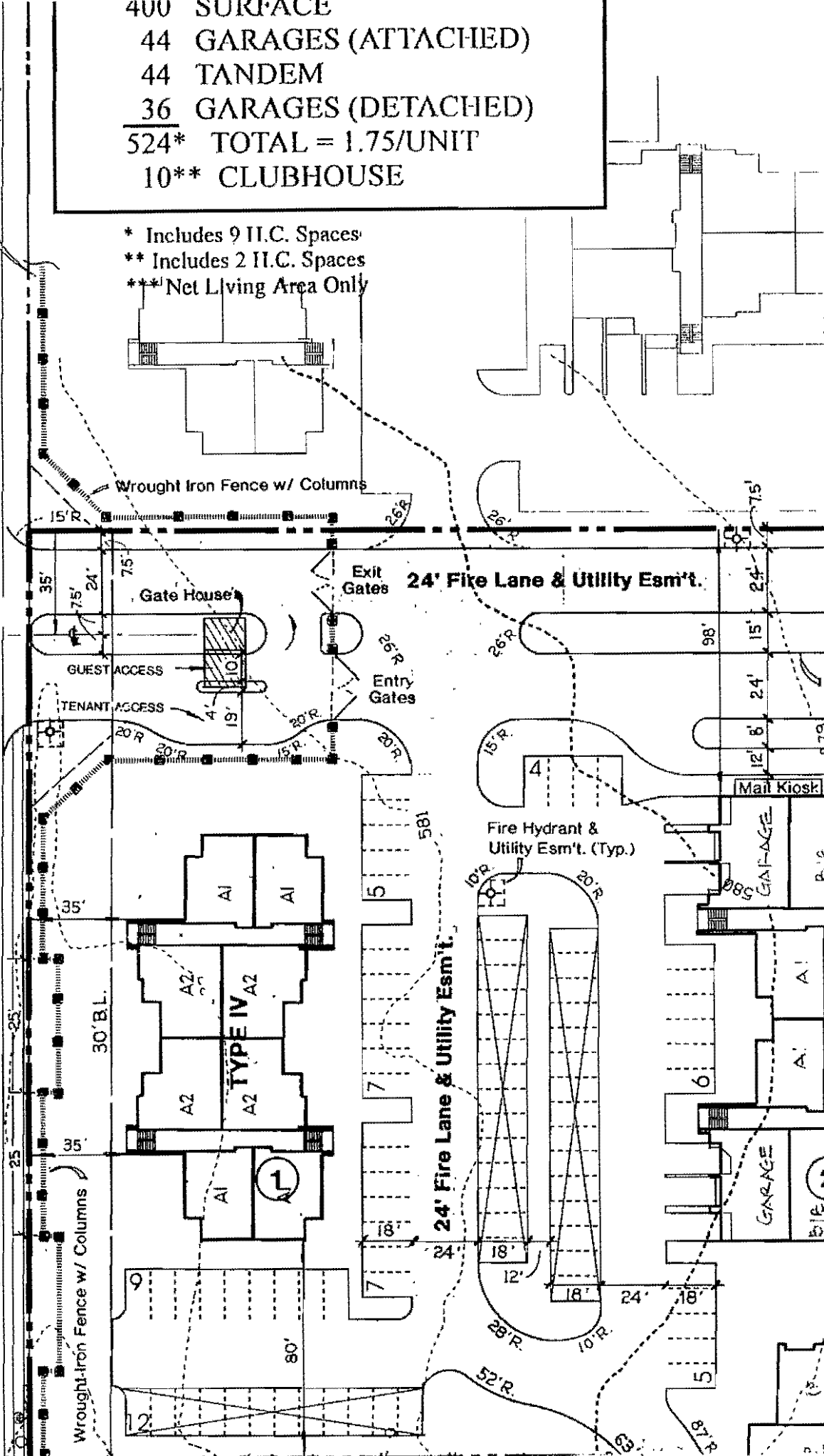
Addison City Limits
Farmers Branch City Limits

Extend Fence
To East Property Line

Exist. Median Opening To Be Relocated

400 SURFACE
 44 GARAGES (ATTACHED)
 44 TANDEM
 36 GARAGES (DETACHED)
 524* TOTAL = 1.75/UNIT
 10** CLUBHOUSE

* Includes 9 I.C. Spaces
 ** Includes 2 I.C. Spaces
 *** Net Living Area Only



Wrought Iron Fence w/ Columns

Gate House

Exit Gates

24' Fire Lane & Utility Esm't.

