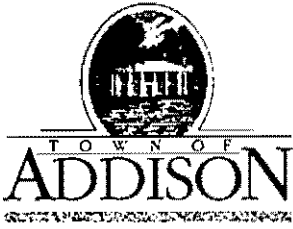


1996 Oaks North Homeowners Association



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

July 25, 1996

Mr. Ken Bloomberg
President, Oaks North Homeowners Association
14932 Oaks North Drive
Addison, Texas 75240

Dear Mr. ^{Ken}Bloomberg:

Please find attached our policy regarding speed humps. My staff would be happy to assist you, and/or the Oaks North Homeowners Association, in implementing this policy.

If you have any questions, or need additional information, please contact Robin Jones, Director of Streets at 450-2849.

Sincerely,

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

cc: Robin Jones
Ron Whitehead

OAKS NORTH HOMEOWNERS ASSOCIATION

July 16, 1996

Mr. John Baumgartner, P.E.
Director of Public Works
TOWN OF ADDISON
P.O. Box 144
Addison, TX 75001

Dear John:

Per my recent conversation with Ron Whitehead, I have attached a copy of my letter concerning our request for speed bumps.

In addition, I have attached a copy of my letter to you from April 10, 1996. I recently thought of something concerning the gate situation, addressed in that letter, that I wanted to run by you.

As you recall, your major concern over our plan for one gate was the possibility that drivers would chose to exit to Beltline Road by going down the wrong-way side of the Oaks North exit. I would like to propose a pressure/electric eye activated gate at the inbound side of Oaks North Road coming off of Beltline Road. This gate would open to any vehicle coming in off Beltline Road and would at the same time block any attempt for a driver to drive the wrong-way out.

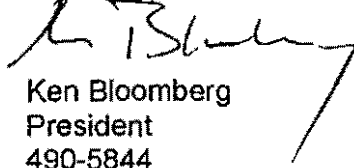
Just a thought I wanted you to consider.

In the interim, we are interested in investigating the possibility of the speed bumps as detailed in my letter of July 16th.

Please call me with any questions that you may have.

Thank you for your consideration.

Sincerely,



Ken Bloomberg
President
490-5844

OAKS NORTH HOMEOWNERS ASSOCIATION

July 16, 1996

Mr. Ron Whitehead
City Manager
TOWN OF ADDISON
P.O. Box 144
Addison, TX 75001

Dear Ron:

Per our conversation prior to July 4th, (I thought I would let you catch your breath after "Kaboom Town") I wanted to review our request for the possibility of speed bumps in the Oaks North subdivision.

As you know, we have been attempting for some time to find a solution to the constant problem of non-residents cutting through our subdivision. There is still strong support among the residents of Oaks North for some type of gate solution to this problem. To date, however, we have not been able to find a gate concept that is acceptable to both the city and Oaks North community.

We would therefore ask the Town of Addison to assist us in the following areas:

-Have the traffic/streets department develop a plan to place speed bumps on Paladium and Oaks North Drive (design/location)

- Have the traffic/streets department review the signing that exists at the Paladium entrance and suggest signing alternatives that would better emphasize that there is no cut through traffic permitted. (We would also imagine that there would be an additional need for signs indicating that there are speed bumps in place).

-Work with Chief of Police to see if there can be some stepped up enforcement of the no cut through traffic regulations.

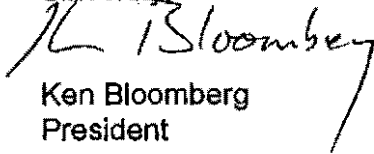
July 16, Page Two

The Board would greatly appreciate the opportunity to review the Town's recommendations prior to any implementation of either the speed bumps and/or signs.

Please feel free to call me with any questions that you may have.

I greatly appreciate all of your help.

Sincerely,

A handwritten signature in black ink that reads "Ken Bloomberg". The signature is written in a cursive style with a long, sweeping tail that extends downwards and to the right.

Ken Bloomberg
President

490-5844

cc: J. Baumgartner, PE

OAKS NORTH HOMEOWNERS ASSOCIATION

April 10, 1996

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Director of Public Works
City Of Addison
PO Box 144
Addison, TX 75001

Dear John:

I wanted to thank you for your time yesterday. The proposals the you reviewed with me were very comprehensive and I discussed your recommendations with my board this morning.

As we discussed yesterday, our interest is to simply have the outbound lane of Oaks North (going toward Beltline Road) gated with a remote activated opener as specified by the City of Addison. This would not permit any non-resident of Oaks North the ability to cut thru our subdivision in an attempt to avoid going up Montfort Road to Beltline Road and then going right. It is not our intention to privatize the area of Oaks North Drive north of the culvert, nor to change the route of traffic by making Oaks North one way only. While I understand that the streets are for public use, the Paladium entrance to our subdivision is signed as "no thru traffic" and therefore, the only cars using the outbound lane of Oaks North Drive out to Beltline road should be residents of Oaks North. I believe that our plan would simply assure the residents that cut thru traffic would be held to an absolute minimum. This is especially of concern in our neighborhood in light of the anticipated construction of the Anne Frank school as well as the ongoing apartment construction on Montfort and Noel Roads.

I know that traffic is a pressing problem in our community and we are simply looking to avoid a potential problem with the continuing flow of cut thru traffic, often at higher than posted speed limits, that we are certain will increase in the near future.

I would ask you to revise your proposals to reflect the single gate concept and supply me with costs, etc. at your earliest convenience.

Again, thank you for your time and assistance

Sincerely,

Ken Bloomberg
President

cc: Ron Whitehead

OAKS NORTH HOMEOWNERS ASSOCIATION

July 16, 1996

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Director of Public Works
TOWN OF ADDISON
P.O. Box 144
Addison, TX 75001

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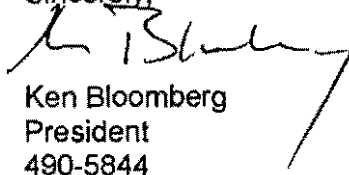
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Thank you for your consideration.

Sincerely,



Ken Bloomberg
President
490-5844

OAKS NORTH HOMEOWNERS ASSOCIATION

July 16, 1996

Mr. Ron Whitehead
City Manager
TOWN OF ADDISON
P.O. Box 144
Addison, TX 75001

Dear Ron:

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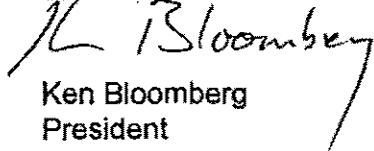
July 16, Page Two

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Please feel free to call me with any questions that you may have.

I greatly appreciate all of your help.

