

2000-1 Addison Circle

Misc. Articles

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Files*

THE

ADDISON

RESIDENTIAL EDITION

FALL 1996, VOL. 1 ISSUE 4

Addison Circle HOME TO ADDISON'S FIRST MODERN ROUNDAABOUT

"I just can't get left," declares an exasperated Chevy Chase in the movie *European Vacation* as he and his family circle a traffic rotary in London for the 100th time. Scenes like these have gone a long way toward shaping public opinion regarding traffic circles.

The truth, however, is that examples throughout Europe, where the roundabout is a common traffic fixture, and more recently in the United States have proven time and again that roundabouts reduce injury accidents, traffic delays, fuel consumption, and air pollution while increasing capacity and enhancing intersection beauty.

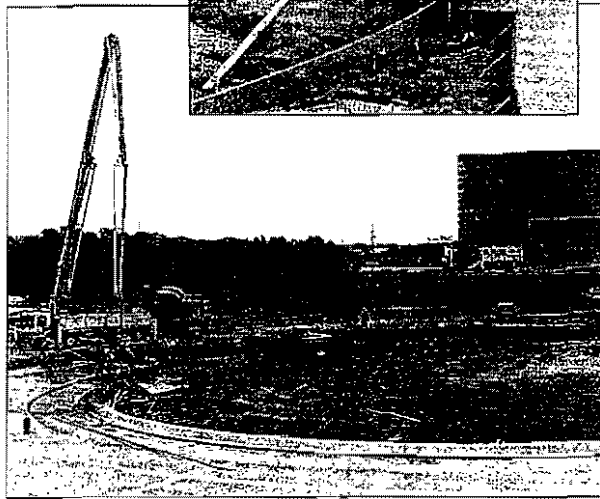
The city of Vail, Colorado recently constructed a modern roundabout in one of the most congested intersections in town. The result? Traffic waits were reduced an average of 45 minutes with no injury-causing accidents. The local newspapers and residents have reversed their initial

opposition and the roundabout has become a model for other projects across the country.

Addison's roundabout at the intersection of Mildred Road and Quorum Drive will be the centerpiece of the new Addison Circle development. "We believe there are many benefits from a modern roundabout," explains Addison Public Works Director John Baumgartner. "Some misconceptions about roundabouts stem from negative experiences with traffic circles designed using old design standards. Addison Circle is designed more efficiently."

The key to a roundabout is knowing the rules. As you approach a roundabout, there will be a YIELD sign and a dashed yield limit line. Slow down, watch for pedestrians and bicyclists and be prepared to stop if necessary. When you enter, yield to circulating traffic on the left, but do not stop if it is clear. Upon passing the street prior to your exit, turn on your right turn signal and watch for pedestrians and bicyclists as you exit.

Quorum Drive reopened October 6.



From the Mayor

The city of Addison has a rich history of growth and progress. We are proud to be a part of the community that has grown from a small town to a thriving business community. We are committed to providing a high quality of life for our residents and a strong economic base for our city.

The city of Addison is a place where people want to live, work, and do business. We are committed to providing a high quality of life for our residents and a strong economic base for our city.

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Let's Hear It For Fire Safety – Test Your Detectors

In recent years, three fifths of America's home-fire fatalities have occurred in homes without smoke detectors. And, half of all fatal home fires happen at night. Inexpensive household smoke detectors can mean the difference between life and death. They sound an early warning in the event of fire, waking people before they are overcome by smoke and giving them time to escape. Even if your home is sprinklered, like many in Addison are, a working smoke detector can save lives.

MONTHLY CHECK-UP: Test your smoke detectors' batteries following the manufacturer's instructions once a month and replace any battery too weak to sound the alarm.

HEED THE WARNING: Most detectors "chirp" to alert you when their battery power is low. When you hear the warning, replace the batteries, don't just disconnect the unit.

TIME FOR A CHANGE: Replace smoke detector batteries routinely on the same day each year. The National Fire Protection Association suggests the last Sunday in October — the day you roll the clocks back from Daylight Saving to Standard Time each fall. Change your clocks, change your batteries.

BORROWING TROUBLE: Too often people disable smoke detectors by removing their batteries for other uses. Never "borrow" batteries from a smoke detector.

DEALING WITH FALSE ALARMS: Smoke detectors are not recommended for use in kitchens, bathrooms or garages — where cooking fumes, steam or exhaust can set off the alarm when there is no fire. Yet many people simply disconnect poorly placed smoke detectors in an effort to prevent these nuisance alarms. If your home is plagued by false alarms, don't disable your detector — relocate it away from the kitchen or bathroom, or install an exhaust fan. Cleaning your detector regularly, according to manufacturer's instructions, may also help.

If nuisance alarms persist, replace the detector.

NOTHING LASTS FOREVER: Smoke detectors have a life expectancy of about 10 years. Replace any detector that is more than 10 years old.

LOCATION, LOCATION, LOCATION: Install a smoke detector outside each sleeping area and on every level of the home, including the basement. On floors without bedrooms, detectors should be installed in or near living areas, such as dens, living rooms or family rooms.

Mount detectors high on a wall or on the ceiling. Wall-mounted units should be installed so that the top of the detector is 4 to 12 inches from the ceiling. A ceiling-mounted detector should be attached at least 4 inches from the nearest wall. In a room with a pitched ceiling, mount the detector at or near the ceiling's highest point.

In stairways with no doors at the top or bottom, position smoke detectors anywhere in the path of smoke moving up the stairs. But, always position smoke detectors at the bottom of closed stairways, such as those leading from the basement, because dead air trapped near the door at the top of a stairway could prevent smoke from reaching a detector located at the top.

For any other related questions, please call the Addison Fire Department at 450-7201.

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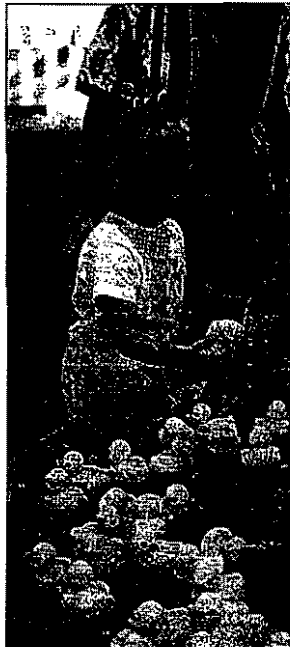
Addison Makes The Leap To Area Code 972

Just as a reminder, on September 14 all Addison residents' area code changed from 214 to 972. The new main telephone number for Addison Town Hall is (972) 450-7000. To avoid missing any future phone calls, make sure to designate your new area code whenever distributing your phone number.

OOM PAH PAH YAH

Oktoberfest In Addison

From September 19 - 22, the Town welcomed nearly 50,000 visitors to its annual Oktoberfest celebration. In addition to enjoying authentic food and drink, guests danced polkas, waltzes and, of course the "chicken dance" well into the night.



New Trash Pick-Up Days MORE CONVENIENT FOR RESIDENTS

In response to resident requests, the Town has asked Texas Waste Management to change the Addison trash pick-up from Saturday and Wednesday to **Monday and Thursday beginning Monday, October 7**. Please note that recycling will continue to be collected on Wednesdays.

The Town's collection service was designed around garbage being collected in what is referred to as one-way containers or black plastic bags. These containers are collected only by Texas Waste Management on a scheduled basis. Unfortunately, many residents have purchased bags that are not suitable for use on the scheduled days. The containers may be purchased and used at collection stations for \$2.00. For more information, please call the Town's Office of Public Works at 450-2849.

The Town's new sign changeover service will help keep our neighborhoods clean and enjoyable. If you have any questions, please don't hesitate to contact Robin Jones at 450-2849.

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"Forever Plaid" Opens December 4 At WaterTower Theatre

"Forever Plaid," the popular musical comedy, will open Wednesday, December 4 at the WaterTower Theatre at the Addison Conference and Theatre Centre, 15650 Addison Road. Performances will be Wednesday - Saturdays at 8 p.m. The play will continue through December 21. Tickets are \$18 and are available at 972-450-6232. (Dress rehearsal is December 2, preview on December 3.)

Written by Stuart Ross, "Forever Plaid" tells the tale of a quartet of crew-cut singers who in 1964 met their demise in a car crash and come back to life to present the show they were rehearsing before the crash. A combination of fabulous harmonies and a "screamingly funny" script, "Forever Plaid" began in workshops at a New York City Cafe and then moved on to a cabaret and finally to an off-Broadway theater where it hit the jackpot. Former President George Bush and his wife, Barbara, were big fans and had the cast perform at the White House as well as at his vacation home. "Forever Plaid" then toured to theaters around the states and now plays to sell-out houses.

Resident Holiday Party

December 8 from 4 p.m. to 7 p.m. at the Addison Conference and Theatre Center. There will be food, Santa photos, a tree lighting and much more!

WHAT'S NEW

NEW RESTAURANTS

- ADRIANNE
- BRONX
- STARBUCK'S COFFEE
- WORLD MARKET

RESTAURANT

UNDER CONSTRUCTION

- WEDDING
- WALL GROUP
- FORWARD'S
- WYOMING

Addison Address is produced by the City Manager's office.
Please forward any story ideas, questions or comments to:
Mary Rosenbleeth, Public Communications Manager
P.O. Box 144, Addison, TX 75001-0144
972-450-7035

ROBERT D. KAPLAN ON THE UNCERTAIN FUTURE OF U.S. NATIONHOOD

The Atlantic Monthly

SEPTEMBER 1996

Home from Nowhere

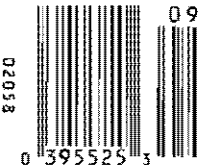
How to Make ... Towns Livable

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R. Crawford

\$2.95 Can. \$3.50



by James Howard Kunstler

Home From Nowhere

By JAMES HOWARD KUNSTLER



Can the momentum of sprawl be halted? America's zoning laws, intended to control the baneful effects of industry, have mutated, in the view of one architecture critic, into a system that corrodes civic life, outlaws the human scale, defeats tradition and authenticity, and confounds our yearning for an everyday environment worthy of our affection

AMERICANS sense that something is wrong with the places where we live and work and go about our daily business. We hear this unhappiness expressed in phrases like "no sense of place" and "the loss of community." We drive up and down the gruesome, tragic suburban boulevards of commerce, and we're overwhelmed at the fantastic, awesome, stupefying ugliness of absolutely everything in sight—the fry pits, the big-box stores, the office units, the lube joints, the carpet warehouses, the parking lagoons, the jive plastic townhouse clusters, the uproar of signs, the highway itself clogged with cars—as though the whole thing had been designed by some diabolical force bent on making human beings miserable. And naturally, this experience can make us feel glum about the nature and future of our civilization.

When we drive around and look at all this cartoon architecture and other junk that we've smeared all over the land-

scape, we register it as ugliness. This ugliness is the surface expression of deeper problems—problems that relate to the issue of our national character. The highway strip is not just a sequence of eyesores. The pattern it represents is also economically catastrophic, an environmental calamity, socially devastating, and spiritually degrading.

It is no small irony that during the period of America's greatest prosperity, in the decades following the Second World War, we put up almost nothing but the cheapest possible buildings, particularly civic buildings. Compare any richly embellished firehouse or post office built in 1904 with its dreary concrete-box counterpart today. Compare the home of a small-town bank president of the 1890s, with its massive masonry walls and complex roof articulation, with the flimsy home of a 1990s business leader, made of two-by-fours, Sheetrock, and fake fanlight windows. When we were a far less wealthy nation, we built things with the expectation that

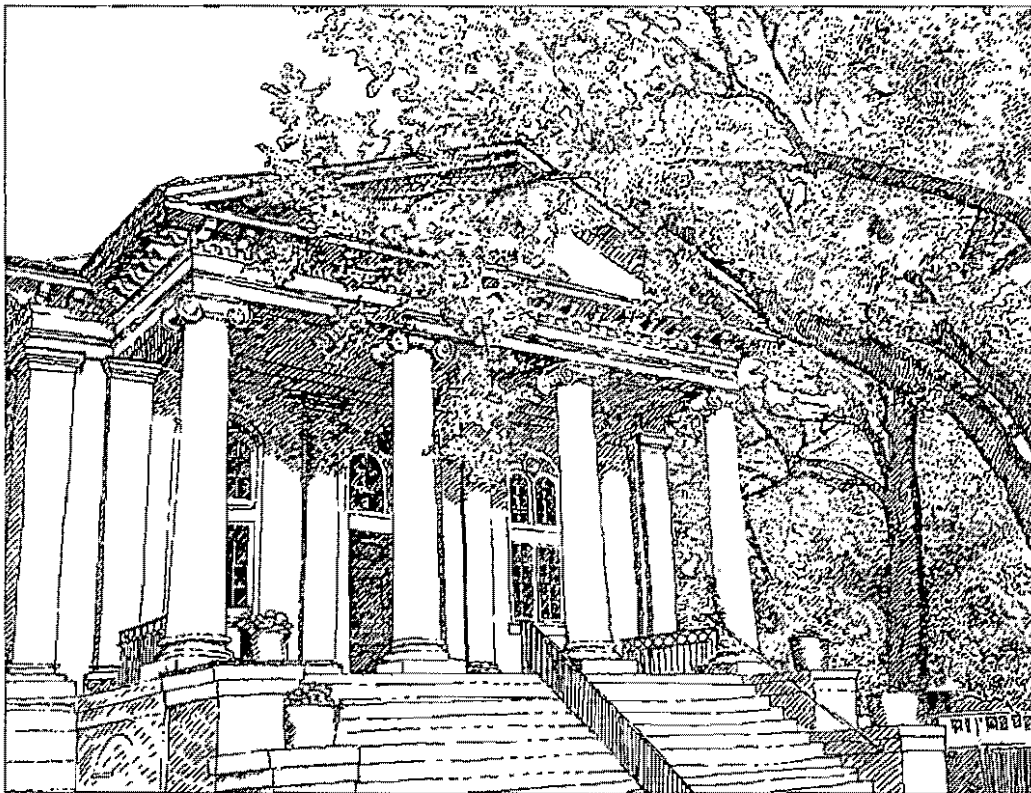
the new stuff that America was about to build. The town demolished it with a kind of mad glee. What replaced the hotel was a strip mall anchored by, of all things, a Grand Union supermarket. This shopping plaza was prototypical for its time. Tens of thousands of strip malls like it have been built all over America since then. It is in every one of its details a perfect piece of junk. It is the anti-place.

What had been the heart and soul of the town was now converted into a kind of mini-Outer Mongolia. The strip-mall buildings were set back from Broadway 150 feet, and a parking lot filled the gap. The street and the buildings commenced a nonrelationship. Since the new buildings were one story high, their scale bore no relation to the scale of the town's most important street. They failed to create a street wall. The perception that the street functioned as an outdoor

simply throw away the past. The owners of the supermarket that anchored the mall didn't live in town. They didn't care what effect their design considerations had on the town. They certainly didn't care about the town's past, and their interest in the town's future had largely to do with technicalities of selling dog food and soap flakes.

What has happened to the interrelation of healthy, living patterns of human ecology in the town where I live has happened all over the country. Almost everywhere the larger patterns are in such a sorry state that the details seem irrelevant. When Saratoga Springs invested tens of thousands of dollars in Victorian-style streetlamps in an effort to create instant charm, the gesture seemed pathetic, because the larger design failures were ignored. It is hard to overstate how ridiculous these lampposts look in the context of our deso-

CATHERINE JOHNSON

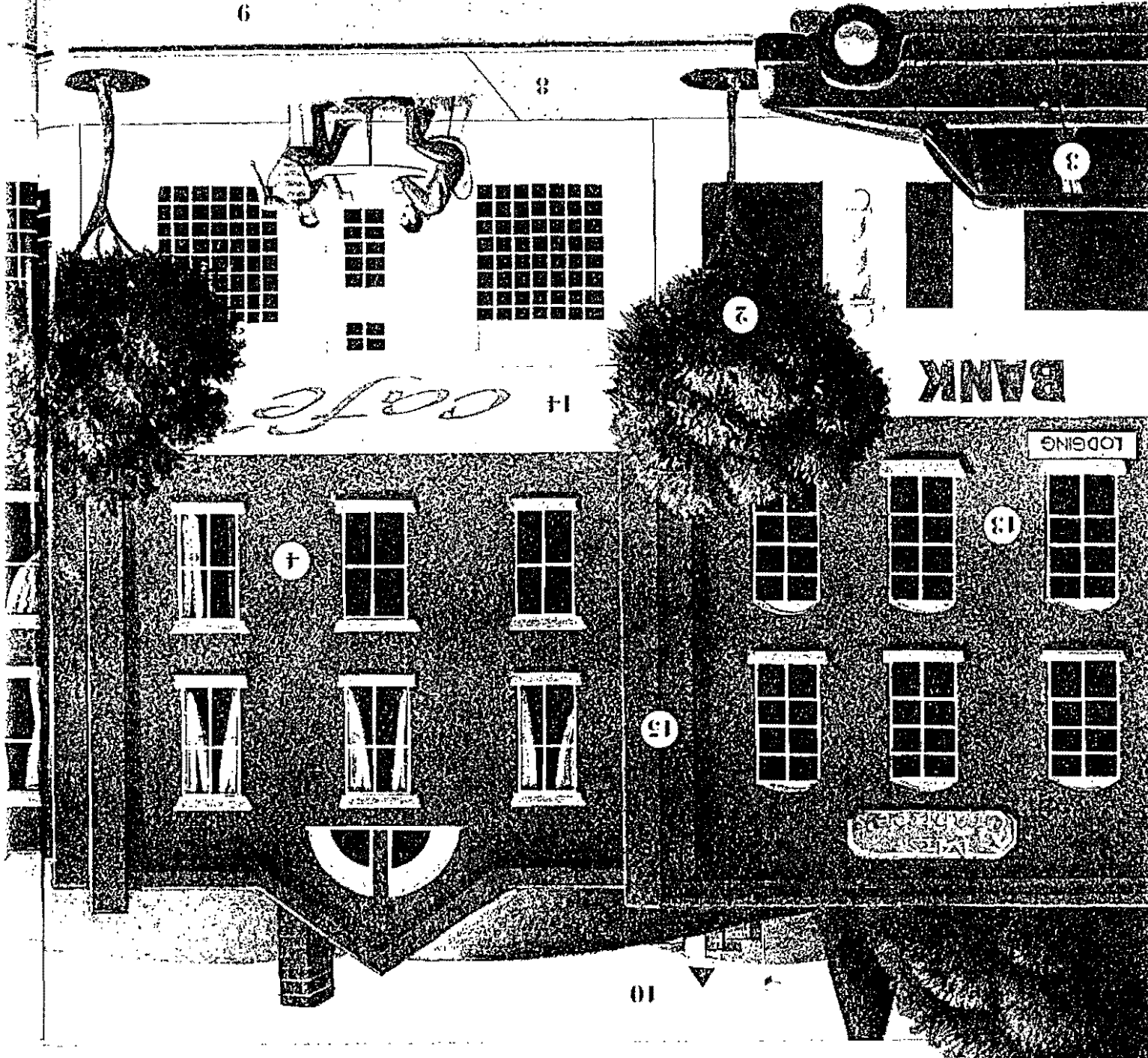


Public buildings deserve architectural embellishment in order to express the dignity of the institutions they house and to honor the public realm of the street. They also deserve important sites

room was lost. The space between the buildings and the street now had one function: automobile storage. The street, and consequently the public realm in general, was degraded by the design of the mall. As the street's importance as a public place declined, townspeople ceased to care what happened in it. If it became jammed with cars, so much the better, because individual cars were now understood to be not merely personal transportation but personal home-delivery vehicles, enabling customers to haul away enormous volumes of merchandise very efficiently, at no cost to the merchandiser—which was a great boon for business. That is why the citizens of Saratoga Springs in 1953 were willing to sacrifice the town's most magnificent building. We could

late streets and the cheap, inappropriate new buildings amid their parking lots in what remains of our downtown. The lamppost scheme was like putting Band-Aids on someone who had tripped and fallen on his chainsaw.