GUEST ACCESS

TENANT ACCESS

Entry Gates

Fire Hydrant & Utility Esm't. (Typ.)

Mail Kiosk

24' Fire Lane & Utility Esm't.

GARAGE

GARAGE

GARAGE

ATTACHMENT B

VALLEY ROAD

70' Opening

Left Turn Lane



Addison City Limits
Farmers Branch City Limits

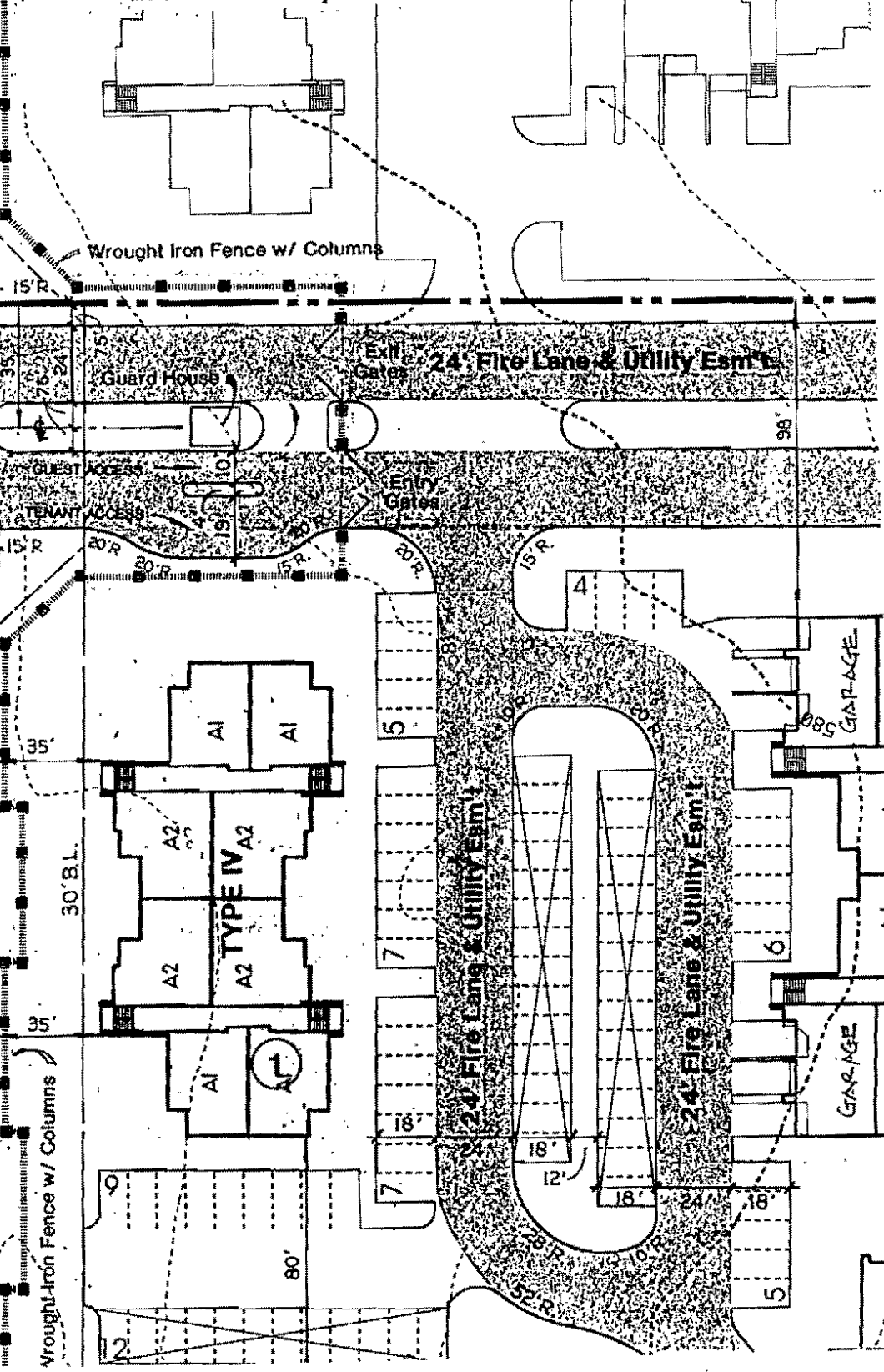
Exist. Median Opening To Be Relocated

Extend Fence To East Property Line



- 400 SURFACE
- 44 GARAGES (ATTACHED)
- 44 TANDEM
- 36 GARAGES (DETACHED)
- 524* TOTAL = 1.75/UNIT
- 10** CLUBHOUSE

* Includes 9 H.C. Spaces
** Includes 2 H.C. Spaces



Guard House

24' Fire Lane & Utility Esm't