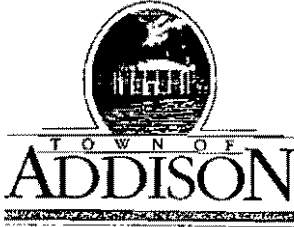
Sincerely,

A handwritten signature in black ink that reads "Ken Bloomberg". The signature is written in a cursive style with a long, sweeping tail that extends downwards and to the right.

Ken Bloomberg
President

490-5844

cc: J. Baumgartner, PE



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

June 26, 1995

To: Ron Whitehead
City Manager

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

JRB

Re: Oaks North Request for Service

Public Works has met with the Oaks North Homeowners Association regarding the options for street lighting and access. Mr. Motley has expressed that both proposals are supported by two-thirds of the residents within the neighborhood.

The estimated cost (see attached cost estimate) for the street lighting project is \$15,000. This project would be installed by TU Electric. They have requested reimbursement on a time and materials basis.

The proposed access modification poses the following questions besides the estimated cost (see attached estimate) of \$125,000 to \$155,000:

1. The proposal would create a dead end situation of 300 feet without sufficient room for delivery, utility (i.e.: garbage) or emergency vehicles to turn around.

This is inconsistent with our existing code requirements but, could be partially mitigated by:

- a. Eliminating on-street parking on Paladium between Montfort and Oaks North Drive.
 - b. Removing the median on Paladium at Montfort to provide more space to turn passenger cars.
2. The modification would preclude emergency vehicles from using Paladium/Quorum/Valley Verde to access the Oaks North neighborhood forcing them to use Belt Line or Arapaho. Chief Wallingford and Chief McLaughlin are going to meet to determine the impact this will have on emergency response time.
 3. Belt Line Road is very congested and is located within the City of Dallas. If Oaks North is connected to Lake Forest, it is inevitable that delays will occur to access Belt Line Road. This is caused by Dallas' inability to provide sufficient additional green time to Lake Forest without adversely impacting progression on Belt Line Road.

Memorandum
Ron Whitehead
Page Two

4. This proposal will likely meet resistance from the existing residents on Lake Forest because it will increase traffic in their neighborhood and add to the delay they currently experience in accessing Belt Line Road.

It seems imperative that everyone who lives on Paladium between Montfort and Oaks North Drive and two-thirds the neighborhood support the proposed access modification. An alternate proposal to limit access to the Oaks North neighborhood, could include leaving Montfort access open, and closing Belt Line access. This alternate proposal would cost less than \$60,000.

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

Attachments: Cost Estimate
Letter from Oaks North

cc: Robin Jones, Director of Streets
James McLaughlin, Police Chief
Chris Terry, Assistant to the City Manager
Bob Wallingford, Fire Chief

**COST ESTIMATE
OAKS NORTH NEIGHBORHOOD REQUEST FOR SERVICE
JUNE 26, 1995**

Proposal No. 1: Street lighting

Additional Street lighting	\$15,000
Engineering /Construction by TU Electric	

Proposal No. 2: Access Modifications*

Montfort Wall 100 L.F.	\$10,000
Remove Montfort entrance paving, (including median) landscape. Install inlet, sidewalk etc., as required.	\$15,000
Remove portion of wall at Belt Line and landscape as required	\$2,500
Connect Oaks North to Finance Drive 100 L.F.	\$22,500
Widen and Reconstruct existing drive to Lake Forest 160 L.F.	\$40,000
Contingency 15%	\$15,000
Civil Engineering, surveying, geotechnical landscape architect, structural and construction administration	\$20,000
*Subtotal Proposal No. 2 - Access Modifications	\$125,000
Subtotal Proposal No. 1 Street Lighting	\$15,000
Total Request for Service	\$140,000

* If existing Oaks North Drive is scheduled for removal, landscaping and sidewalk installation, add \$25,000

If the wall between Oaks North Drive and Finance requires removal, add \$5,000

FROM THE DESK OF
Ron Whitehead

6-19-95

John,

Please give me
preliminary cost
estimates on both of
these proposals!

R

JUN 19 1995

CITY MANAGER

COPY

OAKS NORTH HOMEOWNERS ASSOCIATION

June 12, 1995

Mr. Ron Whitehead
City Manager
Town Of Addison
P.O. Box 699
Addison, Texas 75240

Dear Mr. Whitehead,

I have had conversations with Mr. John Baumgarten and Mr. Robin Jones about the procedures necessary to follow to bring two projects to the Town of Addison which are on the agenda of the Oaks North Homeowners Association.

You will recall from the annual meeting of the Association held in January 1995, the following projects were those the group feels must be faced and brought to a conclusion.

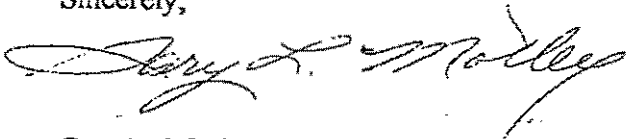
1. Security and Landscape Lighting of the subdivision: The homeowners have been canvassed about their opinions of the need to increase the quality and quantity of light dispersed in the neighborhood through the system of light poles found in the medians and along the sidewalks of the area. These lights were placed at the time of the original development when trees were smaller and the maturity of the development was not fully complete. The homeowners have complied with the requirements of the Town of Addison in completing the required petitions for this project. The count is approximately 85% "FOR" the project to proceed with the changes suggested by the department run by Mr. Baumgarten. The questions are cost, who participates in the cost and a time schedule to start this project.

2. Cul de Sac Community: The homeowners have had an on going discussion about gates, speed bumps and a reroute solution to the security and traffic problems growing in the neighborhood for over 4 years. It is time this problem is brought to a conclusion. With the growth of Addison over the past few years, what was a quiet community has been influenced by developments just outside our boundaries. Development is not all bad, but, with the growth of large apartment projects along Montfort and adjacent streets, many problems such as congestion, cut through traffic, litter, and general inconvenience to the neighborhood has been a result. The

association would like the assistance of the Town of Addison to devise a plan to transform our community into a "cul de sac" development by means of closing off the Montfort entrance and rerouting the traffic flow through a redesigned entry / exit to Belt Line road with a tie into the light at the junction of Prestonwood and Belt Line. This would require a reroute of the drive in front of the Finance building and a change of the present entrance to Oaks North by means of the right turn presently in use. It is the suggestion of the plan that this would eliminate the neighborhood problem of security and safety which is perceived to be on the decline. The effects of this decline will be lower property values and a lower tax base. The traffic problem was further emphasized Saturday with the collision that took place at the intersection of Montfort and Verde Valley. The recent loss of control of vehicles making a sharp turn onto Oaks North Drive is a growing problem as autos cut through to Belt Line and do not know the severity of the curve they have to negotiate.