The one-story-high Grand Union strip-mall building must be understood as a pattern in itself, a dead one, which infects surrounding town tissue with its deadness. Putting up one-story commercial buildings eliminated a large number of live bodies downtown, and undermined the vitality of the town. One-story mall buildings became ubiquitous across the United States after the war, a predictable byproduct of the zoning zeitgeist that deemed shopping and apartment living to be unsuitable neighbors.



2. Houses too close together. These structures shade minimum side setback requirements in many residential areas. There must be at least twenty feet between dwellings, eliminating the possibility of row houses.

3. House too small. Many newer communities have minimum square-footage requirements, which effectively dictate that only people of a certain income level may live there.

4. Park too small. Sewer parks must frequently meet a minimum-size test, maintaining several smaller ones.

5. Not enough parking. Typically, three to five parking spaces are required per 1,000 square feet of commercial space. Many commercial buildings today may not be more than one story high because they don't have enough parking space to be taller.

6. No parallel parking allowed. The preference has shifted to off-street lots and driveways.

7. Abroad interstates. Further departments in many cases deem curbside lanes hazardous to motorists.

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11. Stores too convenient for local residents. Newly created commercial buildings must often be in a zone separate from residential areas.

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What's Wrong With This Picture?

The Violations:

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8. Sidewalk cafe not allowed. Restaurants and other vendors may be subject to a variety of sidewalk restrictions.

9. Street too narrow. It must be considered wide enough for large fire trucks to maneuver.

10. School too close to town. Segregated land-use practices may confine education, religion, and business to distinct zones.

11. Apartments above commercial space. They violate common "single-use" provisions.

12. Sidewalk too narrow. Five feet is a typical requirement.

13. Group housing. In some places there are sharp limits on the number of unrelated people who may live together in a single dwelling unit.

14. Aesthetic deviance. Communities often have regulations governing the size of signs and sometimes even the size and style of the lettering.

15. Too many buildings. In certain zones less than half and sometimes as little as one-fifth of the area may be occupied by structures.

16. Cupolas and steeples not allowed. These are frequently ruled out by maximum-height stipulations.

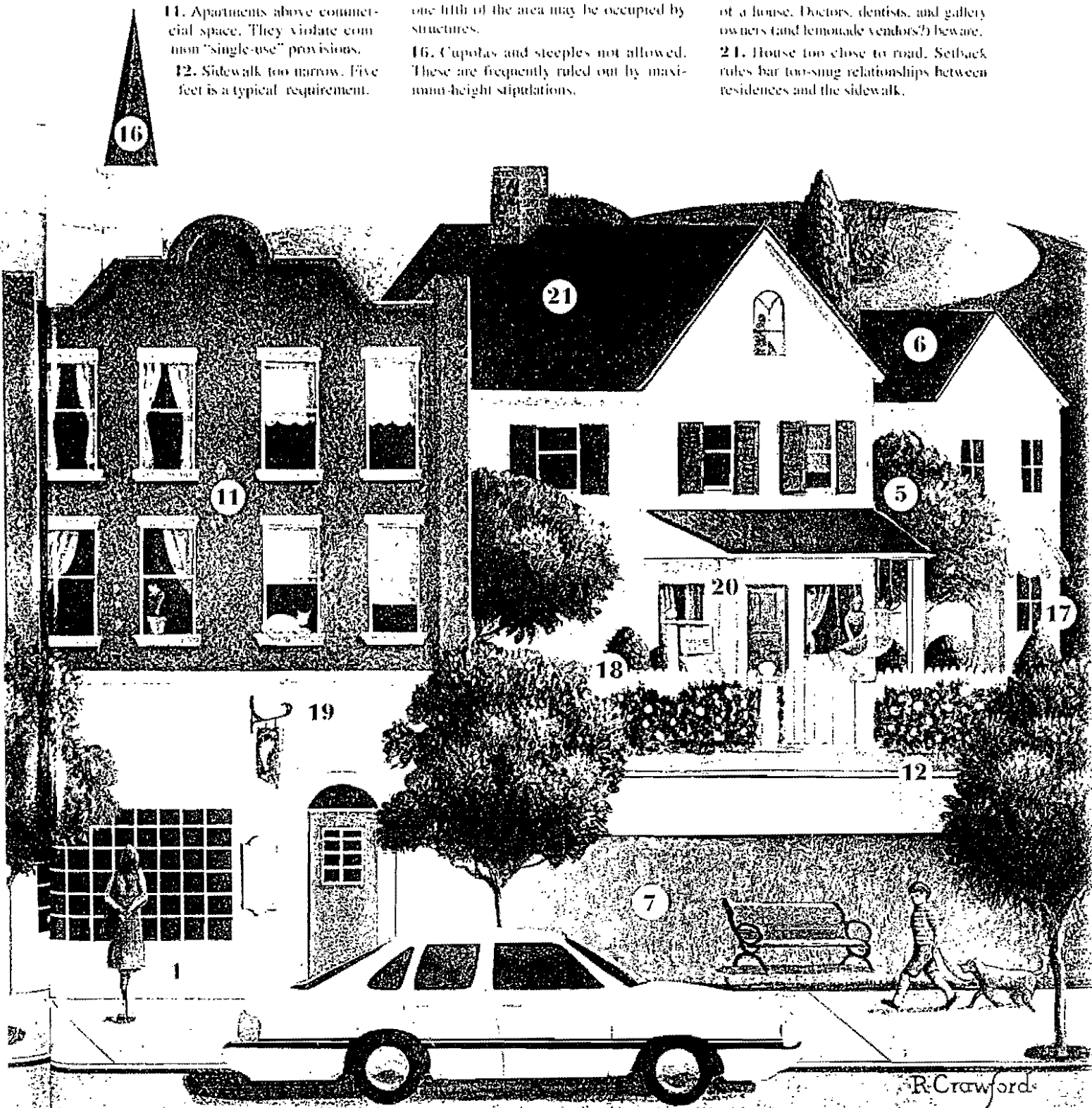
17. No driveway. Individual dwellings may be required to have at least two off-street parking spaces.

18. Illegal fence. Ordinances often cover the permissible size and placement of fences in front yards.

19. No perpendicular signs allowed. Such signs are commonly deemed an intrusion or a menace.

20. Not allowed to run a business out of a house. Doctors, dentists, and gallery owners (and lemonade vendors?) beware.

21. House too close to road. Setback rules bar too-slim relationships between residences and the sidewalk.



R. Crawford

Creating Someplace

ALMOST everywhere in the United States laws prohibit building the kinds of places that Americans themselves consider authentic and traditional. Laws prevent the building of places that human beings can feel good in and can afford to live in. Laws forbid us to build places that are worth caring about.

Is Main Street your idea of a nice business district? Sorry, your zoning laws won't let you build it, or even extend it where it already exists. Is Elm Street your idea of a nice place to live—you know, houses with front porches on a tree-lined street? Sorry, Elm Street cannot be assembled under the rules of large-lot zoning and modern traffic engineering. All you can build where I live is another version of Los Angeles—the zoning laws say so.

This is not a gag. Our zoning laws are essentially a manual of instructions for creating the stuff of our communities. Most of these laws have been in place only since the Second World War. For the previous 300-odd years of American history we didn't have zoning laws. We had a popular consensus about the right way to assemble a town or a city. Our best Main Streets and Elm Streets were created not by municipal ordinances but by cultural agreement. Everybody agreed that buildings on Main Street ought to be more than one story tall; that corner groceries were good to have in residential neighborhoods; that streets ought to intersect with other streets to facilitate movement; that sidewalks were necessary, and that orderly rows of trees planted along them made the sidewalks much more pleasant; that roofs should be pitched to shed rain and snow; that doors should be conspicuous, so that one could easily find the entrance to a building; that windows should be vertical, to dignify a house. Everybody agreed that communities needed different kinds of housing to meet the needs of different kinds of families and individuals, and the market was allowed to supply them. Our great-grandparents didn't have to argue endlessly over these matters of civic design. Nor did they have to reinvent civic design every fifty years because no one could remember what had been agreed on.

Everybody agreed that both private and public buildings should be ornamented and embellished to honor the public realm of the street, so town halls, firehouses, banks, and homes were built that today are on the National Register of Historic Places. We can't replicate any of that stuff. Our laws actually forbid it. Want to build a bank in Anytown, USA? Fine. Make sure that it's surrounded by at least an acre of parking, and that it's set back from the street at least seventy-five feet. (Of course, it will be one story.) The instructions for a church or a muffler shop are identical. That's exactly what your laws tell you to build. If you deviate from the template, you will not receive a building permit.

Therefore, if you want to make your community better, begin at once by throwing out your zoning laws. Don't revise

them—get rid of them. Set them on fire if possible and make a public ceremony of it; public ceremony is a great way to announce the birth of a new consensus. While you're at it, throw out your "master plan" too. It's invariably just as bad. Replace these things with a traditional town-planning ordinance that prescribes a more desirable everyday environment.

The practice of zoning started early in the twentieth century, at a time when industry had reached an enormous scale. The noisy, smelly, dirty operations of gigantic factories came to overshadow and oppress all other aspects of city life, and civic authorities decided that they had to be separated from everything else, especially residential neighborhoods. One could say that single-use zoning, as it came to be called, was a reasonable response to the social and economic experiment called industrialism.

After the Second World War, however, that set of ideas was taken to an absurd extreme. Zoning itself began to overshadow all the historic elements of civic art and civic life. For instance, because the democratic masses of people used their cars to shop, and masses of cars required parking lots, shopping was declared an obnoxious industrial activity around which people shouldn't be allowed to live. This tended to destroy age-old physical relationships between shopping and living, as embodied, say, in Main Street.

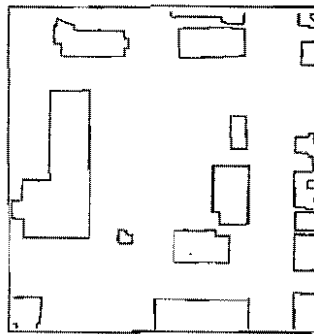
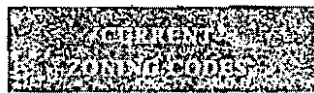
What zoning produces is suburban sprawl, which must be understood as the product of a particular set of instructions. Its chief characteristics are the strict separation of human activities, mandatory driving to get from one activity to another, and huge supplies of free parking. After all, the basic idea of zoning is that every activity demands a separate zone of its own. For people to live around shopping would be harmful and indecent. Better not even to allow them within walking distance of it. They'll need their cars to haul all that stuff home anyway. While we're at it, let's separate the homes by income gradients. Don't let the \$75,000-a-year families live near the \$200,000-a-year families—they'll bring down property values—and for God's sake don't let a \$25,000-a-year recent college graduate or a \$19,000-a-year widowed grandmother on Social Security live near any of them. There goes the neighborhood! Now put all the workplaces in separate office "parks" or industrial "parks," and make sure nobody can walk to them either. As for public squares, parks, and the like—forget it. We can't afford them, because we spent all our funds paving the four-lane highways and collector roads and parking lots, and laying sewer and water lines out to the housing subdivisions, and hiring traffic cops to regulate the movement of people in their cars going back and forth among these segregated activities.

The model of the human habitat dictated by zoning is a formless, soul-less, centerless, demoralizing mess. It bankrupts families and townships. It disables whole classes of decent, normal citizens. It ruins the air we breathe. It corrupts and deadens our spirit.

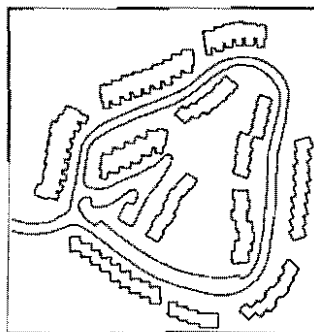
The construction industry likes it, because it requires stupendous amounts of cement, asphalt, and steel and a lot of heavy equipment and personnel to push all this stuff into place. Car dealers love it. Politicians used to love it, because it produced big short-term profits and short-term revenue gains, but now they're all mixed up about it, because the voters who live in suburban sprawl don't want more of the same built around them—which implies that at some dark level suburban-sprawl dwellers are quite conscious of sprawl's shortcomings. They have a word for it: "growth." They're now against growth. Their lips curl when they utter the word. They sense that new construction is only going to make the place where they live worse. They're convinced that the future is going to be worse than the past. And they're right, because the future has been getting worse throughout their lifetime. Growth means only more traffic, bigger parking lots, and buildings ever bigger and uglier than the monstrosities of the sixties, seventies, and eighties.

So they become NIMBYS ("not in my back yard") and BANANAS ("build absolutely nothing anywhere near anything"). If they're successful in their NIMBYism, they'll use their town government to torture developers (people who create growth) with layer upon layer of bureaucratic rigmarole, so that only a certified masochist would apply to build something there. Eventually the unwanted growth leapfrogs over them to cheap, vacant rural land farther out, and then all the new commuters in the farther-out suburb choke the NIMBYs' roads anyway, to get to the existing mall in NIMBYville.

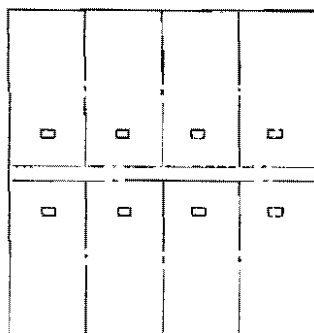
Unfortunately, the NIMBYS don't have a better model in mind. They go to better places on holiday weekends—Nantucket, St. Augustine, little New England towns—but they



Commercial sprawl



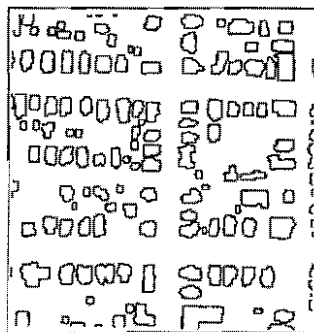
Apartment complex



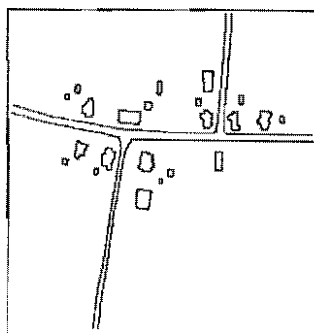
Housing subdivision



City blocks



Small town



Village

think of these places as special exceptions. It never occurs to NIMBY tourists that their own home places could be that good too. *Make Massapequa like Nantucket? Where would I park?* Exactly.

These special places are modeled on a pre-automobile template. They were designed for a human scale and in some respects maintained that way. Such a thing is unimaginable to us today. We must design for the automobile, because . . . because all our laws and habits tell us we must. Notice that you can get to all these special places in your car. It's just a nuisance to use the car while you're there—so you stash it someplace for the duration of your visit and get around perfectly happily on foot, by bicycle, in a cab, or on public transit. The same is true, by the way, of London, Paris, and Venice.

The future will not allow us to continue using cars the way we've been accustomed to in the unprecedented conditions of the late twentieth century.

So, whether we adore suburbia or not, we're going to have to live differently. Rather than being a tragedy, this is actually an extremely lucky situation, a wonderful opportunity, because we are now free to redesign our everyday world in a way that is going to make all classes of Americans much happier. We do not have to come up with tools and techniques never seen before. The principles of town planning can be found in excellent books written before the Second World War. Three-dimensional models of the kinds of places that can result from these principles exist in the form of historic towns and cities. In fact, after two generations of architectural amnesia, this knowledge has been reinstalled in the brains of professional designers in active practice all over the country, and these designers have already begun to create an alternate model of the human habitat for the twenty-first century.

What's missing is a more widespread consensus—a cultural agreement—in favor of the new model, and the will to go forward with it. Large numbers of ordinary citizens haven't heard the news. They're stuck in old habits and stuck in the psychology of previous investment; political leadership reflects this all over America. NIMBYism is one of the results, a form of hysterical cultural paralysis. *Don't build anything! Don't change anything!* The consensus that exists, therefore, is a consensus of fear, and that is obviously not good enough. We need a consensus of hope.