24' Fire Lane & Utility Esm't

24' Fire Lane & Utility Esm't

585 GARAGE

GARAGE

ATTACHMENT A

INDEPENDENT
OL DISTRICT

GREENHILL SCHOOL
ADDITION

Entrance to
THE GREENHILL SCHOOL

Existing Median Opening
with Left Turn Lane
Proposed Median
Opening with Left
Turn Lane
(See Attachment B
for Dimensions)

SPRING VALLEY ROAD
(A 100' R.O.W.)

Addison City Limits

Farmers Branch City Limits

N89°58'01"E
65.40'

N89°58'01"E
1317.05'

Gated, Emergency Vehicles Only

FIRE
STATION
City Of
Farmers Branch

210.72'
S00°24'00"E

N00°25'40"W
210.86'

S89°59'44"E
207.96'

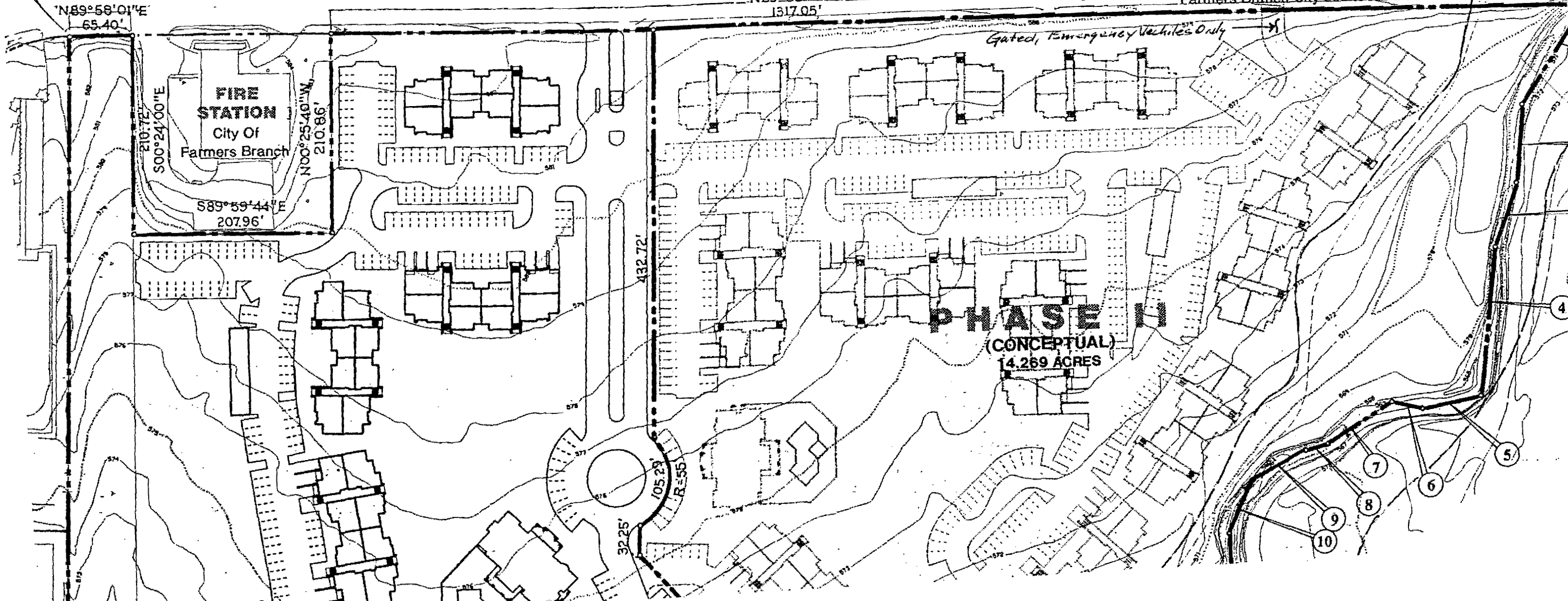
432.72'