We are requesting your assistance with these requests. We are having our July Homeowners Association Meeting on June 29, 1995 at 7:30 P.M and would appreciate a response by then. The location of the meeting will be The Town Hall of Addison. You and your staff are cordially invited to attend and enlighten the homeowners of any progress toward the conclusion of these projects. ,

Sincerely,



Gary L. Motley
President Oaks North Homeowners Association

FROM THE DESK OF

Ron Whitehead

6-19-95

John,

Please give me
preliminary cost
estimates on both of
these proposals!

R.

FROM THE DESK OF

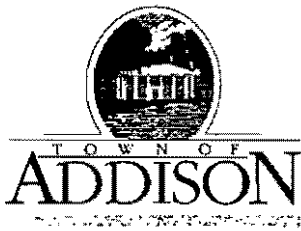
Ron Whitehead

6-19-95

John,

Please give me
preliminary cost
estimates on both of
these proposals!

R



PARKS & LEISURE SERVICES

(214) 450-2851 • FAX (214) 248-7814

Post Office Box 144 Addison, Texas 75001

16801 Westgrove

MEMORANDUM

Date: June 21, 1996
To: Lea Dunn, Assistant City Manager
From: Slade Strickland *SS*
Subject: **Oaks North Wall Failure**

Upon researching the background of the wall on the west side of Oaks North Drive, I found out that it was constructed by the Oaks North builder before the retail center (Town Hall Square) was developed. The retail center grades were raised during construction, thus, the parking lot was constructed 2' to 3' higher than the wall and poured up against it (see the attached photographs).

Carter & Burgess's structural engineer believes the parking lot significantly contributed to the wall failure due to inadequate drainage between the wall and parking lot. The wall is merely a screen wall with no structural integrity for retaining the parking lot. Unfortunately, it is unclear who was responsible for managing the drainage or for providing a structurally sound retaining wall to support the parking lot.

I spoke with center manager, Mark Sommer with Beltway Development, and as I expected, Mark said they are not interested in sharing the cost to repair the wall. Part of the wall encroaches onto the center property, which shows up on the retail center survey. From the information I gathered, Daryl Snadon, the property owner, allowed the Oaks North builder to encroach onto the retail center property.

With all this said, it appears the Town or the Oaks North Homeowners will need to fund the repairs. Carter and Burgess submitted estimates for complete removal and construction of a 300' retaining wall and screen wall ranging from \$108,000 to \$132,000, dependent upon use of wood fencing or brick. This estimate includes design fees and complete demolition and removal of the existing failed walls and footing.

A cheaper alternative might be to shore up the existing footing using piers and reconstruct the brick wall. However, Carter & Burgess is reluctant to recommend this as an effective method since there are no construction documents available on the existing footing to evaluate.

I recommend that this project be added to the Expanded Levels of Service List or included in Capital Projects for discussion considering the potential liability exposure.

cc Randy Moravec
John Baumgartner
Robin Jones
Ron Lee



Alyssa
Same for
now -
I spoke with
Mr. Bloomberg
April 24.
DRAFT
JB

April 22, 1996

Mr. Ken Bloomberg
President, Oaks North Homeowners Association

Addison, Texas

Dear Mr. Bloomberg:

The Public Works staff has evaluated your proposal to gate the northbound entrance to your neighborhood while leaving the southbound access unsecured.

At face value, it appears that it will eliminate most of the traffic that travels from Montfort to Belt Line. However, without restriction it appears that some motorists will continue to travel northbound in the southbound lane creating several points of potential conflict. Therefore the Public Works staff is unable to support your proposal because of the inconsistency with generally accepted engineering practice.

I know you are looking for a simple non-passive solution. If you and your neighbors would like to proceed with either of the earlier proposals; to close Oaks North Drive at the creek or make the road one-way northbound, I would be happy to assist you with your plan.

Sincerely,

but ~~it is not~~ just putting
A gate up will not address
ALL of the TOWNS CONCERNS.

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

cc: Ron Whitehead

ADDITIONALLY,
YOUR PROPOSAL DOES
NOT ADDRESS HOW
VEHICLES TURN AROUND,
ONCE THEY HAVE
APPROACHED THE GATE
AND DO NOT HAVE A
WAY TO ACTIVATE
ITS OPENING.



RATLIFF MASONRY, INC.

HARDSCAPE CONSULTANTS

610 N. Cowan Lewisville, Texas 75057-3006 (214) 436-2509 FAX (214) 221-9905

April 10, 1996

Ron Lee
Town of Addison
16801 Westgrove Rd.
Addison, TX 75001

RE: Repairs to the Town Hall Brick Wall

Bid Proposal

To replace a 6' x 20' panel that fell from the wall. (OAKS NORTH)

To replace bricks that are missing from some columns (per our previous conversation).

To remove all debris from the area.

Turn-Key Price: \$1,525.00

FYI

↓
Note:

Due to the condition of the existing wall, Ratliff Masonry, Incorporated can not be held responsible for any damages that might occur during or after the repairs. No warranties are expressed or implied.

*John,
Please see
me tomorrow when
you get a chance re:
this. Thanks Sean*

OAKS NORTH HOMEOWNERS ASSOCIATION

April 10, 1996

Mr. John Baumgartner, P.E.
Director of Public Works
City Of Addison
PO Box 144
Addison, TX 75001

Dear John:

I wanted to thank you for your time yesterday. The proposals the you reviewed with me were very comprehensive and I discussed your recommendations with my board this morning.

As we discussed yesterday, our interest is to simply have the outbound lane of Oaks North (going toward Beltline Road) gated with a remote activated opener as specified by the City of Addison. This would not permit any non-resident of Oaks North the ability to cut thru our subdivision in an attempt to avoid going up Montfort Road to Beltline Road and then going right. It is not our intention to privatize the area of Oaks North Drive north of the culvert, nor to change the route of traffic by making Oaks North one way only. While I understand that the streets are for public use, the Paladium entrance to our subdivision is signed as "no thru traffic" and therefore, the only cars using the outbound lane of Oaks North Drive out to Beltline road should be residents of Oaks North. I believe that our plan would simply assure the residents that cut thru traffic would be held to an absolute minimum. This is especially of concern in our neighborhood in light of the anticipated construction of the Anne Frank school as well as the ongoing apartment construction on Montfort and Noel Roads.

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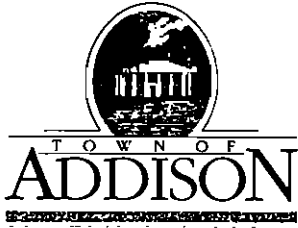
I would ask you to revise your proposals to reflect the single gate concept and supply me with costs, etc. at your earliest convenience.