In the absence of a widespread consensus about how to build a better everyday environment, we'll have to replace the old set of rules with an explicit new set—or, to put it a slightly different way, replace zoning laws with principles of civic art. It will take time for these principles to become second nature again, to become common sense. It may not happen at all, in which case we ought to be very concerned. In the event that this body of ideas gains widespread acceptance, think of all the time and money we'll save! No more endless nights down at the zoning board watching the NIMBYS scream at the mall developers. No more real-estate-related lawsuits. We will have time, instead, to become better people and to enjoy our lives on a planet full of beauty and mystery. Here, then, are some of the things citizens will need to know in order to create a new model for the everyday environment of America.

The New Urbanism

THE principles apply equally to villages, towns, and cities. Most of them apply even to places of extraordinarily high density, like Manhattan, with added provisions that I will not go into here, in part because special cases like Manhattan are so rare, and in part because I be-

lieve that the scale of even our greatest cities will necessarily have to become smaller in the future, at no loss to their dynamism (London and Paris are plenty dynamic, with few buildings over ten stories high).

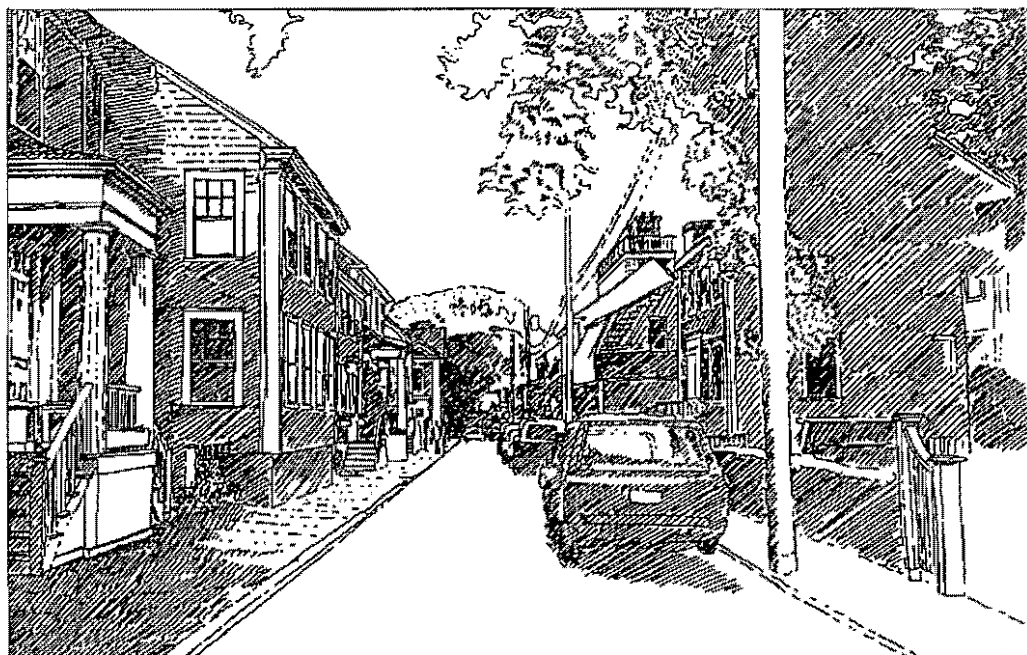
The pattern under discussion here has been called variously neo-traditional planning, traditional neighborhood development, low-density urbanism, transit-oriented development, the new urbanism, and just plain civic art. Its principles produce settings that resemble American towns from prior to the Second World War.

1. The basic unit of planning is the neighborhood. A neighborhood standing alone is a hamlet or village. A cluster of neighborhoods becomes a town. Clusters of a great many neighborhoods become a city. The population of a neighborhood can vary depending on local conditions.

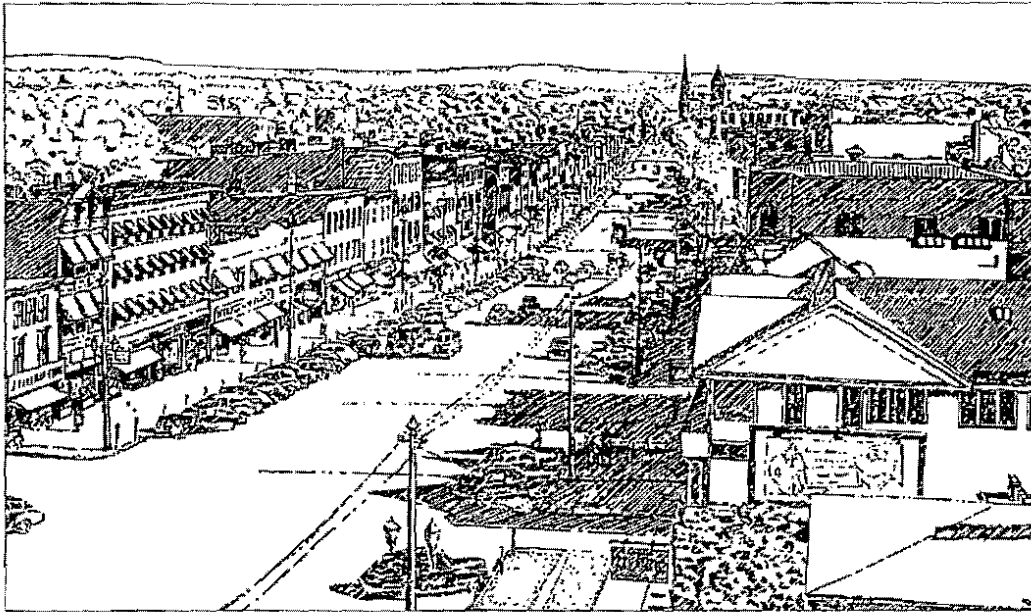
2. The neighborhood is limited in physical size, with well-defined edges and a focused center. The size of a neighborhood is defined as a five-minute walking distance (or a quarter mile) from the edge to the center and a ten-minute walk edge to edge. Human scale is the standard for proportions in buildings and their accessories. Automobiles and other wheeled vehicles are permitted, but they do not take precedence over human needs, including aesthetic needs. The neighborhood contains a public-transit stop.

3. The secondary units of planning are corridors and districts. Corridors form the boundaries between neighborhoods, both connecting and defining them. Corridors can incorporate natural features like streams and canyons. They can take the form of parks, nature preserves, travel corridors, railroad lines, or some combination of these. In towns and cities a neighborhood or parts of neighborhoods can compose a district. Districts are made up of streets or ensembles of streets where special activities get preferential treatment.

Americans pay premium prices to vacation in towns with traditional streets like this one on Nantucket. Trees, fences, railings, walls, lampposts, and front gardens help to scale and shape the civic space



CATHERINE JOHNSON



In America the street is the pre-eminent kind of public space and Main Street is the pre-eminent kind of street. Buildings meet the sidewalk edge, forming a wall that gives Main Street the feeling of an outdoor room. People can live and work in the upper stories above the shopping

The French Quarter of New Orleans is an example of a district. It is a whole neighborhood dedicated to entertainment, in which housing, shops, and offices are also integral. A corridor can also be a district—for instance, a major shopping avenue between adjoining neighborhoods.

4. The neighborhood is emphatically mixed-use and provides housing for people with different incomes. Buildings may be various in function but must be compatible with one another in size and in their relation to the street. The needs of daily life are accessible within the five-minute walk. Commerce is integrated with residential, business, and even manufacturing use, though not necessarily on the same street in a given neighborhood. Apartments are permitted over stores. Forms of housing are mixed, including apartments, duplex and single-family houses, accessory apartments, and outbuildings. (Over time streets will inevitably evolve to become less or more desirable. But attempts to preserve property values by mandating minimum-square-footage requirements, outlawing rental apartments, or formulating other strategies to exclude lower-income residents must be avoided. Even the best streets in the world's best towns can accommodate people of various incomes.)

5. Buildings are disciplined on their lots in order to define public space successfully. The street is understood to be the pre-eminent form of public space, and the buildings that define it are expected to honor and embellish it.

6. The street pattern is conceived as a network in order to create the greatest number of alternative routes from one part of the neighborhood to another. This has the beneficial effect of relieving traffic congestion. The network may be a grid. Networks based on a grid must be modified by parks, squares, diagonals, T intersections, rotaries, and other devices that relieve the grid's tendency to monotonous regularity. The streets exist in a hierarchy from broad boulevards to narrow lanes and

alleys. In a town or a city limited-access highways may exist only within a corridor, preferably in the form of parkways. Cul-de-sacs are strongly discouraged except under extraordinary circumstances—for example, where rugged topography requires them.

7. Civic buildings, such as town halls, churches, schools, libraries, and museums, are placed on preferential building sites, such as the frontage of squares, in neighborhood centers, and where street vistas terminate, in order to serve as landmarks and reinforce their symbolic importance. Buildings define parks and squares, which are distributed throughout the neighborhood and appropriately designed for recreation, repose, periodic commercial uses, and special events such as political meetings, concerts, theatricals, exhibitions, and fairs. Because streets will differ in importance, scale, and quality, what is appropriate for a part of town with small houses may not be appropriate as the town's main shopping street. These distinctions are properly expressed by physical design.

8. In the absence of a consensus about the appropriate decoration of buildings, an architectural code may be devised to establish some fundamental unities of massing, fenestration, materials, and roof pitch, within which many variations may function harmoniously.

Under the regime of zoning and the professional overspecialization that it fostered, all streets were made as wide as possible because the specialist in charge—the traffic engineer—was concerned solely with the movement of cars and trucks. In the process much of the traditional decor that made streets pleasant for people was gotten rid of. For instance, street trees were eliminated. Orderly rows of mature trees can improve even the most dismal street by softening hard edges and sunblasted bleakness. Under postwar engineering standards street trees were deemed a hazard to motorists and chopped down in many American towns.

Accommodating Automobiles

THE practice of maximizing car movement at the expense of all other concerns was applied with particular zeal to suburban housing subdivisions. Suburban streets were given the characteristics of county highways, though children played in them. Suburban developments notoriously lack parks. The spacious private lots were supposed to make up for the lack of parks, but children have a tendency to play in the street anyway—bicycles and roller skates don't work well on the lawn. Out in the subdivisions, where trees along the sides of streets were often expressly forbidden, we see those asinine exercises in romantic landscaping that attempt to recapitulate the forest primeval in clumps of ornamental juniper. In a setting so inimical to walking, sidewalks were often deemed a waste of money.

In the new urbanism the meaning of the street as the essential fabric of the public realm is restored. The space created is understood to function as an outdoor room, and building façades are understood to be street walls.

Thoroughfares are distinguished by their character as well as by their capacity. The hierarchy of streets begins with the boulevard, featuring express lanes in the center, local lanes on the sides, and tree-planted medians between the express and local lanes, with parallel parking along all curbs. Next in the hierarchy is the multilane avenue with a median. Then comes a main shopping street, with no median. This is followed by two or more orders of ordinary streets (apt to be residential in character), and finally the lane or alley, which intersects blocks and becomes the preferred location for garages and accessory apartments.

Parallel parking is emphatically permitted along the curbs of all streets, except under the most extraordinary conditions. Parallel parking is desirable for two reasons: parked cars create a physical barrier and psychological buffer that protects pedestrians on the sidewalk from moving vehicles; and a rich supply of parallel parking can eliminate the need for parking lots, which are extremely destructive of the civic fabric. Anyone who thinks that parallel parking "ruins" a residential street should take a look at some of the most desirable real estate in America: Georgetown, Beacon Hill, Nob Hill, Alexandria, Charleston, Savannah, Annapolis, Princeton, Greenwich Village, Marblehead. All permit parallel parking.

Residential streets can and should be narrower than current specifications permit. In general, cars need not move at speeds greater than 20 m.p.h. within a neighborhood. Higher speeds can be reserved for boulevards or parkways, which occupy corridors. Within neighborhoods the explicit intent is to calm and tame vehicular traffic. This is achieved by the use of corners with sharp turning radii, partly textured pavements, and T intersections. The result of these practices is a more civilized street.

Even under ideal circumstances towns and cities will have some streets that are better than others. Over time streets tend to sort themselves out in a hierarchy of quality as well as size. The new urbanism recognizes this tendency, especially in city commercial districts, and designates streets A or B. B streets may contain less-desirable structures—for instance, parking-garage entrances, pawnshops, a homeless shelter, a Burger King—without disrupting the A streets in proximity. This does not mean that B streets are allowed to be deliberately squalid. Even here the public realm deserves respect. Cars are still not given dominion. A decent standard of detailing applies to B streets with respect to sidewalks, lighting, and even trees.

Property Values and Affordable Housing

ZONING required the artificial creation of "affordable housing," because the rules of zoning prohibited the very conditions that formerly made housing available to all income groups and integrated it into the civic fabric. Accessory apartments became illegal in most neighborhoods, particularly in new suburbs. Without provision for apartments, an unmarried sixth-grade schoolteacher could not afford to live near the children she taught. Nor could the housecleaner and the gardener—they had to commute for half an hour from some distant low-income ghetto. In many localities apartments over stores were also forbidden under the zoning laws. Few modern shopping centers are more than one story in height, and I know of no suburban malls that incorporate housing. In eliminating arrangements like these we have eliminated the most common form of affordable housing, found virtually all over the rest of the world. By zoning these things out, we've zoned out Main Street, USA.

The best way to make housing affordable is to build or restore compact, mixed-use, traditional American neighborhoods. The way to preserve property values is to recognize that a house is part of a community, not an isolated object, and to make sure that the community maintains high standards of civic amenity in the form of walkable streets and easy access to shops, recreation, culture, and public beauty.

Towns built before the Second World War contain more-desirable and less-desirable residential streets, but even the best can have income-integrated housing. A \$350,000 house can exist next to a \$180,000 house with a \$600-a-month garage apartment (which has the added benefit of helping the homeowner pay a substantial portion of his mortgage). Such a street might house two millionaires, eleven professionals, a dozen wage workers, sixteen children, three full-time mothers, a college student, two grandmothers on Social Security, and a bachelor fireman. That is a street that will maintain its value and bring people of different ages and occupations into informal contact.

Density, Not Congestion

“CONGESTION” was the scare word of the past, as “growth” is the scare word of our time. The fear of congestion sprang from the atrocious conditions in urban slums at the turn of the century. The Lower East Side of Manhattan in 1900 is said to have contained more inhabitants per square mile than are found in modern-day Calcutta. If crowding had been confined to the slums, it might not have made such an impact on the public imagination. But urban congestion was aggravated by the revolutionary effects of the elevator, the office skyscraper, the sudden mass replication of large apartment buildings, and the widespread introduction of the automobile. These innovations drastically altered the scale and tone of city life. Within a generation cities went from being dynamic to being—or at least seeming—frighteningly overcrowded. Those with the money to commute were easily persuaded to get out, and thus in the 1920s came the first mass evacuation to new suburbs, reachable primarily by automobile. The movement was slowed by the Great Depression and then by the Second World War.

The memory of all that lingers. Tremendous confusion about density and congestion persists in America today, even though most urban areas and even many small towns (like my own) now suffer from density deficits. Too few people live, and businesses operate, at the core to maintain the synergies necessary for civic life. The new urbanism proposes a restoration of synergistic density, within reasonable limits. These limits are controlled by building size. The new urbanism calls for higher density—more houses per acre, closer together—than zoning does. However, the new urbanism is modeled not on the urban slum but on the traditional American town. This is not a pattern of life that should frighten reasonable people. Millions pay forty dollars a day to walk through a grossly oversimplified version of it at Disney World. It conforms exactly to their most cherished fantasies about the ideal living arrangement.

Houses may be freestanding in the new urbanism, but their lots are smaller than those in sprawling subdivisions. Streets of connected row houses are also deemed desirable. Useless front lawns are often eliminated. The new urbanism compensates for this loss by providing squares, parks, greens, and other useful, high-quality civic amenities. The new urbanism also creates streets of beauty and character.

This model does not suffer from congestion. Occupancy laws remain in force—sixteen families aren't jammed into one building, as in the tenements of yore. Back yards provide plenty of privacy, and houses can be large and spacious on their lots. People and cars are able to circulate freely in the network of streets. The car is not needed for trips to the store, the school, or other local places. This pattern encourages good connections between people and their commercial and cultural institutions.

The crude street pattern of zoning, with its cul-de-sacs and collector streets, actually promotes congestion, because absolutely every trip out of the single-use residential pod must be made by car onto the collector street. The worst congestion in America today takes place not in the narrow streets of traditional neighborhoods such as Georgetown and Alexandria but on the six-lane collector streets of Tysons Corner, Virginia, and other places created by zoning. Because of the extremely poor connectivity inherent in them, such products of zoning have much of the infrastructure of a city and the culture of a backwater.

Composing a Street Wall

IN order for a street to achieve the intimate and welcoming quality of an outdoor room, the buildings along it must compose a suitable street wall. Whereas they may vary in style and expression, some fundamental agreement, some unity, must pull buildings into alignment. Think of one of those fine side streets of row houses on the Upper East Side of New York. They may express in masonry every historical fantasy from neo-Egyptian to Ruskinian Gothic. But they are all close to the same height, and even if their windows don't line up precisely, they all run to four or five stories. They all stand directly along the sidewalk. They share materials: stone and brick. They are not interrupted by vacant spaces or parking lots. About half of them are homes; the rest may be diplomatic offices or art galleries. The various uses co-exist in harmony. The same may be said of streets on Chicago's North Side, in Savannah, on Beacon Hill, in Georgetown, in Pacific Heights, and in many other ultra-desirable neighborhoods across the country.

Similarly, buildings must be sized in proportion to the width of the street. Low buildings do a poor job of defining streets, especially overly wide streets, as anyone who has been on a postwar commercial highway strip can tell. The road is too wide and the cars go too fast. The parking lots are fearsome wastelands. The buildings themselves are barely visible—that is why gigantic internally lit signs are necessary. The relationship between buildings and space fails utterly in this case. In many residential suburbs, too, the buildings do a poor job of defining space. The houses are low; the front lawns and streets are too wide. Sidewalks and orderly rows of trees are absent. The space between the houses is an incomprehensible abyss.