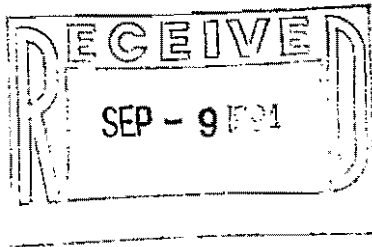
PHASE II

(CONCEPTUAL)
4.269 ACRES

32.25'
105.23'
R=55'

- 4
- 5
- 6
- 7
- 8
- 9
- 10





Barbara De Vries Flores
14353 Tanglewood Dr.
Farmers Branch, Texas 75234
(214) 630-6556 day
(214) 620-2473 evening
September 8, 1994

Carmen Moran, Planning and Zoning Commission
Town of Addison
5300 Beltline Road
Addison, Texas 75240

Dear Carmen Moran,

I live at 14353 Tanglewood in Farmers Branch, one block east of Marsh Lane. I have a private pond which is affected by the storm water draining from Addison.

Storm water, along with trash, debris and silt from Marsh Lane and Addison drain into a culvert from the street directly into my private pond. Due to the increase in development along Marsh Lane in Addison, an increase in storm water and sediment has plagued my property in increasing proportions.

According to Juan Ibarra of the Texas Natural Resource Conservation Commission, my private pond is the sediment trap for the area, since neither the Farmers Branch development design nor the Addison development have provided a sediment trap for the development that has occurred in recent years.

I am required to spend from 1 to 4 hours on average weekly to barely keep up with the cans, bottles, plastic cups, plastic bags, styrofoam, wood pieces, etc. that float in daily.

I am requesting relief from you for this unreasonable burden. Even though the pond is private property, your dumping of storm water onto my private property constitutes a delegation of responsibility and problems and a shifting of burden for which I do not have any assistance, any recourse, or any relief.

It is unreasonable to burden a private citizen of very limited means with the raging floodwater that streams after even a small rain shower, along with the mountain of trash flowing from the streets.

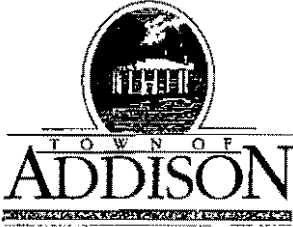
I request that you study this situation and meet with me to seek a solution and an abatement of the extreme nature of this encroachment.

I look forward to our next conversation and meeting.

Sincerely,


Barbara De Vries Flores





PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

October 4, 1994

Mr. Kenneth A. Piel
Greenhill School
14255 Midway Road
Dallas, Texas 75244-3698

Re: Installation of traffic control device at Spring Valley entrance
to Greenhill School

Dear Mr. Piel:

Thank you for taking the time to discuss your access from Spring Valley to Greenhill School and specifically your letter to Ron Whitehead regarding your request for a traffic signal at your driveway and Spring Valley Road.

As we discussed, there are several items to consider prior to the placement of a traffic signal. During the site plan/zoning process, the Town attempts to have each site manage onsite circulation and provide reasonable access to the various movements required by the sites customers.

Secondly, the Town desires to protect the progression on arterial roadways by locating signals at standard intervals that balance the needs for local access to private property versus the community/regional need for mobility. This generally means that signals are located at street intersections so multiple private property owners benefit from the signal/location simultaneously. Prior to proceeding with your request, please examine your onsite needs and circulation to determine if a practical method exists to provide some onsite circulation from your Spring Valley entrance to your existing signalized entrance on Midway Road.