Again, thank you for your time and assistance

Sincerely,

Ken Bloomberg
President

cc: Ron Whitehead



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

MEMORANDUM

April 8, 1996

To: Ron Whitehead
City Manager

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

Re: Oaks North Access Modifications

The Public Works Department reviewed several alternatives to modify the access to the Oaks North development. Naturally, the City Council will need to approve any of these changes. Three of the alternatives are as follows.

1. The first alternative was to close Oaks North Drive at the creek. This could be accomplished by providing a vehicular turn-around on Oaks North Drive northeast of 14990 Trafalgar Court, or modifying the intersection at Oaks North Drive and Trafalgar*. A cost estimate is as follows:

A.	Demolition existing road and construct greenbelt	35,000
B.	Construct cul-de-sac with storm drainage and inlet	40,000
C.	Engineering, surveying, geotechnical, landscape, architect and construction administration	20,000
D.	Contingency	15,000

Estimated cost Alternative 1 110,000

* Using Trafalgar would save approximately \$30,000 but would make it difficult to see the dead-end prior to getting there.

2. The second alternative is to make Oaks North Drive one-way northbound at the creek, and install a gate with toll-tag access to exit. A vehicular turn-around should be provided north of 14990 Trafalgar Court or at the intersection of Oaks North Drive and Trafalgar*. This in essence would make the section of Oaks North Drive between the creek and Belt Line Road a private street, which significantly increases the cost of the project. This may necessitate the purchase of this street section** and the homeowners may be required to assume responsibility for maintenance.*** A cost estimate for this alternative is as follows:

Page Two
April 8, 1996
Memorandum

A.	Install gates with access controls	20,000
B.	Construct cul-de-sac with drainage	30,000
C.	Demolition half of existing road and construct greenbelt	20,000
D.	Engineering, surveying, geotechnical, landscaping, architect, and construction administration	15,000
E.	Contingency	10,000
	Subtotal Construction Cost	<u>95,000</u>
	Right-of-way/improvement acquisition	
	Oaks North Drive - Creek to Belt Line (24,000 sq. ft.)	145,000
	Estimated cost Alternative 2	<u>240,000</u>

* Using Trafalgar would save approximately \$30,000 but would make it difficult to see the gate prior to getting there.

** Right-of-way costs shall be supported with an appraisal.

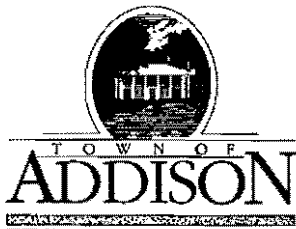
*** The estimated annual maintenance cost for the greenbelt and street along Oaks North Drive between the creek and Belt Line is \$7,500/year.

3. The third proposal was to provide two-way gated access between the creek and Belt Line Road. This proposal was dismissed because insufficient room was available to provide for a vehicular turn-around for vehicles leaving Belt Line Road and vehicles leaving the subdivision without a detrimental impact to the Finance Building or Shopping Center property. Without a turn-around, vehicles without access would be forced to back into Belt Line Road. Additionally, much of the landscaping and a number of the older and more significant trees would be eliminated.

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

cc: Ken Bloomberg

MAR 26 1996



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(214) 450-2871

16801 Westgrove

MEMORANDUM

March 25, 1996

To: Ron Whitehead
City Manager

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

Re: Oaks North Access Modifications

The Public Works Department estimated the costs associated with two (2) alternatives to modifying the access to the Oaks North neighborhood.

The first option evaluated closing Oaks North Drive at or near the existing creek and returning the road to greenbelt/trail. The estimated cost associated with this option are as follows:

1.	Demolition existing road and construct greenbelt	35,000
2.	Construct cul-de-sac with storm drainage and inlet	40,000
3.	Fencing and/or wall removal at Finance	10,000
4.	Engineering, surveying, geotechnical, landscape, architect and construction administration	20,000
5.	Contingency	<u>15,000</u>
Estimated cost Alternative 1		120,000

The second option consists of the construction of gates at or near the bridge over the creek to allow residential ingress/egress. The estimated cost associated with this proposal are as follows:

1.	Install two (2) swing gates with fencing and access controls	30,000
2.	Construct two (2) cul-de-sacs	70,000
3.	Relocate a portion of the Finance Dept's. Fence & Irrigation systems	2,000
4.	Engineering, surveying, geotechnical, landscaping, architect, and construction	20,000
5.	Contingency	<u>15,000</u>
Estimated cost Alternative 2		137,000

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

CHRIS TERRY

3/26

Town of Addison
5300 Belt Line Road
P.O. Box 144
Addison, Texas 75001
(214) 450-7010
(214) 833-2717 Pager
(214) 960-7684 FAX

Ron-

Don't forget to
call your Oakes North
Contact today.

Chris

IMPORTANT MESSAGE

FOR Ron

DATE 4-4-96 TIME 9:50 AM

M. Ken Bloomberg

OF _____

PHONE 490-5844

FAX

MOBILE 631-1340 Ext

TELEPHONED	<input checked="" type="checkbox"/>	PLEASE CALL	<input checked="" type="checkbox"/>
CAME TO SEE YOU	<input type="checkbox"/>	WILL CALL AGAIN	<input type="checkbox"/>
WANTS TO SEE YOU	<input type="checkbox"/>	RUSH	<input type="checkbox"/>
RETURNED YOUR CALL	<input type="checkbox"/>	WILL FAX TO YOU	<input type="checkbox"/>

MESSAGE Follow-up to see if you have met with John B. to discuss alternative ideas for gating Oaks North.

SIGNED (mc)

~~In addition, an~~ ~~assess~~

Because access to this roadway would be limited to Oaks North residential traffic and Town of Addison service vehicles it is recommended that the roadway be ~~deducted~~ ~~to~~ the homeowners assume maintenance responsibility for the road and landscaping between the creek and Beltline. This cost is estimated at \$7500 per year.

To Ron
From JTB

RE: Oaks North Drive Access

The Public Works Department ~~has~~ reviewed several ~~different~~ alternatives to modify the access to the Oaks North ~~development~~ development. Three of the alternatives are as follows.

1. The ~~first~~ ^{third} proposal was to provide two-way gated access between the creek and Beltline Road. This proposal was ~~not~~ dismissed because insufficient room was available to provide for a vehicular turn around for vehicles leaving Beltline Road and vehicles leaving the subdivision. ~~Our major concern was for~~ without a detrimental impact to the Finance Building or Shopping Center property. ~~at~~ The main ~~concern~~ concern regarded the ability of vehicles without access ~~to~~ to turn around without backing into Beltline.

Rob.

The first alternative was to close
Oaks North Drive at the creek. This
could be accomplished by providing
a vehicular turn-around on Oaks North Drive
north of ~~the~~ Oaks North modifying
the intersection at Oaks North Drive
and Trilagar.