The new urbanism advances specific solutions for these ills—both for existing towns and cities and to mitigate the current problems of the suburbs. Commerce is removed from the highway strip and reassembled in a town or neighborhood center. The buildings that house commerce are required to be at least two stories high and may be higher, and this has the additional benefit of establishing apartments and offices above the shops to bring vitality, along with extra rents, to the center. Buildings on designated shopping streets near the center

are encouraged to house retail businesses on the ground floor.

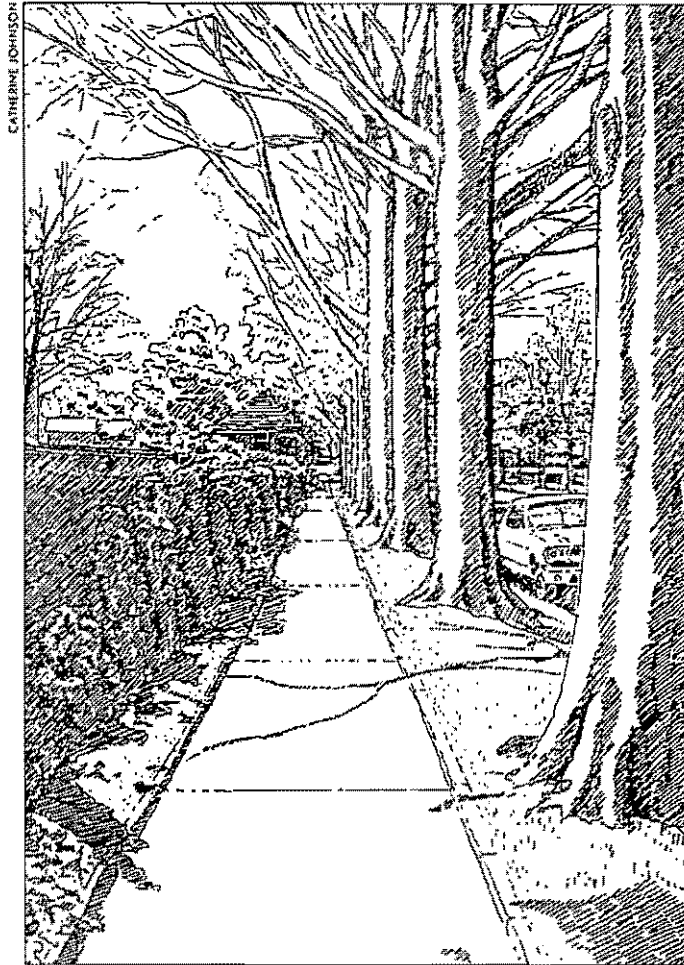
A build-to line determines how close buildings will stand to the street and promotes regular alignment. Zoning has a seemingly similar feature called the setback line, but it is intended to keep buildings far away from the street in order to create parking lots, particularly in front, where parking lots are considered to be a WELCOME sign to motorists. When buildings stand in isolation like this, the unfortunate effect is their complete failure to define space: the abyss. In the new urbanism the build-to line is meant to ensure the opposite outcome: the positive definition of space by pulling buildings forward to the street. If parking lots are necessary, they should be behind the buildings, in the middle of the block, where they will not disrupt civic life.

Additional rules govern building height, recess lines according to which upper stories may be set back, and transition lines, which denote a distinction between ground floors for retail use and upper floors for offices and apartments. (Paris, under Baron Haussmann, was coded for an eleven-meter-high transition line, which is one reason for the phenomenal unity and character of Parisian boulevards.)

In traditional American town planning the standard increments for lots have been based on twenty-five feet of street frontage, which have allowed for twenty-five-foot row houses and storefronts, and fifty-, seventy-five-, and 100-foot lots for free-standing houses. Unfortunately, the old standard is slightly out of whack with what is needed to park cars efficiently. Therefore, under the new urbanism lot size will be based on the rod (sixteen and a half feet), a classic unit of measurement. This allows for a minimum townhouse lot of sixteen and a half feet, which has room for parking one car in the rear (off an alley) plus a few feet for pedestrians to walk around the car. The 1.5-rod townhouse lot permits two cars to park in the rear. The two-rod lot allows for a townhouse with parking for two cars plus a small side yard. Three rods allows for a standard detached house with on-site parking in different

configurations. The four-rod lot provides room for a very large detached building (house, shops, offices, or apartments) with parking for as many as ten cars in the rear. The issue of a standard increment based on the rod is far from settled. Some new-urbanist practitioners recommend an adjustable standard of twelve to eighteen feet, based on local conditions.

The new urbanism recognizes zones of transition between the public realm of the street and the semi-private realm of the shop or the private realm of the house. (In the world of zoning this refinement is nonexistent.) Successful transitions are achieved by regulating such devices as the arcade, the storefront, the dooryard, the ensemble of porch and fence, even the front lawn. These devices of transition soften the visual and



The sidewalk is an ensemble, including more than the pedestrian path itself: a planting strip with orderly rows of trees and a curb that can accommodate parked cars also contribute to the safety of pedestrians

psychological hard edges of the everyday world, allowing us to move between these zones with appropriate degrees of ease or friction. (They are therefore at odds with the harsh geometries and polished surfaces of Modernism.)

The arcade, for instance, affords shelter along the sidewalk on a street of shops. It is especially desirable in southern climates where both harsh sunlight and frequent downpours occur. The arcade must shelter the entire sidewalk, not just a portion of it, or else it tends to become an obstacle rather than an amenity. Porches on certain streets may be required to be set

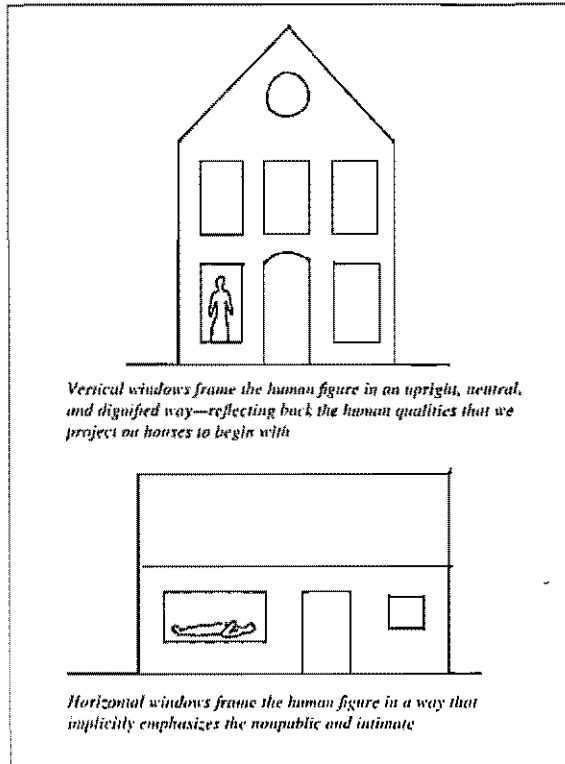
back no more than a "conversational distance" from the sidewalk, to aid communication between the public and private realms. The low picket fence plays its part in the ensemble as a gentle physical barrier, reminding pedestrians that the zone between the sidewalk and the porch is private while still permitting verbal and visual communication. In some conditions a front lawn is appropriate. Large, ornate civic buildings often merit a lawn, because they cannot be visually comprehended close up. Mansions merit setbacks with lawns for similar reasons.

Architectural Codes

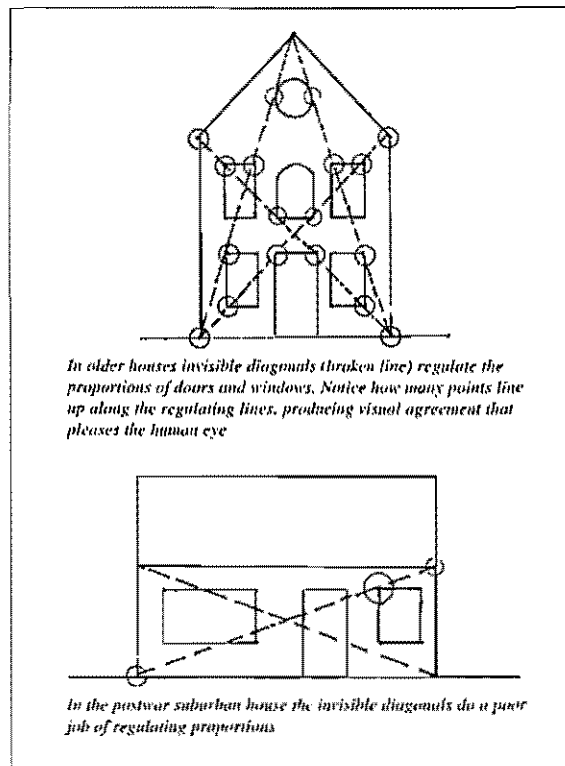
THE foregoing presents the "urban code" of the new urbanism, but architectural codes operate at a more detailed and refined level. In theory a good urban code alone can create the conditions that make civic life possible, by holding to a standard of excellence in a town's basic design framework. Architectural codes establish a standard of excellence for individual buildings, particularly the surface details. Variances to codes may be granted on the basis of architectural merit. The new urbanism does not favor any particular style.

Nowadays houses are often designed from the inside out. A married couple wants a fanlight window over the bed, or a little octagonal window over the Jacuzzi, and a builder or architect designs the room around that wish. This approach does not take into account how the house will end up looking on the outside. The outside ceases

VERTICAL WINDOWS VERSUS HORIZONTAL WINDOWS



REGULATING LINES PROVIDE VISUAL AGREEMENT



to matter. This is socially undesirable. It degrades the community. It encourages people to stay inside, lessening surveillance on the street, reducing opportunities for making connections, and in the long term causing considerable damage to the everyday environment.

The new urbanism declares that the outside *does* matter, so a few simple rules re-establish the necessary design discipline for individual buildings. For example, a certain proportion of each exterior wall will be devoted to windows. Suddenly houses will no longer look like television sets, where only the front matters. Another rule may state that windows must be vertical or square, not horizontal—because horizontal windows tend to subvert the inherent dignity of the standing human figure. This rule reinstates a basic principle of architecture that, unfortunately, has been abandoned or forgotten in America—and has resulted in millions of terrible-looking houses.

Likewise, the front porch is an important and desirable element in some neighborhoods. A porch less than six feet deep is useless except for storage, because it provides too little room for furniture and the circulation of human bodies. Builders tack on inadequate porches as a sales gimmick to enhance "curb appeal," so that the real-estate agent can drive up with the customer and say, "Look, a front porch!" The porch becomes a cartoon feature of the house, like the little fake cupola on the garage. This saves the builders money in time and materials. Perhaps they assume that the street will be too repulsive to sit next to.

Why do builders even bother with pathetic-looking cartoon porches? Apparently Americans need at least the idea of a porch to be reassured, symbolically, that they're decent people living in a decent place. But the cartoon porch only compounds the degradation of the public realm.

In America today flat roofs are the norm in commercial construction. This is a legacy of Modernism, and we're suffering because of it. The roofscapes of our communities are boring and dreary as well as vulnerable to leakage or collapse in the face of heavy rain or snow. An interesting roofscape can be a joy—and a life worth living is composed of many joys. Once Modernism had expanded beyond Europe to America, it developed a hidden agenda: to give developers a moral and intellectual justification for putting up cheap buildings. One of the best ways to save money on a building is to put a flat roof on it.

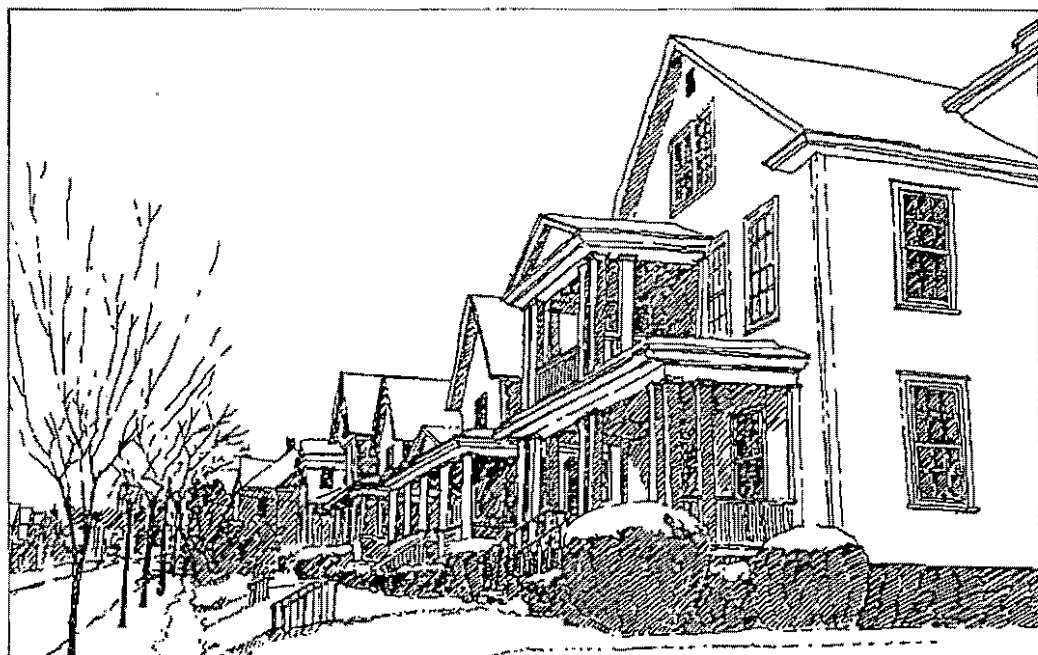
Aggravating matters was the tendency in postwar America to regard buildings as throwaway commodities, like cars.

Colonial, or whatever—though they certainly could if they were sufficiently detailed and rigorous. But style is emphatically not the point. The point is to achieve a standard of excellence in design for the benefit of the community as a whole. Is anything wrong with standards of excellence? Should we continue the experiment of trying to live without them?

Getting the Rules Changed

REPLACING the crude idiocies of zoning with true civic art has proved to be a monumentally difficult task. It has been attempted in many places around the United States over the past fifteen years, mainly by developers, professional town planners, and architects who are members of the new-urbanist movement. They have succeeded in a few places. The status quo has remarkable staying power, no matter how miserable it makes people, including the local

An architectural code establishes some fundamental utilities of design within which many personal tastes may be expressed, as in these façades



That flat roofs began to leak after a few years didn't matter: by then the building was a candidate for demolition. That attitude has now infected all architecture and development. Low standards that wouldn't have been acceptable in our grandparents' day, when this was a less affluent country, are today perfectly normal. The new urbanism seeks to redress this substandard normality. It recognizes that a distinctive roofline is architecturally appropriate and spiritually desirable in the everyday environment. Pitched roofs and their accessories, including towers, are favored explicitly by codes. Roofing materials can also be specified if a community wants a high standard of construction.

Architectural codes should be viewed as a supplement to an urban code. Architectural codes are not intended to impose a particular style on a neighborhood—Victorian, neoclassical,

officials who support it and who have to live in the same junk environment as everybody else. An enormous entrenched superstructure of bureaucratic agencies at state and federal levels also supports zoning and its accessories. Departments of transportation, the Federal Housing Administration, the various tax agencies, and so on all have a long-standing stake in policies that promote and heavily subsidize suburban sprawl. They're not going to renounce those policies without a struggle. Any change in a rule about land development makes or breaks people who seek to become millionaires. Ban sprawl, and some guy who bought twenty acres to build a strip mall is out of business, while somebody else with three weed-filled lots downtown suddenly has more-valuable property.

I believe that we have entered a kind of slow-motion cultural meltdown, owing largely to our living habits, though many

ordinary Americans wouldn't agree. They may or may not be doing all right in the changing economy, but they have personal and psychological investments in going about business as usual. Many Americans have chosen to live in suburbia out of a historic antipathy for life in the city and particularly a fear of the underclass that has come to dwell there. They would sooner move to the dark side of the moon than consider city life.

Americans still have considerable affection for small towns, but small towns present a slightly different problem: in the past fifty years many towns have received a suburban-sprawl zoning overlay that has made them indistinguishable from the sprawl matrix that surrounds them. In my town strip malls and fast-food joints have invaded what used to be a much denser core, and nearly ruined it.

Notwithstanding all these obstacles, zoning must go, and zoning will go. In its place we will re-establish a consensus for doing things better, along with formal town-planning codes to spell out the terms. I maintain that the change will occur whether we love suburbia or not.

Fortunately, a democratic process for making this change exists. It has the advantage of being a highly localized process, geared to individual communities. It is called the charette. In its expanded modern meaning, a "charette" is a week-long professional design workshop held for the purpose of planning land development or redevelopment. It includes public meetings that bring all the participants together in one room—developers, architects, citizens, government officials, traffic engineers, environmentalists, and so on. These meetings are meant to get all issues on the table and settle as many of them as possible. This avoids the otherwise usual, inevitably gruesome process of conflict resolution performed by lawyers—which is to say, a hugely expensive waste of society's resources benefiting only lawyers.

The object of the charette is not, however, to produce verbiage but to produce results on paper in the form of drawings and plans. This highlights an essential difference between zoning codes and traditional town planning based on civic art. Zoning codes are invariably twenty-seven-inch-high stacks of numbers and legalistic language that few people other than technical specialists understand. Because this is so, local zoning- and planning-board members frequently don't understand their own zoning laws. Zoning has great advantages for specialists, namely lawyers and traffic engineers, in that they profit financially by being the arbiters of the regulations, or benefit professionally by being able to impose their special technical needs (say, for cars) over the needs of citizens—without the public's being involved in their decisions.

Traditional town planning produces pictorial codes that any normal citizen can comprehend. This is democratic and ethical as well as practical. It elevates the quality of the public discussion about development. People can *see* what they're talking

about. Such codes show a desired outcome at the same time that they depict formal specifications. They're much more useful than the reams of balderdash found in zoning codes.