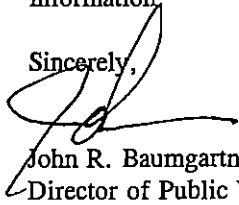
If, after you have examined the possibility of enhancing on site circulation and still wish to pursue a signal installation, let me suggest the following steps to bring this to our Council for their authorization:

1. Provide a warrant study prepared by a licensed engineer. This warrant study should demonstrate the warrant for the signal and address the impact to progression on Spring Valley.
2. This study will then be reviewed by our traffic consultant and staff would then make a written recommendation to the Council regarding the need and/or affects of a signal installation.
3. During the presentation of the Council, the funding of the signal installation would be an issue. Based on previous actions of the Council, staff would recommend that this signal be funded by Greenhill School and/or the apartment developer across the street. This cost is estimated between \$80,000 and \$120,000 and would include expenses for engineering, the signal, poles, interconnect cable, and other incidentals necessary to make the signal operational.

Mr. Ken Piel
Page Two
October 4, 1994

Because the south part of Spring Valley is owned by Farmers Branch they would also need to agree to the proposed signal installation. Please call me or have your consultant contact me if you have any questions or need additional information

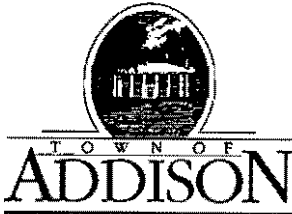
Sincerely,

A handwritten signature in black ink, appearing to read "John R. Baumgartner", with a long horizontal flourish extending to the right.

John R. Baumgartner, P.E.
Director of Public Works

JRB/gmk

cc: Ron Whitehead



PUBLIC WORKS DEPARTMENT

(214) 450-2871

Post Office Box 144 Addison, Texas 75001

16801 Westgrove

September 13, 1994

Mr. Jim Duggan
Duggan Realty Advisors
9330 LBJ Freeway
Suite 250
Dallas, Texas 75243

Re: Alterations to the Spring Valley median opening

Dear Mr. Duggan:

We are pleased to hear about your proposed plans for the development of the Mobil tract as a multi-family community. As I have expressed verbally, Addison has some concerns regarding the proposed developments impact on the existing street and would like the following issues addressed prior to consenting to the proposed relocations of the median:

1. Does the proposed relocation impact Greenhill School's plans for the development of their property? Have you obtained their consent to the proposed relocation?
2. How is the impact from this development to the existing Spring Valley/Midway Road intersection going to be mitigated? What is the schedule for implementation of these (if any) improvements? Attached is a copy of a bottleneck study that Addison had completed in 1990 regarding the Spring Valley/Midway intersection.
3. As I understand the proposal, you are planning to have security gates, limiting access to the property. Please provide detailed drawings showing the gates, turnarounds, pad locations, etc. We are concerned that sufficient room for vehicular turnaround and stack is not currently shown on the development plan.
4. Are sidewalks planned along Spring Valley? If so, what are the limits?

Please call me if you have any questions or need additional information.

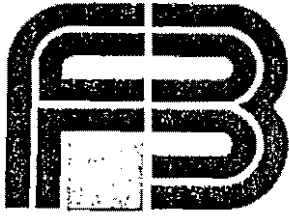
Sincerely yours,

COPY

John R. Baumgartner, P.E.
Director of Public Works

JRB/gmk

cc: Jerry Murawski
Ron Whitehead



**FARMERS
BRANCH**

September 12, 1994

Mr. Richard L. Peterson
Director of Transportation Planning
Dallas County Department of Public Works
411 Elm Street
Dallas, Texas 75212

Subject: Midway Road

Dear Richard:

Enclosed is the copy of our Thoroughfare Plan as you requested.

Please note that Midway Road north of Spring Valley Road is almost entirely in the Town of Addison.

You are aware of the various STP-MM, CMAQ, and Dallas County projects programmed along Midway Road. You may not be aware that since the opening of the new retail development in the northeast quadrant of Midway Road at IH635, developer pressure for immediate congestion relief has intensified.