A cost estimate is as follows:

~~Using~~ Trilagar would save approximately
\$30,000 but would make it difficult
to see the dead prior to getting there.

The second alternative is to
make Oaks North Drive one-way ~~at~~
northbound and install a gate with
toll-tag access to exit ~~of this~~ A vehicular
~~turnaround~~ ~~at the~~ ~~intersection~~ ~~of~~ ~~Oaks~~ ~~North~~
Drive or at the intersection of Oaks North Drive and Trilagar.
A cost estimate for this alternative:

is as follows:

Install gate with access controls	20,000
construct Rubble-sue with drainage	30,000
Demolition half of existing road and construct greenbelt	20,000
Engineering, surveying, geotechnical, landscape, Architect and construction administration	15,000
Contingency	10,000
	<hr/>
	95,000

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

① Trafalgar

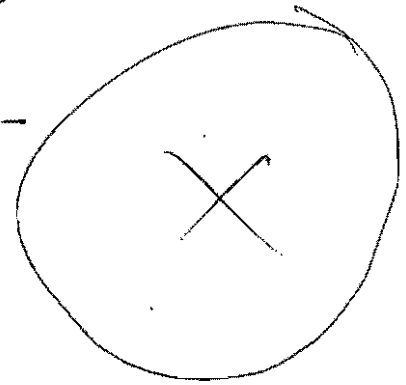
② Judge Villas

significant ~~to~~ Trees + landscaping
to get the necessary credit
for vehicle turnover.

① Close entry

② Gate in - exit only

Belt Line



IMPORTANT MESSAGE

FOR RM
DATE 3/28 TIME 12:45 A.M. / P.M.
M Bill Coppola
OF _____
PHONE 309-4128
AREA CODE NUMBER EXTENSION
Q FAX _____
Q MOBILE _____
AREA CODE NUMBER TIME TO CALL

TELEPHONED	PLEASE CALL		
CAME TO SEE YOU	WILL CALL AGAIN		
WANTS TO SEE YOU	RUSH		
RETURNED YOUR CALL	WILL FAX TO YOU		

MESSAGE Please call today @ office because he will be out-of-town tomorrow

SIGNED

(RM)

IMPORTANT MESSAGE

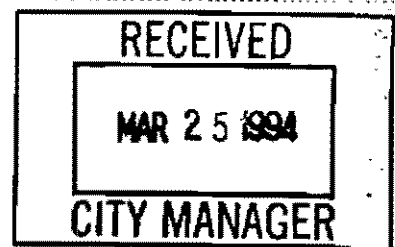
FOR Ron
DATE 3/23/94 TIME 3:05 A.M. / P.M.
M Bill Coppola
OF _____
PHONE (RM) 490-3032
AREA CODE NUMBER EXTENSION
Q FAX _____
Q MOBILE _____
AREA CODE NUMBER TIME TO CALL

TELEPHONED	PLEASE CALL		
CAME TO SEE YOU	WILL CALL AGAIN		
WANTS TO SEE YOU	RUSH		
RETURNED YOUR CALL	WILL FAX TO YOU		

MESSAGE Call tonight
Courts would not allow him to pay his wifes ticket because it is Texas State Law - No one SIGNED may enter a plea for

TOPS FORM 4005 LITHO IN U.S.A. Someone else - except for an attorney.

William J. Coppola



March 24, 1994

7834 C.F. Hawn Freeway
Dallas, Texas 75217

HM-490-3032

WK-309-4161

Mr. Richard N. Beckert, Honorable Mayor
Mr. Ron Whitehead, City Manager
City of Addison
P. O. Box 144
Addison, TX 75001-0144

RE: DOG VIOLATION - CITATION #01462

Dear Mr. Beckert & Mr. Whitehead:

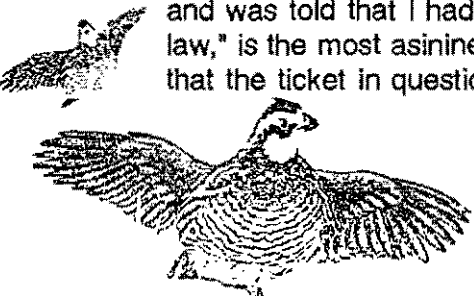
Under normal circumstances, this whole incident, although rather silly in the writer's mind, would have simply been taken care of and forgotten; however, I feel it is necessary to report the idiotic circumstances surrounding this transaction and, more importantly, the discourteous handling of the situation by various employees of the City of Addison.

First and foremost, my wife received a ticket for not having our dog on a leash across the street from our house. Our house is located at 14805 Lake Forest Drive and our neighbor's property is right across the street. My wife and I discussed whether or not we should fight the ticket but, in the interest of fairness, because she had the dog off the leash in other instances, we felt that paying the ticket would probably be the proper thing to do.

In our particular case, we own the property up to the center of the street and our neighbor owns the property up to the center of the street on their side, so logically speaking, the dog was on private property. Be that as it may, we decided to pay the fine.

I went to the Addison Municipal Building on 3/23/94 at 3:45 p.m. I talked to a court clerk and handed her the copy of the citation whereupon she pulled the file and went through the process of doing whatever it is that they do and told me that the fine was \$70.00. She then asked me to sign the back of the citation, which I did. Because her computer was busy and she could not print the receipt, she asked a lady adjacent to her to print the receipt whereupon the lady took the citation and said that she could not take the money because my wife had to come there and pay it. Now this was \$70.00 cash, no check, and I said, "This seems rather odd, why can't I pay my wife's ticket?" She stated, "Because unless you are an attorney, we can't take the money here at the office but you can mail the check in to pay the citation."

Now, I have to tell you that we wonder why government businesses in general are so poorly managed and so customer unfriendly! I took off work, drove to pay the ticket, had cash in hand and was told that I had to send a check! I believe that this, which was reported to be a "state law," is the most asinine thing that I have ever heard of, particularly when you take into account that the ticket in question was for a dog off a leash.

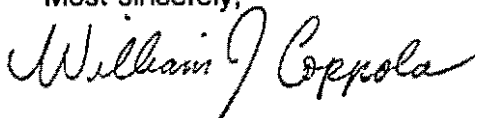


Mr. Richard N. Beckert, Honorable Mayor
Mr. Ron Whitehead, City Manager
March 24, 1994
PAGE TWO

I really feel that not only was it a waste of my time, but it was also a tremendous insult to the writer and it reflected poorly on the staff and general attitude of the City of Addison employees. I will be sending the check, but I just felt compelled to tell you about this unfortunate situation. Upon reviewing the back of the citation, no where does it say that the person receiving the citation must, in fact, come and pay it themselves.