An exemplary town-planning code devised by Andres Dunny, Elizabeth Plater-Zyberk, and others can be found in the ninth edition of *Architectural Graphic Standards*. The code runs a brief fourteen pages. About 75 percent of the content is pictures—of street sections, blocks, building lots, building types, and street networks. Although it is generic, a code of similar brevity could easily be devised for localized conditions all over America.

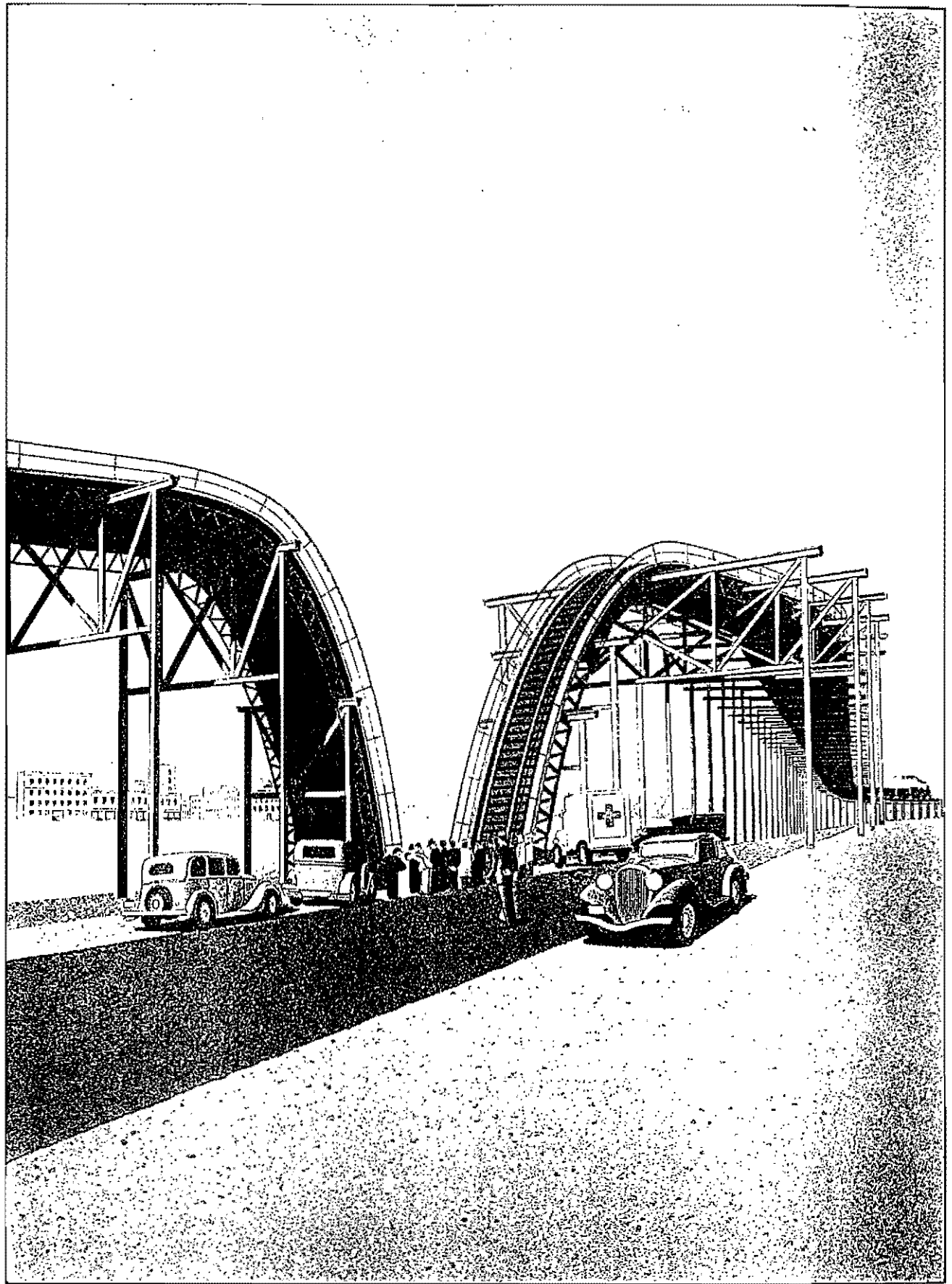
The most common consequence of the zoning status quo is that it ends up imposing fantastic unnecessary costs on top of bad development. It also wastes enormous amounts of time—and time is money. Projects are frequently sunk by delays in the process of obtaining permits. The worst consequence of the status quo is that it actually makes good development much harder to achieve than bad development.

Because many citizens have been unhappy with the model of development that zoning gives them, they have turned it into an adversarial process. They have added many layers of procedural rigmarole, so that only the most determined and wealthiest developers can withstand the ordeal. In the end, after all the zoning-board meetings and flashy presentations and environmental objections and mitigation, and after both sides' lawyers have chewed each other up and spit each other out, what ends up getting built is a terrible piece of sprawl equipment—a strip mall, a housing subdivision. Everybody is left miserable and demoralized, and the next project that comes down the road gets beaten up even more, whether it's good or bad.

No doubt many projects deserve to get beaten up and delayed, even killed. But wouldn't society benefit if we could agree on a model of good development and simplify the means of going forward with it? This is the intent of the traditional town planning that is the foundation of the new urbanism.

Human settlements are like living organisms. They must grow, and they will change. But we can decide on the nature of that growth—on the quality and the character of it—and where it ought to go. We don't have to scatter the building blocks of our civic life all over the countryside, destroying our towns and ruining farmland. We can put the shopping and the offices and the movie theaters and the library all within walking distance of one another. And we can live within walking distance of all these things. We can build our schools close to where the children live, and the school buildings don't have to look like fertilizer plants. We can insist that commercial buildings be more than one story high, and allow people to live in decent apartments over the stores. We can build Main Street and Elm Street and still park our cars. It is within our power to create places that are worthy of our affection. ☸

Drawings and diagrams are taken from James Howard Kunstler's book Home From Nowhere.



ADDISON CENTRE THEATER

OPUBCO

MILDRED STREET

MILDRED STREET

ADDISON ROAD

TAMM
9,975 SF (.23 AC)

MORRIS
11,875 SF (.27 AC)

LEWIS
14,375 SF (.40 AC)

MILLER
11,400 SF (.26 AC)

YASSAI
26,600 SF (.61 AC)

MILLER
23,750 SF (.55 AC)

McFARLIN
43,000 SF (1 AC)

PUMA
156,000 SF (3.58 AC)

OPUBCO
277,042 SF (6.3 AC)

JULIAN AVENUE

QUORUM ROAD

CLARA STREET

GALLOP
23,750 SF (.55 AC)

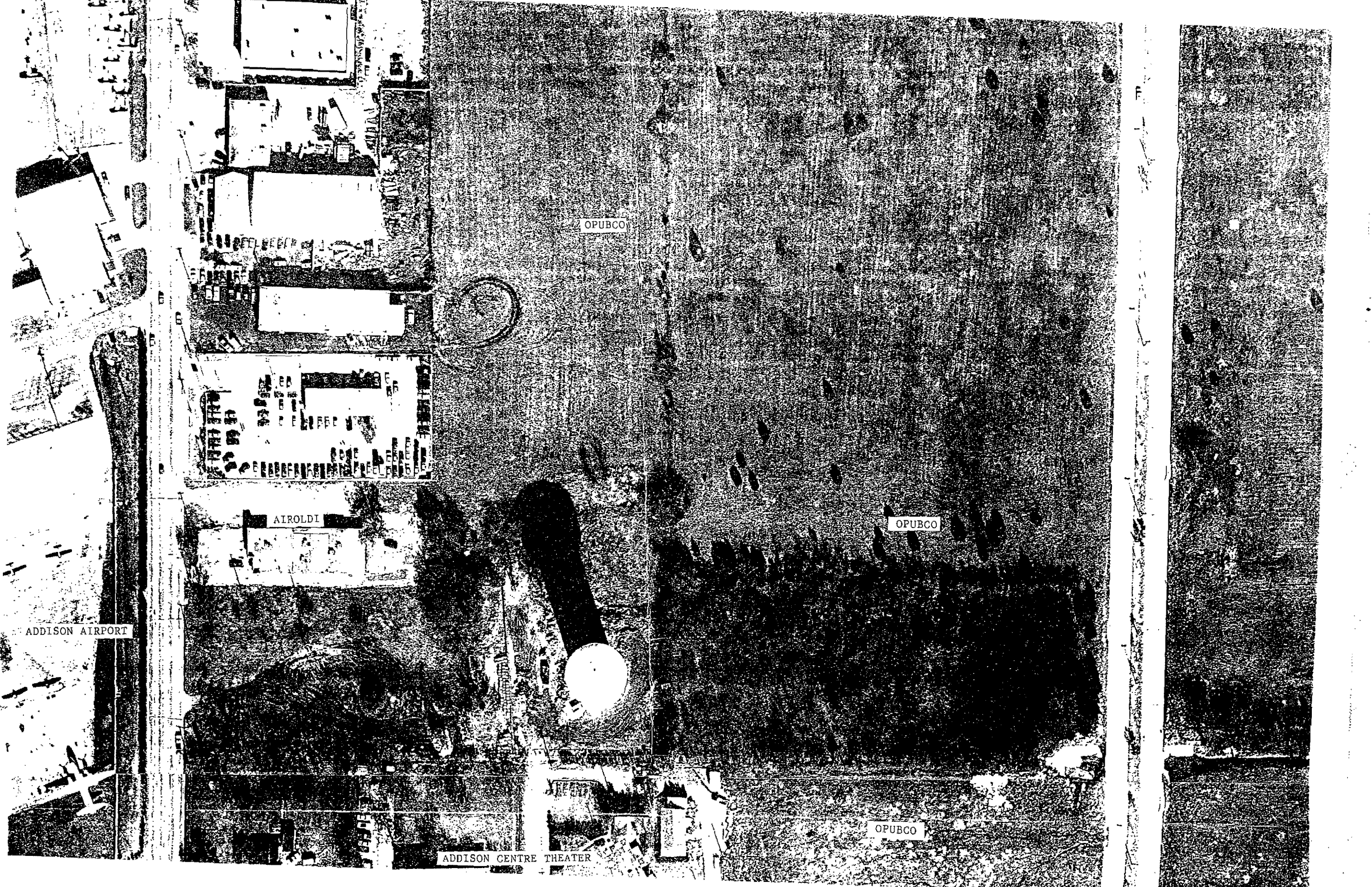
ARBUCKLE
28,500 SF (.65 AC)

MILLER
28,500 SF (.65 AC)

PATTON
9,500 SF (.22 AC)

GALVIN
14,250 SF (.33 AC)

RAILROAD



ADDISON AIRPORT

AIROLDI

ADDISON CENTRE THEATER

OPUBCO

OPUBCO

OPUBCO

The \$55 million, 300,000-square-foot Addison Circle One is 100% leased.



ADDISON CIRCLE ONE

leased 100% in North Dallas market

By LINDSEY TOWNSEND
Correspondent



ADDISON - Around the Metroplex, the town of Addison is famous for its traffic jams on Restaurant Row, not for charming, European-style office space.

But this North Dallas suburb may soon have a second claim to fame as business professionals discover the appeal of Addison Circle One, a 10-story, Class A office tower completed in early 1999.

The office tower is part of the new 80-acre urban district known as Addison Circle along the North Dallas Tollway that includes high-rise office, retail, restaurant and multifamily projects in a park-like setting lined with shops and cafes. According to the city of Addison, when complete, the entire Addison Circle project will add approximately 5,000 new residents to Addison, 50,000 square feet of commercial space and 2 million square feet of office space.

City officials hope that the development will integrate their desire to attract both corporate and residential clientele to the city. The 100%-occupied housing units already have a waiting list, and the project will eventually house 3,500 units. "You see this type of development in Boston, Chicago

and other big cities, but there has never been anything like it in North Dallas," said Carmen Moran, development services director for the city of Addison. "It's a 24-hour community where you can shop, work and dine in an urban environment."

Despite intense market competition, due to available space in the North Dallas office market, Corporate America has declared the office tower a winner as well. The \$55 million, 300,000-plus-square-foot space is now the corporate headquarters of CapRock Communications and The Staubaugh Co., as well as the regional offices for J.D. Edwards and Morgan Stanley Dean Witter.

"A pedestrian-oriented environment is not the traditional setting for a North Dallas office building, so tenants had to buy into the idea. Although the office building was just completed earlier this year, it is already 100% leased, a feat unmatched in the current North Dallas office market," according to Paul McCrea, senior partner with Champion Partners Ltd, which developed the project. Office amenities include Class AA lobby finishes, tollway frontage, state-of-the-art HVAC and mechanical systems and enhanced electrical load capacities.

According to Moran, business owners like the ambiance that the project provides to their employees, and employees enjoy having a number of shops and restaurants

within walking distance. "I can't think of another building in the tollway corridor where you can walk to four different restaurants from your office — from a Blimpie all the way up to gourmet dining," she said. Robert Luleff, senior vice president with United Commercial Realty, which leases retail space in the area, said that people will really start to discover Addison Circle as more restaurants and shops open in the next several months. "The funny thing is that it's kind of a secret right now. A lot of people don't even know what's going on over here yet," he said.

The addition of Addison Circle One is a major boost to Addison's plan to ultimately serve as a central hub of the North Dallas area for rail, bus, pedestrian and auto traffic. With the relocation of the North Dallas Transit Center from Prestonwood Town Center to the corner of Arapaho Road and Quorum Drive, approximately 12 routes now use the Addison Transit Center as a transfer and pickup point.

Equity financing for Addison Circle One was through Champion Partners/Fidelity Management. Architect was HKS Inc. Construction was by Charter Builders and leasing by Jones Lang LaSalle. Construction financing was through Bank of America.

Townsend is a free-lance writer living in Lake Dallas.

Addison Circle One

The deal: 10-story Class A office tower that was completed in early 1999 as part of the 80-acre urban-center development Addison Circle, now 100% leased.

Developer: Champion Partners Ltd.

Leasing: Jones Lang LaSalle

Equity financing: Champion Partners/Fidelity Management

Construction financing: Bank of America

Architect: HKS Inc.

Sales Moves

Losing just one customer costs you plenty



Jeffrey Gitomer

How much is one customer worth?

How much does it cost to lose one customer?

More than you want to know.

More than you can measure in real dollars.

Most people only measure the dollar loss of a sale, or how much revenue was lost for the year. Big mistake. For openers, multiply that times twenty years. Rats. And don't even begin to count the people they could have recommended (it would only make you sick).

Then the real losses begin to pile up. Besides telling everyone in their immediate vicinity, they will tell all their branches, their home office, other customers of yours (their peers and counterparts in other companies you serve); everyone at the next association meeting; everyone at the next annual trade show and convention — and (if you do a real bad job of recovery or service) report it to people in the industry media or local media.

But that's not the worst. Your competition knows — especially the ones who took your business away. And they are celebrating or doing a war victory dance and telling everyone.

The real cost is the difference between "cost of lost" and "cost to fix." Now measure that against the cost of service, fixing, discounting or replacing the situation, defect or problem when you first learned of it.

The painful part comes when you ask yourself, "How did this happen? Could I have prevented this from happening?" And, "How can I prevent this from occurring again?"

Have you ever lost a customer? Here's how to win them back:

1. Start by switching places with the customer. Try to use your stuff in their environment. Try to call yourself from their office. Wear their shoes, and walk around in them for a while.

2. Ask your customer brutal questions. The ones you don't want to hear the answers to. Get guerilla facts — hang out in the customer's office and talk to (ask) the lowest level of people who use your product — they always know the big answers and the real truth.

3. Get your best team of positive thinkers together. Solve or resolve problems as a group — form the DSJU (don't screw it up again) team.

4. Bet big. Identify and know the big picture — and be willing to gamble on a multifaceted solution that has consensus from the group.

5. Develop a core-issue base that could have prevented the situation from happening. You only have ten big, re-occurring problems. List and dissect them. Then benchmark the best practice for resolve. Prevention is the cheapest medicine.

6. Get small. Get great little ideas — lots of them — eliminate the dumb ones. Figure out detail and what kind of memorability that creates for the customer.

7. Name your solutions. (i.e. The new Gitomer Greeting method.) Brand your

solutions — especially the cool ideas that bring value to the customer.

8. Ask yourself "what's wow about this solution or idea?" If the answer is "nothing," don't bother doing it.

9. Ask the group how this solution prevents future occurrences of the same problem? If the answer is "it doesn't," don't bother doing it.

10. Ask the group how this solution will benefit the customer or build the customer's business. If the answer is, "it doesn't," don't bother doing it.

11. Get closer to the customer's "real" life. Meals and ball games can reveal relevant truths that "arms length" relation-

ships won't uncover.

12. How do you do this with your existing budget? You can't. You must have a "win back" budget. Funds that are earmarked to fix problems, create resolve and build goodwill.

12.5 When you get back in, thank the customer for dumping you. Tell them that without the loss of their business, this innovative solution would never have been possible, and you are willing to offer some (major?) concessions for a re-try at the business using these changes.

Know the difference between problem and symptom. Losing customers is a

symptom. Poor service, late delivery, back-orders are problems.

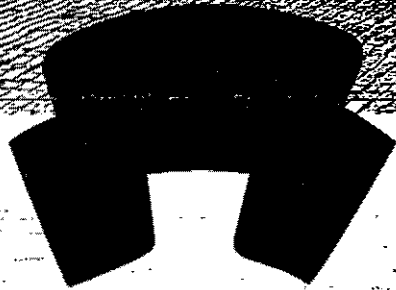
Rule one: It never costs as much to fix the problem as it does to not fix the problem.

Rule two: It never costs as much to make the customer happy as it does to leave the customer mad.

Winning back the customer is a huge morale victory as well as financial gain. There's only one person angry when you get them back — your competition.

Gitomer gives seminars, runs annual sales meetings and conducts training programs on selling and customer service. He can be reached at (704) 333-1112 or e-mail salesman@gitomer.com.