We are currently considering adding lanes seven and eight to Midway Road from IH635 to McEwen with City funds.

Mayor Blair has also initiated discussions with James Huffman regarding improvements to the Midway/IH635 interchange.

I hope this information is helpful and I look forward to the assistance of Dallas County in facilitating needed improvements.

Sincerely,

David I. Davis, P.E.
Traffic Engineer

DID/nm
enclosure
b:\petersn.ltr\engtraffic

6-
send a copy
to Ron W.
Done 9/20/94 RB
Ron
FYI
RB

WAL★MART®

WAL-MART STORES, INC. • 701 SOUTH WALTON BLVD. • BENTONVILLE, AR 72716 - _____ • 501-273-4000

September 9, 1994

Mr. David Davis, P.E.
City of Farmers Branch
13000 W.M. Dodson Parkway
P.O. Box 819010
Farmers Branch, TX 75381-9010

RE: Wal-Mart Store #2105 at Midway and LBJ

Dear Mr. Davis:

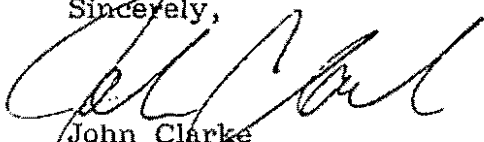
Due to the serious traffic problems in the area of our Farmers Branch store, we requested our local consultants to investigate on-site and off-site traffic circulation. We believe that the traffic problems are so significant that this store's performance has been seriously affected.

As a result of this investigation, we have been made aware of a proposed signal light by the developer of Best Buy on the east side of Midway. I understand the signal light to be proposed at our main entrance on Midway Road. Our consultant's analysis of the existing conditions leads us to conclude that another signal would only contribute to present stacking problems and congestion on Midway Road. Wal-Mart, therefore, is opposed to a new signal light at our main driveway on Midway Road.

I understand that you have met with our consultants from Dunaway Associates, Inc. and Bridgefarmers Association Inc. As discussed in that meeting, Wal-Mart feels a better approach would be to coordinate more effectively, the existing signal lights in conjunction with possible street widening and free right turns on Midway Road.

In closing, I would simply request that the City of Farmers Branch not allow another signal light on Midway Road and instead work towards a more comprehensive traffic solution.

Sincerely,

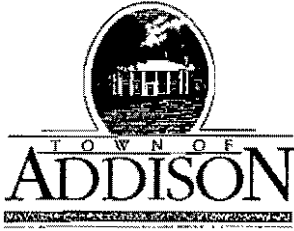


John Clarke
Real Estate Manager

cc: Tom Galbreath, Dunaway Associates
David McKensie, Store Manager
Brent Buckner, District Manager
Joe Mains, Regional Vice President

cc: John Baumgardner, Town of Addison ✓
Milton Brooks, City of Dallas
Michael Morris, NCTCOG

copy 10/7/94



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

October 4, 1994

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Greenhill School
14255 Midway Road
Dallas, Texas 75244-3698

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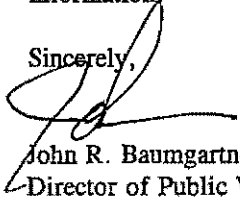
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Mr. Ken Piel
Page Two
October 4, 1994

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John R. Baumgartner, P.E.
Director of Public Works

JRB/gmk

cc: Ron Whitehead

9-26-94
John B.
CALL ME
ON XWIS!
ROAD



RECEIVED
SEP 22 1994
CITY MANAGER

GREENHILL SCHOOL
KENNETH A. PIEL
BUSINESS MANAGER

September 19, 1994

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 144
Addison, TX 75001

Dear Mr. Whitehead:

I would like to formally request the installation of a traffic control device at the Spring Valley entrance/exit to Greenhill School. As you are well aware, the School struggles with this problem each morning from 7:15 a.m. - 8:00 a.m. and again from 3:00 p.m. - 3:45 p.m. on each day the School is in session.