I would appreciate you looking into this and letting me hear your reply.

Most sincerely,

A handwritten signature in cursive script that reads "William J. Coppola". The signature is written in dark ink and is positioned above the typed name.

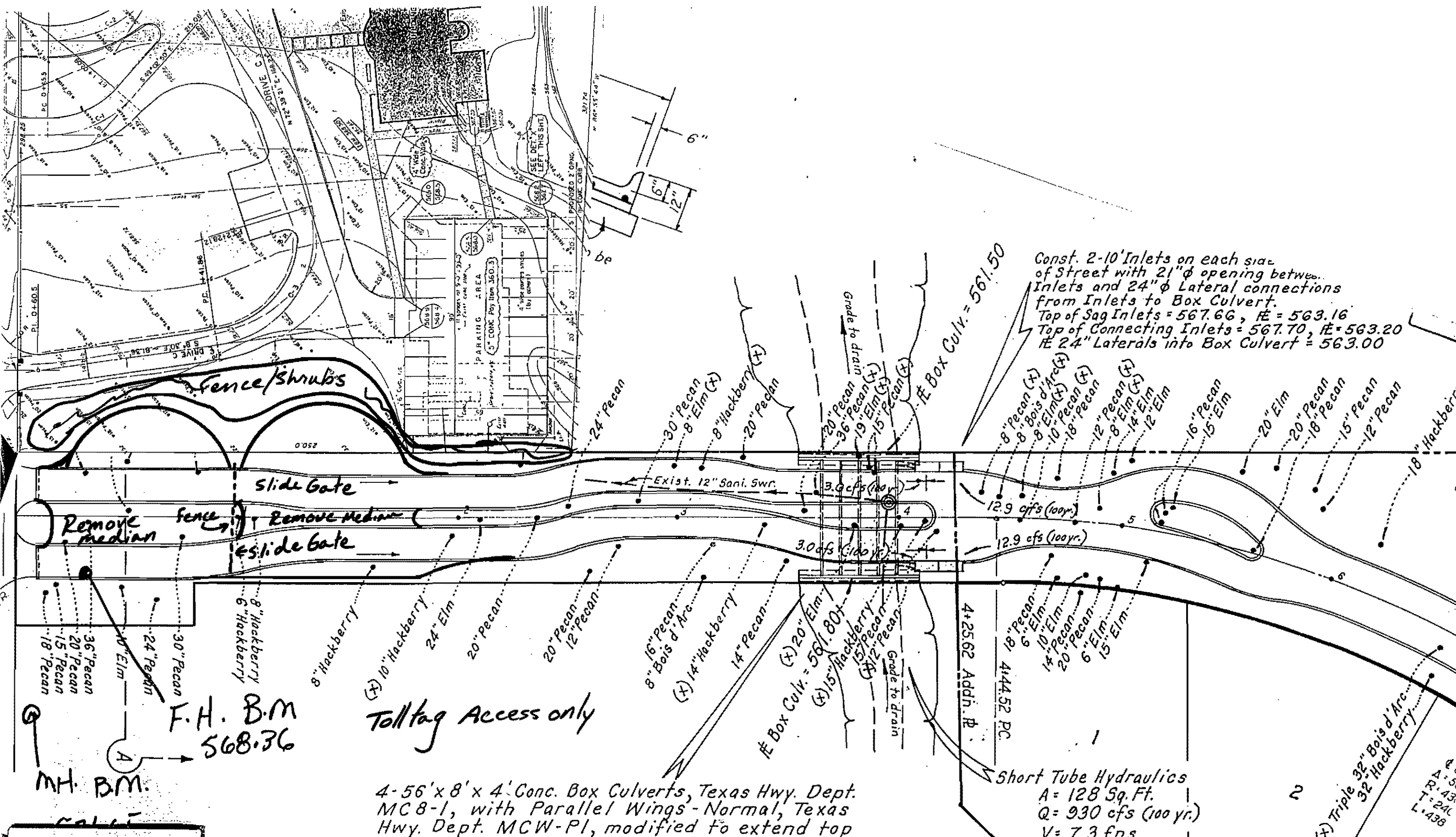
William J. Coppola

WJC/dv

TRANSMISSION VERIFICATION REPORT

TIME: 03/28/1994 09:56
NAME: TOWN HALL OF ADDISON
FAX : 2149507584
TEL : 2144507000

DATE, TIME	03/28 09:54
FAX NO. /NAME	<i>John Baumgartner</i> SC DOWNSTAIRS
DURATION	00:01:29
PAGE(S)	02
RESULT	OK
MODE	STANDARD



Const. 2-10' Inlets on each side of Street with 21" ϕ opening between Inlets and 24" ϕ Lateral connections from Inlets to Box Culvert.
 Top of Sag Inlets = 567.66, \bar{E} = 563.16
 Top of Connecting Inlets = 567.70, \bar{E} = 563.20
 \bar{E} 24" Laterals into Box Culvert = 563.00

Short Tube Hydraulics
 A = 128 Sq. Ft.
 Q = 930 cfs (100 yr.)
 V = 7.3 fps

4-56'x8'x4' Conc. Box Culverts, Texas Hwy. Dept. MC8-1, with Parallel Wings - Normal, Texas Hwy. Dept. MCW-P1, modified to extend top

F.H. B.M. 568.36
 MH. B.M.

Tolltag Access only

(+) Triple 32" Bois d'Arc
 32" Hackberry
 20" Elm
 20" Pecan
 15" Pecan
 12" Pecan
 18" Hackberry

4+2562 Addn. P.
 4+4452 PC

\bar{E} Box Culv. = 561.50
 \bar{E} 20" Elm = 561.80
 \bar{E} 15" Elm = 561.51

3.0 cfs (100 yr.)
 3.0 cfs (100 yr.)

12.9 cfs (100 yr.)
 12.9 cfs (100 yr.)

Exist. 12" Sani. Swr.