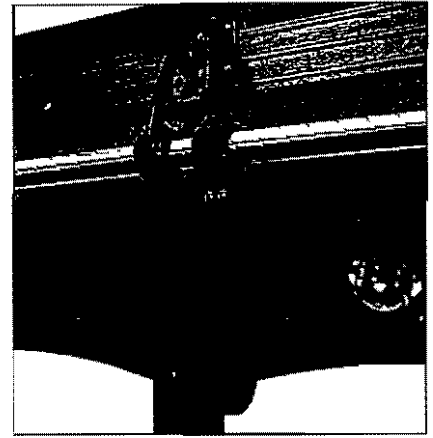
American Heritage Streetcar



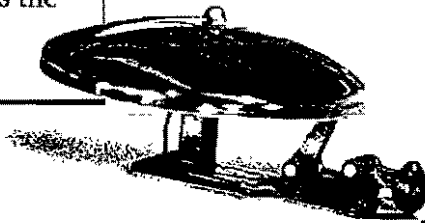
America's Master Coachmakers

The attraction is in the details.

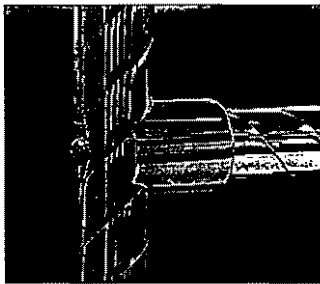
Chance Coach designers thought of everything in recreating the look and feel of an authentic turn-of-the-century streetcar. When you step aboard, you're surrounded by the quality craftsmanship of hand-finished hardwood seats and spiralled brass stanchions. The windows are trimmed in the same rich Philippine mahogany that lines the exterior side panels.



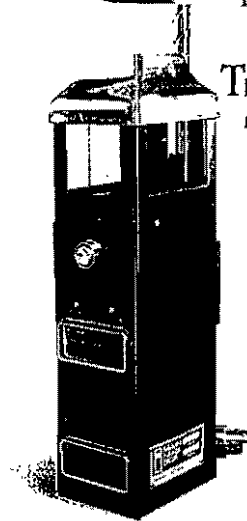
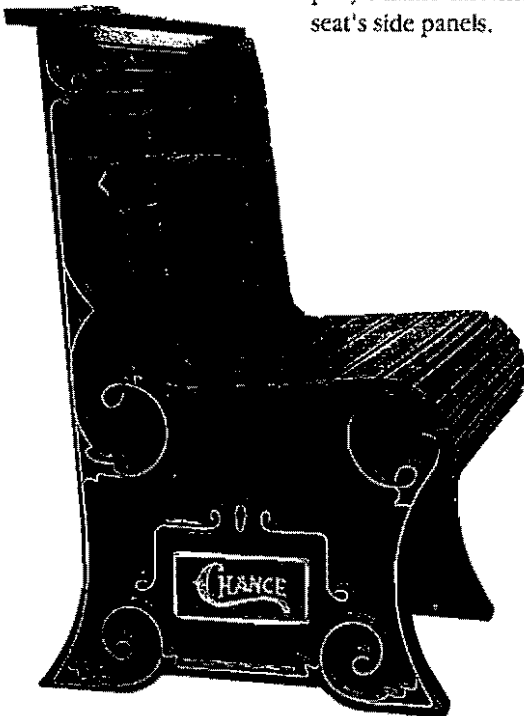
Genuine leather handstraps add a finishing touch of quality and authenticity.



The exterior mounted bell is a replica of a 1901 streetcar bell, and its nostalgic ring attracts riders from afar.



The elegant handcraftsmanship is apparent in the spiralled brass rails and seats, handcrafted of Philippine mahogany. You may personalize your streetcars with your city's or transit company's name cast into the seat's side panels.

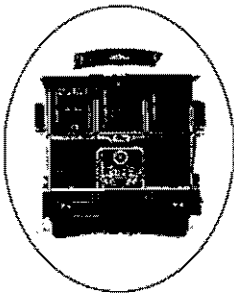


The optional fare box is mounted by the front doors and sparkles with glass and hand-rubbed brass.

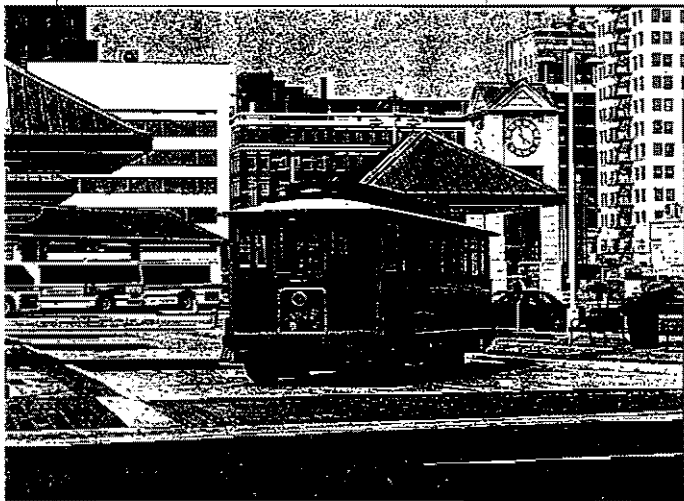
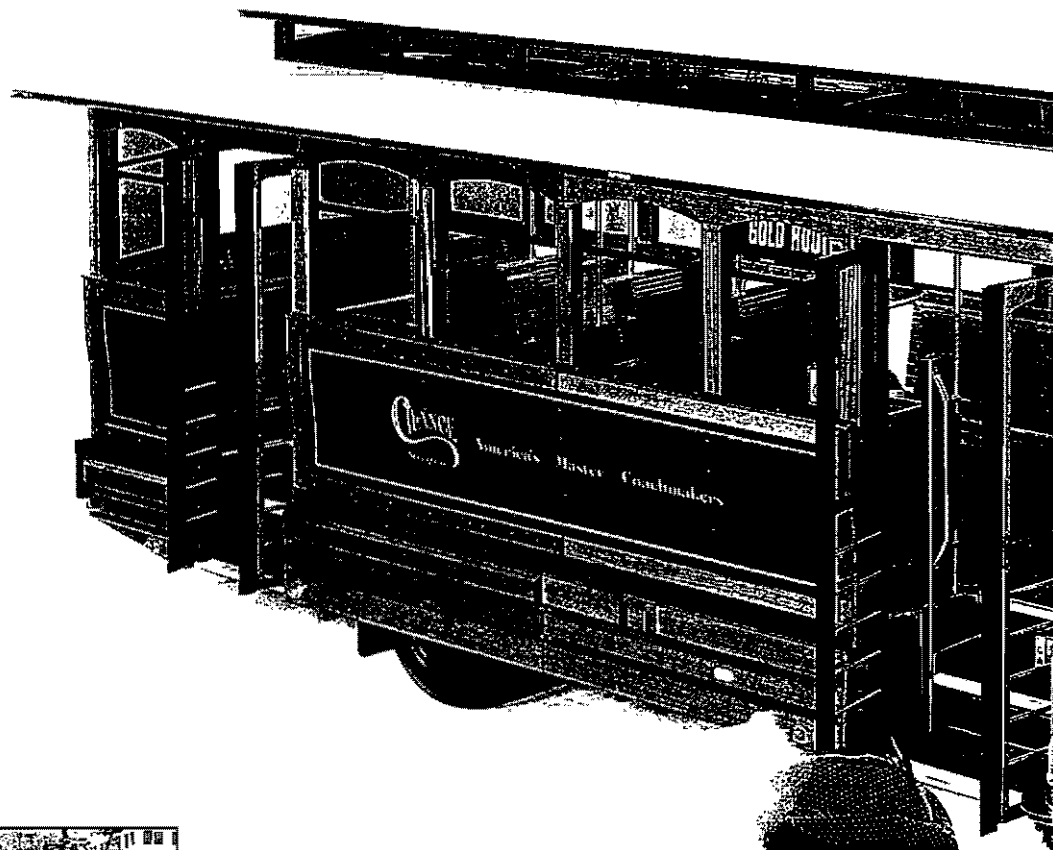
Large windows add airiness and allow for maximum view. Windows are available in two styles: transom and the full-opening horizontal sliding design.



Bring back the good old days. American Heritage Streetcars have a very special appeal, reminding tourists and residents alike of beloved times gone by. A time of ice cream socials and barbershop quartets. Ladies with parasols and men in straw hats. A turn-of-the-century vision of simpler pleasures and life in a much slower lane.



The American Heritage Streetcar will complement a variety of projects. From downtown revitalizations to resorts to renaissance restorations, these elegantly crafted streetcars enhance themes and build tourism.



A sentimental journey with ageless appeal.

With so many cities and historic areas across the nation rediscovering their place in American history, the American Heritage Streetcar makes getting around part of the fun for passengers of all ages.

Manufactured by Chance Coach, Inc., America's most popular rubber-tired streetcar is a fully enclosed, all-season edition of the popular Alamo City Streetcar. Chance Coach, Inc., streetcars have found homes in cities all across America, providing lunch-time shuttle service between downtown businesses and area

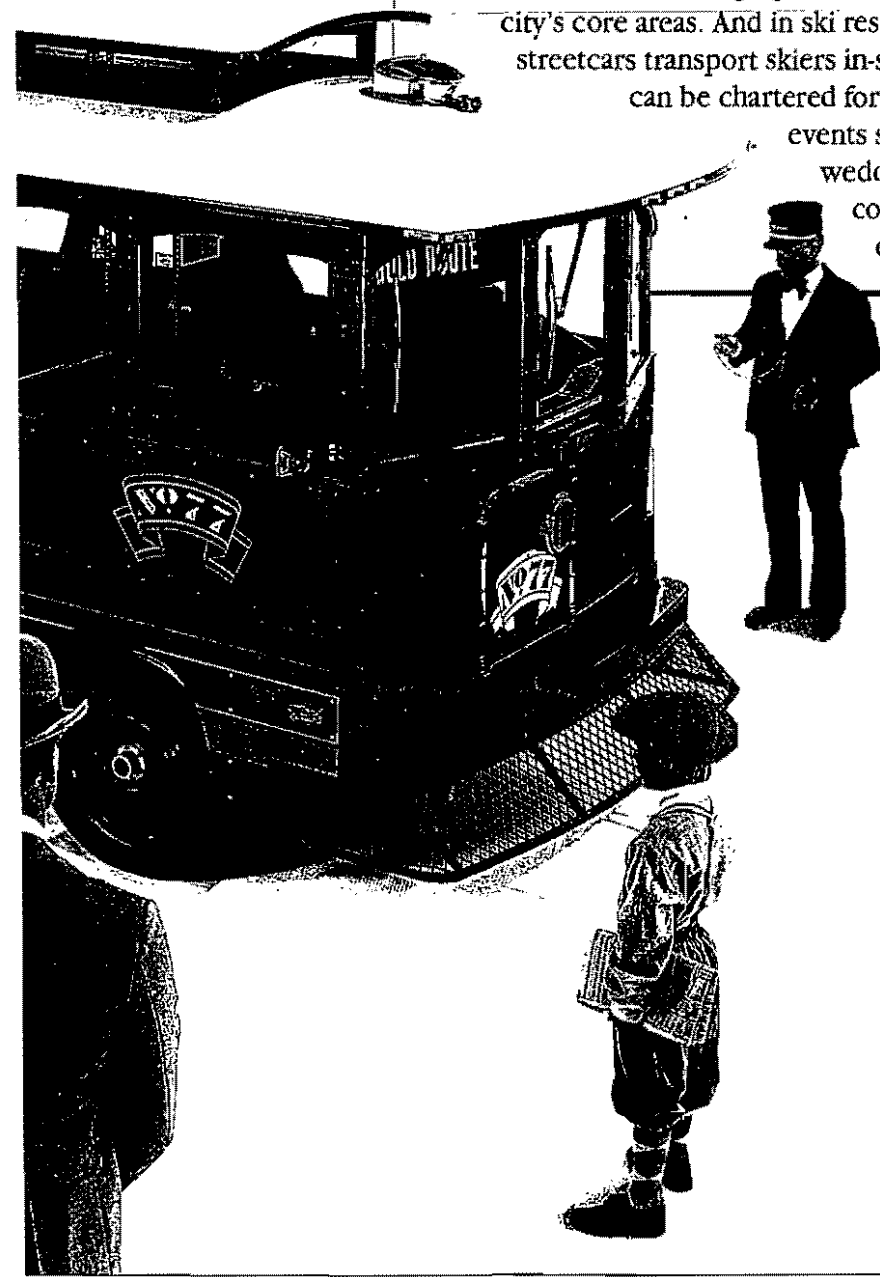
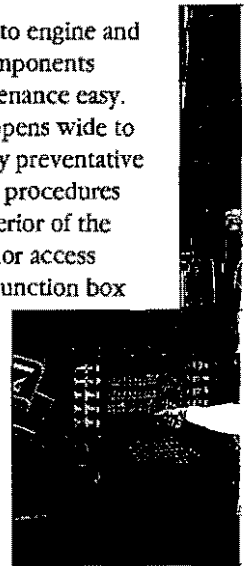
restaurants and bringing new life to the city's core areas. And in ski resorts, streetcars transport skiers in-season and can be chartered for private events such as weddings and conventions off-season.



Fully wheelchair accessible with wheelchair seating. American Heritage Streetcar meet requirements. Two forward-facing positions are provided for wheelchair down restraint.

Two operator-controlled, double-panel doors provide easy access from both front and rear.

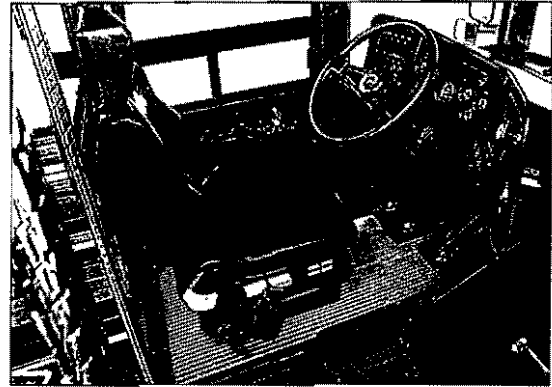
Easy access to engine and electrical components makes maintenance easy. Front hood opens wide to facilitate daily preventative maintenance procedures from the exterior of the coach. Exterior access to electrical junction box speeds maintenance of electrical components.



Entire coach is climate and comfort controlled for all-weather service.

Now you can take advantage of the timeless attraction of the American Heritage Streetcar all year long. Inside the fully enclosed coach, an extra-large capacity air-conditioning system cools summertime passengers. And a new and improved heating system invites winter riders to come in from the cold.

Heavy-duty insulation keeps the temperature constant and the road noise to a minimum. And 28 passengers can be seated comfortably in the extra-long coach that rides smoothly over an air-ride suspension with four-air-springs-per-axle.

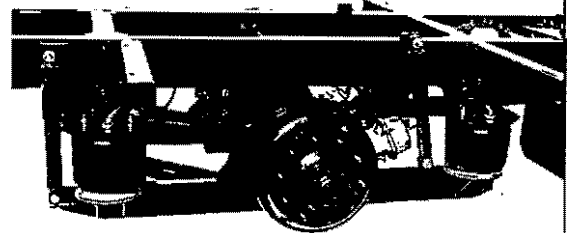


The roomy operator's compartment features an ergonomically designed console. The steering column is adjustable for eight heights and tilts to eight steering positions.

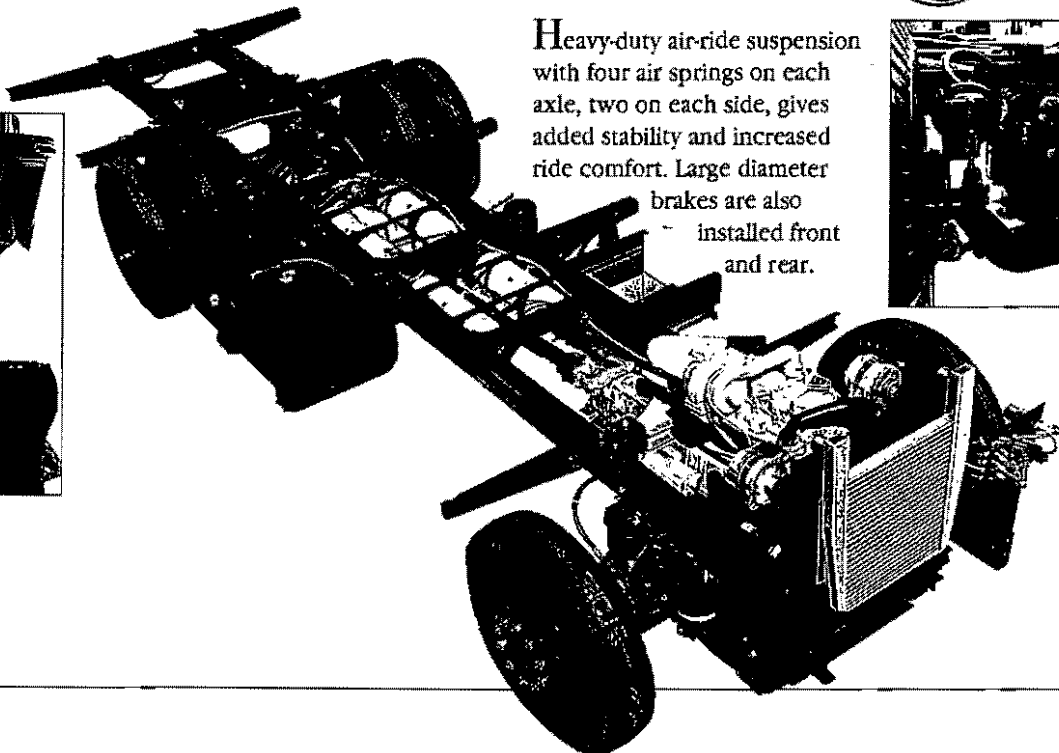
Transit-quality bus chassis will stand the test of time.

Not only will the Americana appeal of the streetcar withstand the test of time, the American Heritage Streetcar is bus-tested to meet federal requirements and will stand up to the demands of all-year transit use for many profitable years. The heavy-duty "Chance Tough" chassis is the most durable in the small coach industry and is the same one you'll find in our RT-52 transit coaches.