We hire an Addison Police officer each school morning and afternoon, yet many days these men are diverted to emergencies which are certainly understandable to me. As you might guess, my customers are not as understanding! As you are also aware, I am only allowed to hire Addison officers or county sheriffs. This restriction further complicates our situation.

I met with the developer working on the Mobil apartment complex across the road from our entrance. He expressed support for the traffic light as his project nears a start. I would think our traffic and this new complex will necessitate a serious re-consideration of this traffic light request.

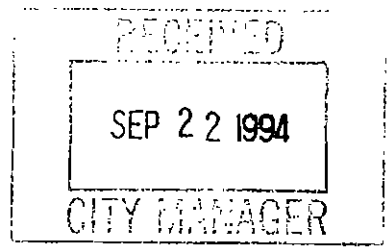
I sincerely hope some form of solution can be reached. I stand ready to assist in any way I can to move this request along.

Sincerely,

Kenneth A. Piel

KAP/pn

9-26-94
John B.
CALL THE
ON XWISIT
RON



GREENHILL SCHOOL
KENNETH A. PIEL
BUSINESS MANAGER

September 19, 1994

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City Manager
Town of Addison
P.O. Box 144
Addison, TX 75001

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Sincerely,

Kenneth A. Piel

KAP/pn



November 7, 1994

Mr. John Baumgartner
Town of Addison
Box 144
Addison, TX 75001

RE: PARKSIDE APARTMENTS - TRAFFIC FLOW

Dear Mr. Baumgartner:

The City of Farmers Branch has included funding to widen Midway Road between LBJ and Spring Valley in its capital improvements budget. The project will include intersection improvements at Spring Valley and Midway. This is a state project, partially financed with ISTEPA funds. We do not have a firm timeframe for the project from TXDOT, but our best guess is 1998.

Dave Davis, City Traffic Engineer, has reviewed the two-lane entrance into the subdivision. The distance between the street and the entrance gate, 130 feet, seems to be adequate to avoid any backups into Spring Valley Road.

Sincerely,

Jerome V. Murawski, Jr., P.E.
City Engineer

JVM/en



GREENHILL SCHOOL

KENNETH A. PIEL
CHIEF FINANCIAL OFFICER

Mr. Ray A. Gressett
M.A. Block Investments Co.
14901 Quorum Drive
Suite 500
Dallas, Texas 75240

February 2, 1996

Dear Mr. Gressett:

Please allow this letter to serve as a record of my understanding of our meeting today. You and George Tannous clearly described your development plan and need for access to the existing WATER easement located on Greenhill's northern property line. We fully understand your need to install a storm drain line in this easement. The School's position regarding the value of the easement remains unchanged. As Ron Rittenmeyer stated, the school has needs: for example, security fencing, traffic light control on Spring Valley Road, and landscaping. Creative cooperation and participation on your side in meeting any or all of these needs could affect the cash value the School has placed on the easement.

The School will grant permission for the utility probing on the easement pending receipt and agreement of a schedule and a detailed description of the activity. This is an act of good faith and is the School's way of demonstrating a willingness to assist your development. We are optimistic that we can come to agreement and welcome you as new neighbors.

Considering the adverse weather conditions, I consider the meeting to have been a valuable use of our time.

Sincerely,

Kenneth A. Piel

c.c.

Mr. Ronald A. Rittenmeyer

ATTACHMENT A

INDEPENDENT
POLICE DISTRICT

GREENHILL SCHOOL
ADDITION

Entrance to
THE GREENHILL SCHOOL

Existing Median Opening
with Left Turn Lane
Proposed Median
Opening with Left
Turn Lane
(See Attachment B
for Dimensions)

SPRING VALLEY ROAD

(A 100' R.O.W.)

Addison City Limits

Farmers Branch City Limits

N89°58'01"E
65.40'

N89°58'01"E
1317.05'

Gated, Emergency Vehicles Only

FIRE
STATION
City Of
Farmers Branch

S00°24'00"E
210.72'

N00°25'40"W
210.86'

S89°59'44"E
207.96'

432.72'

PHASE II

(CONCEPTUAL)
14.269 ACRES

105.29'
R=55'

32.25'

- 4
- 5
- 6
- 7
- 8
- 9
- 10