24" Pecan

30" Pecan
 8" Elm (+)

8" Hackberry (+)
 20" Pecan

20" Pecan
 36" Pecan (+)
 19" Elm (+)
 15" Pecan (+)

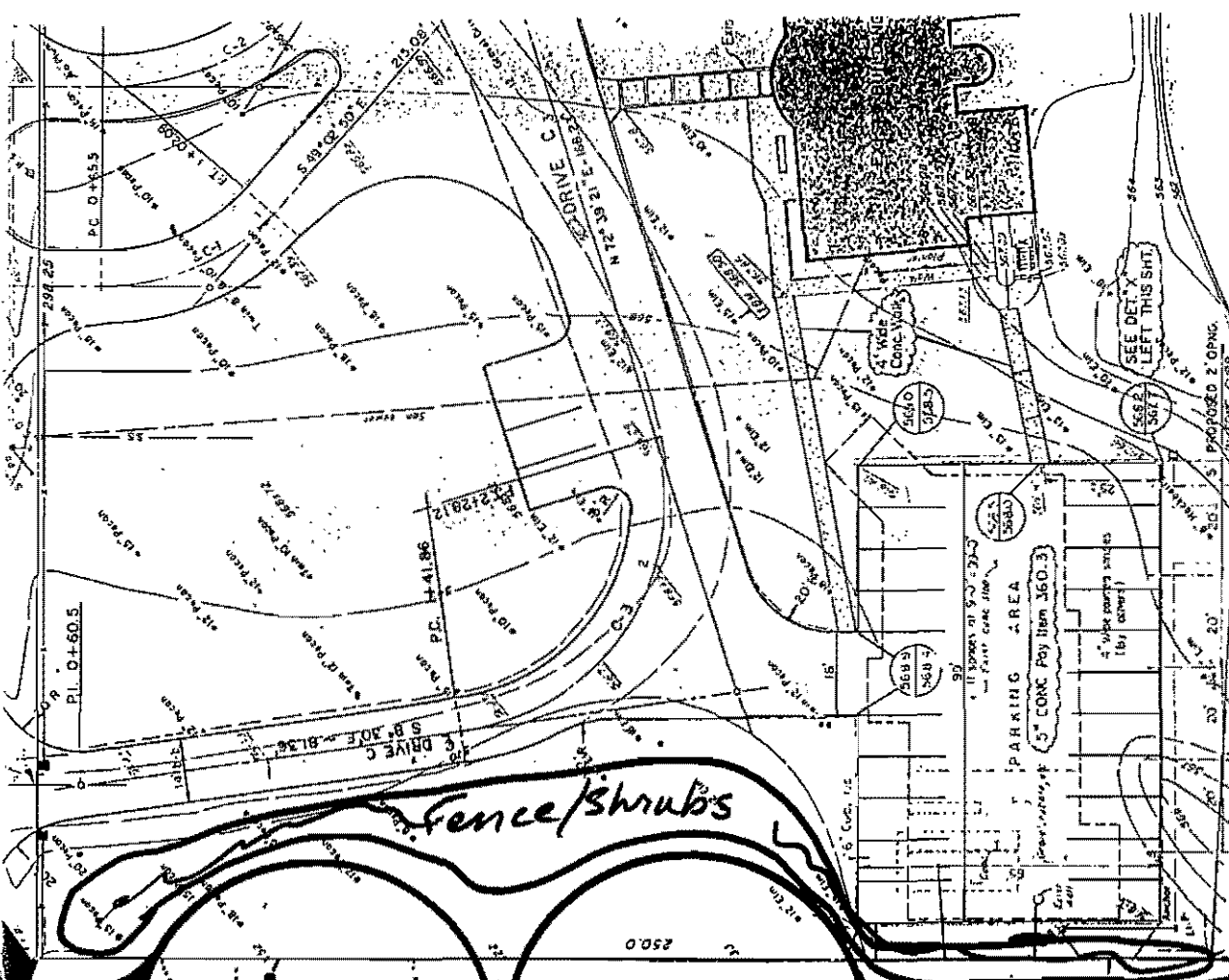
\bar{E} Box Culv. = 561.50

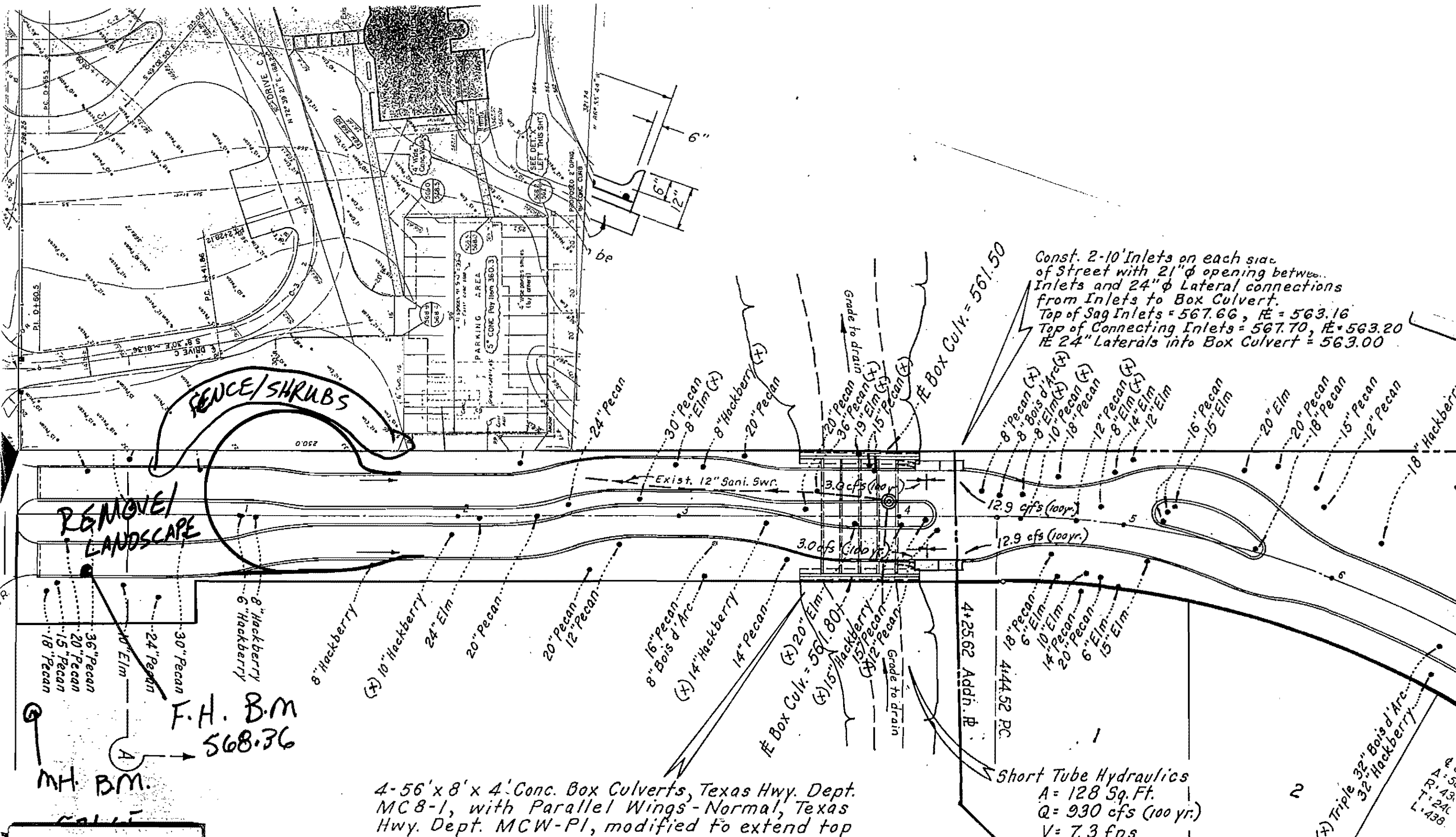
8" Pecan (+)
 8" Bois d'Arc (+)
 8" Elm (+)
 10" Pecan (+)
 18" Pecan (+)
 12" Pecan (+)
 8" Elm (+)
 14" Elm (+)
 12" Elm