The streetcar features a full air suspension system with heavy-duty Rockwell axles using four-air-springs-per-axle — front and rear. The smooth-running Allison automatic transmission, coupled with the transit-proven Cummins diesel engine, gives your operator a performance that is as reliable as it is powerful.



Heavy-duty air-ride suspension with four air springs on each axle, two on each side, gives added stability and increased ride comfort. Large diameter brakes are also installed front and rear.





Christmas wheels

Trying out their new Christmas wheels at Josey Ranch Park in Carrollton are, from right, Alex Garcia, Jesse Garcia with the help of their father, Jesse Garcia. An unidentified boy looks on.

*Metrocrest
1-1-99*

Addison facing explosive development in '99

By JACK DICOSKEY
News Staff Writer

As he looks back on 1998, City Manager Ron Whitehead is pleased with the way Addison's mobility and construction projects are progressing. Many projects that were in progress last year dovetail into new projects and ideas that are on the board for 1999.

Later this month, the manager plans to present Addison's City Council with a plan for relieving Belt Line Road's cluttered traffic by creating an Arapaho Road overpass

at Midway Road.

The overpass is a continuation of Addison's plan for extending Arapaho to Marsh Lane. Whitehead said preliminary work on an overpass can begin this year. The road is undergoing straightening between Dallas Parkway and Addison Road in order to accommodate the new DART transfer station.

"The station should be completed in about six months," the manager said. "From a mobility standpoint, it is good for Addison Circle people, and for people who

work at neighboring offices." The station is visualized as a main transfer point for north Texas DART riders.

Just north of Arapaho, the Town of Addison is winding down the process of acquiring property to complete the town's Arts and Cultural Events District. Post Properties donated 6.5 acres south of Addison Circle to the town when it began construction on the development. "And we have most of the

See ADDISON, Page 6A

Carrollton claims better service for less money

By JACK DICOSKEY
News Staff Writer

At the beginning of 1998, Carrollton City Manager Gary Jackson wanted to take building public trust and solving customer problems to the next level. At the end of the year, Jackson says, city staff has "responded positively" to his challenge.

"We made a commitment to saving tax dollars in '98," the city manager said. "And we did." Jackson said that the city saved \$4 million on a \$60 million city bud-

authorized personnel strength," he said. "And we reduced operating costs, while increasing efficiencies in uses of contract services and supplies." He pegged that saving at \$2 million.

An additional \$2 million in savings came from "the higher growth of our tax base and sales tax revenues."

The increased tax money came with no tax rate or fee increases from the city. At the same time, Carrollton's bond rating has stayed at AA. "When we sold bonds last summer, that rating got us the lowest

Addison:

Continued from Page 1A

property west to Addison Road," he said. A number of options for use of the land are open to the town. "We are considering an exhibition space," the manager said. "Or we may decide to try a theater district that fits Addison." He indicated that the area could become an incubator for some smaller theaters. "They might become more intimate venues. We might have jazz one weekend and a Shakespeare festival on another."

The Addison Citizens Academy has been a high spot for Whitehead. "The academy tries to make people aware of the opportunities for public service in the Town of Addison," he explained. "Most of the 23 students in this class were not involved in their community in the past."

One of the town's major accomplishments is completing the Addison Airport 2001 study in 1998. "The study establishes criteria for selecting an airport management company," Whitehead explained. The town's airport management contract with Addison Airport of Texas, Inc. expires at the end of 2000.

"This past year saw us fill six important positions on the town staff," he said. Police Chief Don Franklin, director of information services Hamid Khaleghipour, human resources manager Pam Storaci, public communications manager Jody Garcia and visitor services manager Bob Phillips all came on board with the town in the last 12 months. Just recently, Noel Padden was hired as fire chief to replace retiring Bob Wallingford.

The manager expects that the art piece slated for Addison Circle will be in place this year. The \$2 million painted steel sculpture will be erected at Rond Point, which is the actual circle of Addison Circle. Representing the growth of Addison, the artistic endeavor will be 54 feet high, and 120 feet at its widest.

Addison fulfilled a long-term goal this year. "At last, we have a full service post office, and basically one zip code for the whole town," he said happily. Formerly in five different zip codes, the town is now under the banner of "75001" with one exception. Most of the postal

Farmers Branch: '98 building boom

Continued from Page 1A

occupy 400,000 square feet of space on the west side.

Noting that the construction projects under way in Farmers Branch are almost too numerous to

"The new justice center has progressed very slowly this year," he said. "I personally am very disappointed with the contractor on this project. Hopefully, Phase I will be completed by early 1999 so we can proceed with Phase II."

	Sales Tax rebate in December			Sales tax rebate year to date		
	1998	1997	Change	1997	1998	Change
Addison	688,456	683,625	0.70%	8,643,645	8,499,181	1.69%
Carrollton	1,184,523	1,162,104	1.92%	15,793,599	14,921,004	5.84%
Coppell	288,712	216,245	33.51%	3,528,671	3,000,106	17.61%
Dallas	13,984,629	13,298,772	5.15%	189,502,535	173,592,271	9.16%
Farmers B	915,737	888,282	3.09%	12,220,795	12,027,416	1.60%
Irving	2,741,125	2,390,447	14.67%	37,198,549	33,805,687	10.03%
Lewisville	1,179,155	1,025,426	14.99%	15,159,072	13,466,169	12.57%
Plano	2,434,040	2,407,487	1.10%	36,058,044	32,420,190	11.22%

customers in Addison's portion of zip code 75240 voted to remain in that code and keep their city address as "Dallas."

"One zip code simplified things greatly," the manager noted. "The town is getting fewer calls about misdirected mail. And our residents seem to be pleased with the single code."

Whitehead is happy to see construction on Phase II of Addison Circle moving at a brisk clip. "I understand that they will have units available by March," he said. "And Phase III is still on track to start after Phase II is completed." When fully built out, Addison Circle is a nine-phase project.

Warming to the subject of an extended Arapaho Road, Whitehead said the town's ultimate goal is taking the new four-lane road all the way to Marsh Lane. "The alternative is to widen Belt Line, and that would be a fiscal disaster," he said. "Belt Line was designed to carry 42,000 cars a day. Right now, the intersection at Midway and Belt Line carries 66,000 cars daily."

Because Midway already carries such heavy traffic, the manager understands that adding an Arapaho intersection near the railroad tracks at the ice rink just north of Belt Line would only cause more problems. Hence the overpass solution.

"I will be proposing the overpass to the council at the Jan. 26 meeting," he stated. He sees the Arapaho project costing \$20 million. "It should be eligible for state, federal and maybe even county funds," he mentioned.

The Town of Addison already has acquired much of the right of way behind the Dallas Water Utilities

plant and the restaurants and hotels on Belt Line. Arapaho will be a two-part project. The first part goes from Addison Road to Surveyor. During Part 2, the road ties into Realty Road, which is renamed Arapaho, and is then extended to Marsh Lane.

Another future project has the manager excited. "The town has been trying to get access to south Quorum," he said.

Addison recently bought the property containing the drive-in bank facility on Landmark Boulevard, and is almost prepared to move on the project.

"We want to extend Landmark south and tie it into the Ewing Buick Property." The Ewing interests now lease their former dealership property to another car dealer. The Landmark extension will give diners at the new Lawry's The Prime Rib immediate access to Addison streets.

Lawry's Dallas Parkway location is just inside Addison nestled right at the Farmers Branch line. "We would do this project jointly with Farmers Branch," the manager said of the \$3 million street job.

In other looks at the future, Whitehead feels the town has a handle on the upcoming Y2K question. "Addison spent time and money defining possible areas that we need to be aware of," he said of the possible upcoming gigantic computer glitch. "The town has confidence in its systems. But we are wondering if our software vendors have prepared for the year 2000 like we have."

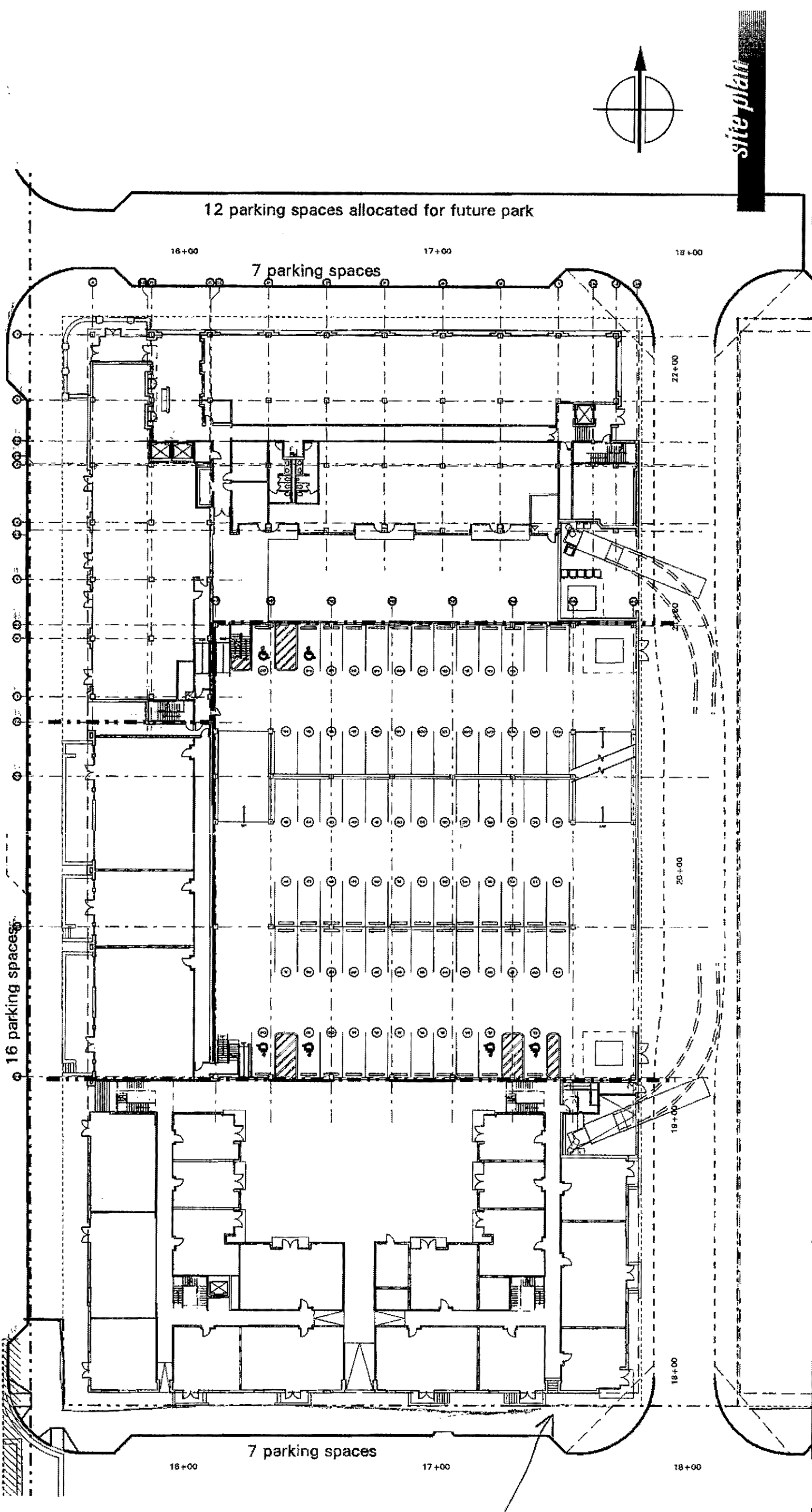
Cutting Edge Work Concept Comes To

Women in Carrollton are rapidly discovering a secret weapon in the



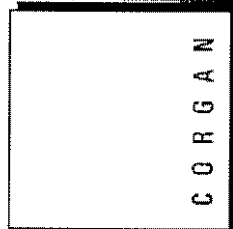
Branch Crossing. I want to see the new development on the west side that is in the planning stage to begin to come to fruition and the new Sears project on the east side get under way," Phelps said.

He also said he was pleased



site plan

09 Oct 2000



16 parking spaces

12 parking spaces allocated for future park

7 parking spaces

7 parking spaces

Proposed 5' sidewalk



Addison Circle

Phase 4

POST PROPERTIES



WESTERCHIL CONSTRUCTION COMPANY



15851 DALLAS PARKWAY

DALLAS, TEXAS 75248

PHONE (972) 385-9181

FAX (972) 385-9183

DAILY PROJECT LOG

DATE	1-3-99	JOB NO.	
PROJECT NAME	ADDISON ROAD	DAY OF WEEK	MON
WEATHER	CLOUDY, WINDY		

TEMPERATURE AM	50°	PM	70°
COMMENTS	2:00 P.M. MEETING WITH WESTERCHIL, CITY OF ADDISON & 1316 D. DISCUSS REMAINING ITEMS IN PREPARATION FOR ERECTION		

GENERAL CONTRACTOR	NO. PEOPLE	DESCRIPTION OF WORK PERFORMED
ASST. SUPERINTENDENT/FOREMAN	1	
FIELD ENGINEER/RODMEN		
OPERATORS		
CARPENTERS		
CEMENT FINISHERS		DUNNAGE IN TREE WELLS
LABORERS	1	SET UP BARRICADES
TOTAL	1	
SUBCONTRACTOR		
1316 D	6	ORGANIZE YARD
T&I ELEC	1	DEMO LIGHT FIXTURES IN TREE WELLS
TOTAL	6	
DATE OF SAFETY MEETING THIS WEEK		SUPERINTENDENT
		<i>Robin Bird</i>



WESTERCHIL CONSTRUCTION COMPANY



15851 DALLAS PARKWAY
DALLAS, TEXAS 75248

PHONE (972) 385-9181 FAX (972) 385-9183

DAILY PROJECT LOG

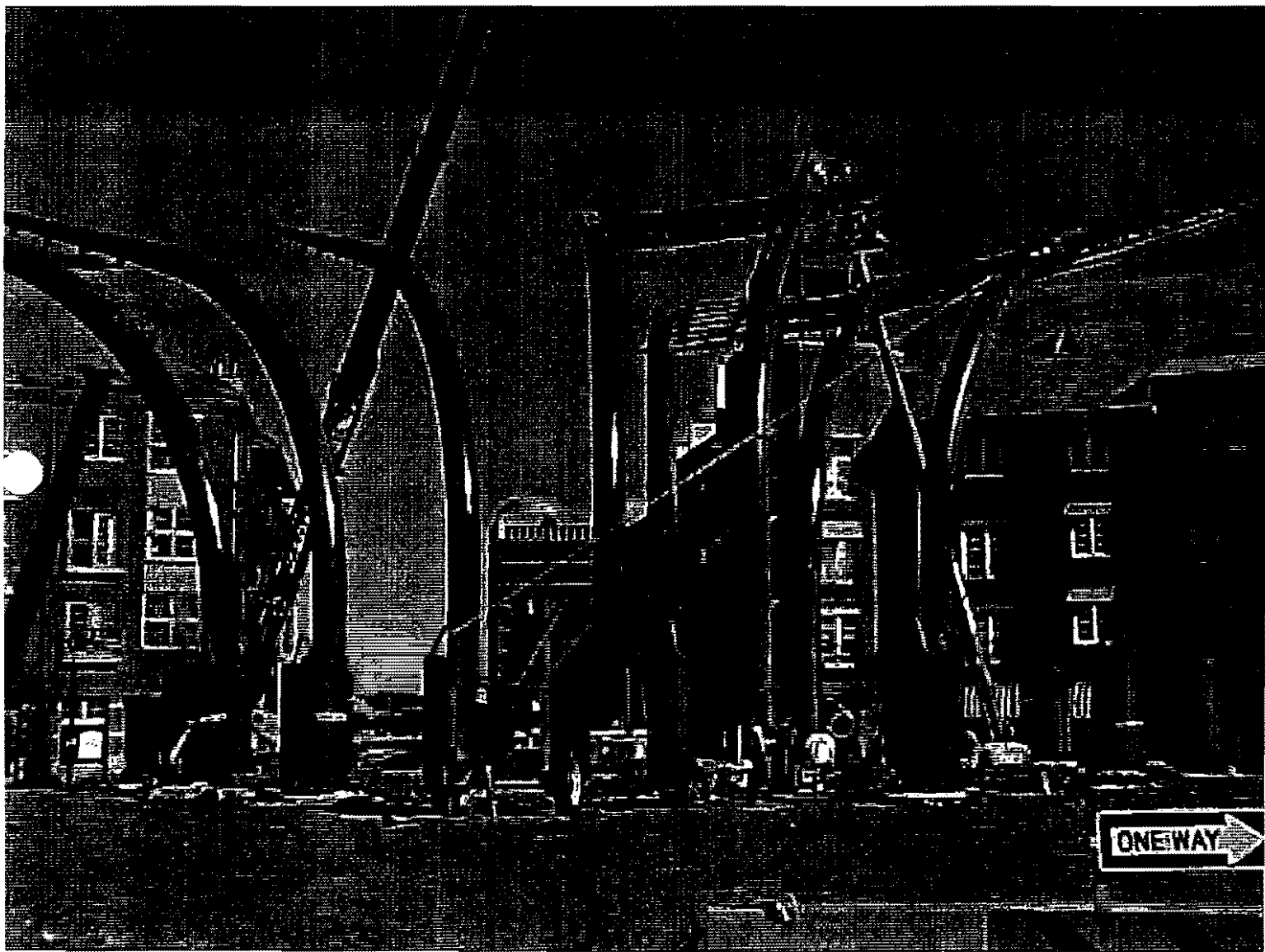
DATE	1-5-99	JOB NO.	
PROJECT NAME	ADDISON ROAD	DAY OF WEEK	WED.
WEATHER	CLEAR COOL WINDY.		