16" Pecan
 15" Elm

20" Elm
 20" Pecan
 18" Pecan
 15" Pecan
 12" Pecan

18" Hackberry





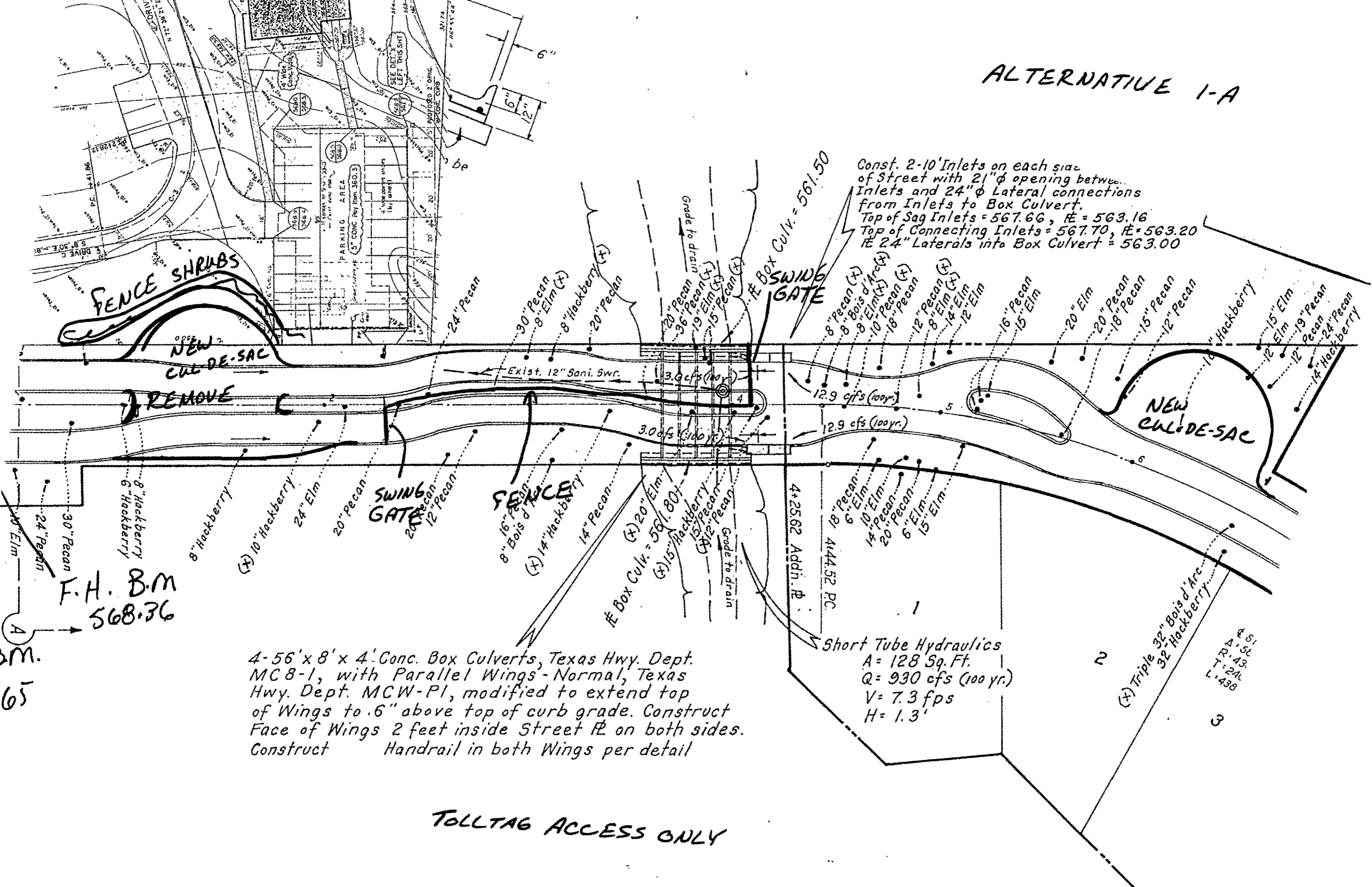
Const. 2-10' Inlets on each side of Street with 21" ϕ opening between Inlets and 24" ϕ Lateral connections from Inlets to Box Culvert.
 Top of Sag Inlets = 567.66, \bar{E} = 563.16
 Top of Connecting Inlets = 567.70, \bar{E} = 563.20
 \bar{E} 24" Laterals into Box Culvert = 563.00

4-56' x 8' x 4' Conc. Box Culverts, Texas Hwy. Dept. MC8-1, with Parallel Wings - Normal, Texas Hwy. Dept. MCW-PI, modified to extend top

Short Tube Hydraulics
 A = 128 Sq. Ft.
 Q = 930 cfs (100 yr.)
 V = 7.3 fps

(X) Triple 32" Bois d'Arc
 32" Hackberry
 4' S1
 A = 54
 R = 43
 T = 24
 L = 438

ALTERNATIVE 1-A



Const. 2-10' Inlets on each side of Street with 21" ϕ opening between Inlets and 24" ϕ Lateral connections from Inlets to Box Culvert.
 Top of Sag Inlets = 567.66, \bar{E} = 563.16
 Top of Connecting Inlets = 567.70, \bar{E} = 563.20
 \bar{E} 24" Laterals into Box Culvert = 563.00

4-56' x 8' x 4' Conc. Box Culverts, Texas Hwy. Dept. MC8-1, with Parallel Wings - Normal, Texas Hwy. Dept. MCW-PI, modified to extend top of Wings to .6" above top of curb grade. Construct Face of Wings 2 feet inside Street \bar{E} on both sides. Construct Handrail in both Wings per detail

Short Tube Hydraulics
 A = 128 Sq. Ft.
 Q = 930 cfs (100 yr.)
 V = 7.3 fps
 H = 1.3'

TOLLTAG ACCESS ONLY

F.H. B.M. 568.36

65

4.51
 A = 51
 R = 43
 T = 24
 L = 438