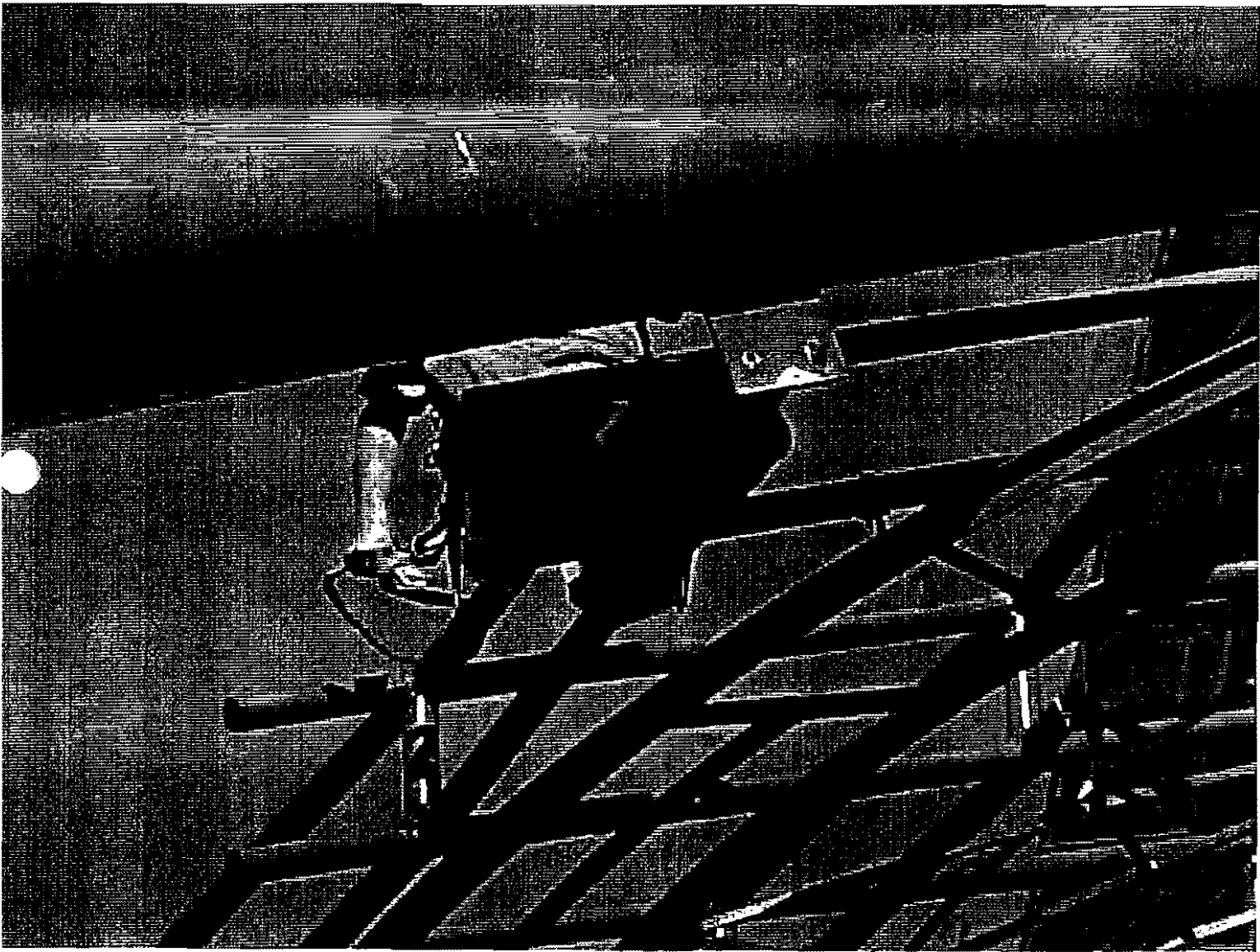
TEMPERATURE AM 30° PM 45°

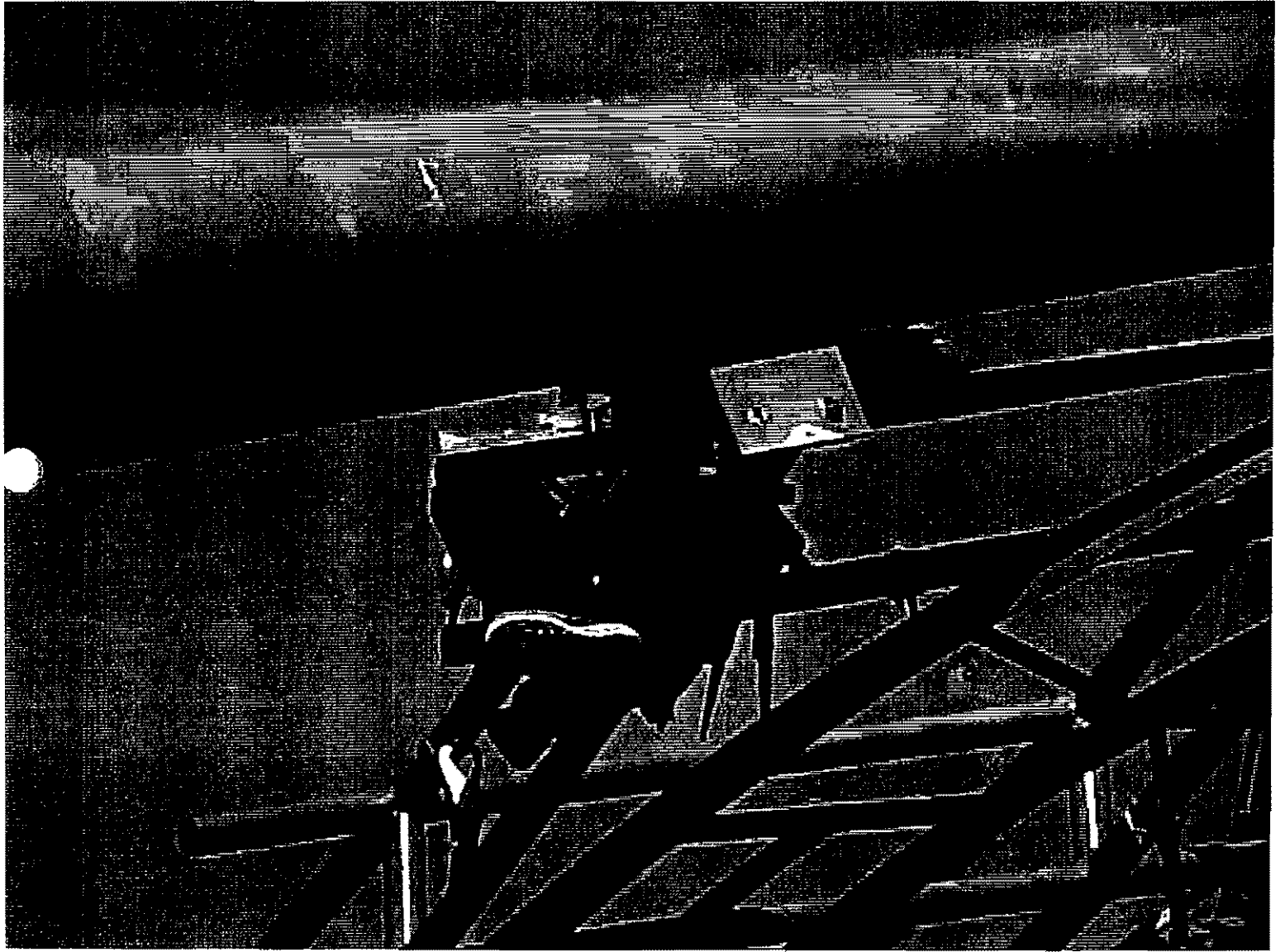
COMMENTS
 A SADDLE LIFT SHOWED UP 1 DAY LATE 1:00 P.M.
 ORIGINAL SADDLE LIFT BROKE DOWN AT 11:00 A.M.
 DISCOVERED 30° BEVEL AT BOTTOM OF POLE SHOULD
 BE 45° POLE WILL BE REWORKED UNDER THESE DIRECT CONDITIONS
 QUANTITY OF IRON BEAMS 1 SET @ 30° CRANE BEAMS 200 LBS
 AT 45° 100 LBS ONLY (ADDITIONAL) ONLY, SPREADER
 IS FABRICATED W/POLE, NOT MUCH USE. SUSPECT
 TRUSS CONNECTIONS ON ONE SIDE HAVE WRONG
 ANGLE, WILL INVESTIGATE

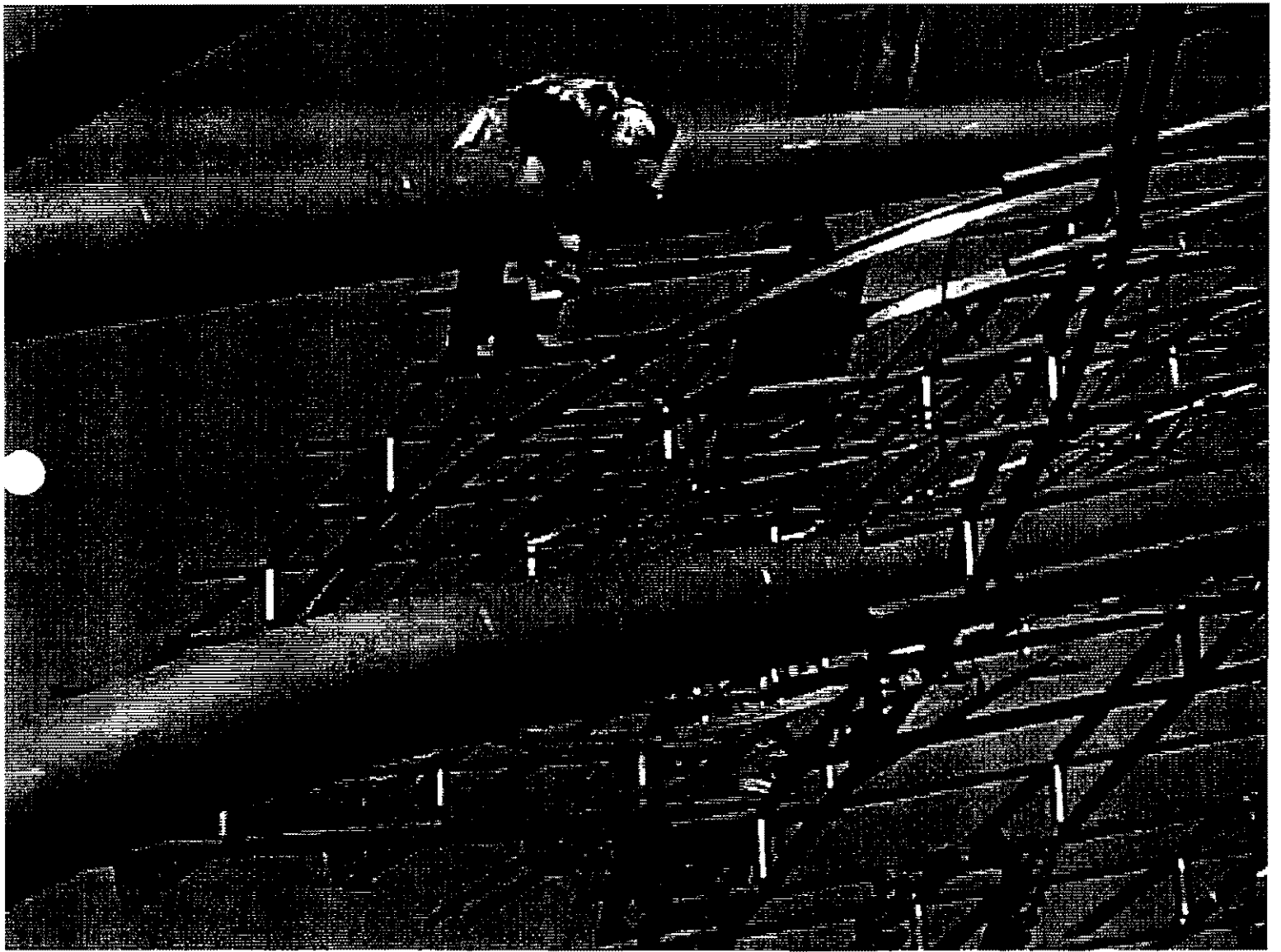
GENERAL CONTRACTOR	NO. PEOPLE	DESCRIPTION OF WORK PERFORMED
ASST. SUPERINTENDENT/FOREMAN		
FIELD ENGINEER/RODMEN		
OPERATORS		
CARPENTERS		
CEMENT FINISHERS		
LABORERS	2	FLAG MEN
TOTAL	2	
SUBCONTRACTOR		
D&D	6	ERECT 2 ND POLE
TOTAL	6	
DATE OF SAFETY MEETING THIS WEEK		SUPERINTENDENT <i>Robert Smith</i>

Jun. 11, 2000









CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: Jan.4, 2000

WEATHER CONDITIONS: Clear, windy and cold 35 to 48 degrees

Day 1 of construction

Traffic Control:

Robin Bird of WCC worked with 2 day laborers to close streets from 7:00 to 7:40

Additional signs and barricades were required by police and brought out by Al and Mitch

Police was on site all day

Traffic plan should reflect changes.

Barricades were all removed by 3:45

Construction Progress:

Azteca attempted to bring a pole to the circle with 2 sky tracks but this was not feasible

Crane carried pole out

1 pole was erected as stated in the erection sequence except for the welding was not 4-10" welds.

There was paint damage to the pole including the tapered section

Inspection:

Gerry Fox was on site and viewed the welding of the first pole. Welding looked good.

Poles and sleeves should be pre-heated with the torch prior to welding.

Access was tough due to nuts.

He suggested that 1 nut at a time be removed to get a consistent weld.

At the same time the load indicating washers should be added.

People at Site:

Allen Westerchil

Robin Bird

Carmen Moran

Kirk Kreuger

Mike Preston

Lonnie Erickson, Photographer w/ Metrocrest News

Azteca

No public conflict

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 5, 2000

WEATHER CONDITIONS: Clear Windy and Cold. (30 to 58 degrees)

Day 2 of construction

Traffic Control:

- ❖ 7:15 - 7:40 am Robin with WCC put up closure with very little conflict.
- ❖ Police on site all day long
- ❖ 3:40 - 4:00 pm Open to traffic
- ❖ Concern that flagman are not allowing business traffic to access on street parking (Quorum).

Construction Progress:

- ❖ Continued welding on Pole #1.
- ❖ Erected pole #2.
- ❖ Equipment Challenges.
- ❖ Pole #3 in circle on ground.
- ❖ Welding concerns. It was determined that the specified 45 degree bevel at the end of the poles was never done. Should have been done in Houston @ Bendco. This procedure pre-qualified the pole to base plate weld according to AWS. Since 2 poles are already welded, there welds need to be qualified full penetration. Bendco will be on-site Thursday, January 6, with equipment and labor to bevel 23 remaining poles. One more pole, (pole #3) will be erected as #1 and #2 in the mean time, in order to not delay progress. A sample will have to be re-created on pole/base plate connections and tested to determine if it is qualified.

Inspection:

Gerry Fox visually inspected the welding on pole #1 and said it appeared very good.

People at Site:

Allen Westerchil
Robin Bird
Kirk Kreuger
Mike Preston
Azteca, including Dave Riley
No public conflict

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 6, 2000

WEATHER CONDITIONS: Partly Cloudy. 45 - 60 degrees

Day 3 of construction

Traffic Control:

- ❖ No problems 7:00 a.m. - 4:00 p.m.
- ❖ 2 flagmen on Quorum.
- ❖ Police on site.

Construction Progress:

- ❖ One new pole erected. (Total of 3 up)
- ❖ Laid 2 poles in circle for Friday.
- ❖ Deviation from welding plan has resulted in two (2) calls to Frasier .
- ❖ Frasier has 2 concerns:
 1. Deflection of poles (aesthetic)
 2. Qualification of new welding procedure.
- ❖ Poles 1, 2, 3, & 4 - 25 are welded differently.
- ❖ Conversation with Gerry and Frasier resulted in need to lab test mock-ups of each different weld type.
- ❖ Bendco has 2 guys on site to bevel a 45 degree cut on the tension side of poles 4 - 25.
- ❖ Welder told Robin, Kirk and me that the welds on poles 1, 2, & 3 were not full penetration - However, were strong and should pass tests.
- ❖ Weekly progress meeting.

Inspection:

Gerry Fox was on site to visually inspect welds and sit in on phone conversation with Frasier regarding AWS welding qualifications.

People at Site:

Robin Bird
Kirk Krueger
Mike Preston
Patrick Fix
Gerry Fox
Azteca
No public conflict

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 7, 2000

WEATHER CONDITIONS: Overcast 50 degrees, rain in afternoon.

Day 4 of construction

Traffic Control:

- ❖ No problems 7:00 a.m. - 3:00 p.m.
- ❖ 2 flagmen at Quorum.
- ❖ Police on site. (Reduced)
- ❖ Added 4 detour signs at the request of Post to minimize cut through traffic on the mews.

Construction Progress:

- ❖ Two new poles erected. (Total of 5 up)
- ❖ Laid 3 poles in circle for Monday.
- ❖ Cables restrict poles from 100% deflection.
- ❖ Only using inside spreader bars.
- ❖ Behind schedule by one pole.
- ❖ Bendco on site completing beveling on poles on tension side.

Inspection:

- ❖ No inspections today.
- ❖ Call to Gerry stating he may not require lab tests to certify welds.

People at Site:

Robin Bird
Kirk Krueger
Mike Preston
Patrick Fix
Azteca
No public conflict

Outstanding Issues

- ❖ Paint damage during erection.
- ❖ Bolt tensioning procedure.
- ❖ Welding qualification.
- ❖ Pavers.
- ❖ Field testing of welds (waiting for ultrasonic testing equipment).

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 10, 2000

WEATHER CONDITIONS: Clear, 50 - 70 degrees.

SITE CONDITIONS: Muddy yard.

Day 5 of construction

Traffic Control:

- ❖ No problems 7:00 a.m. - 4:00 p.m.
- ❖ 2 flagmen on Quorum.
- ❖ No police presence.
- ❖ Changed 4 large business signs by adding GMAC Real Estate.
- ❖ Added parking signs on Quorum @ McEntire, & Morris.
- ❖ Increased use of on-street parking on Quorum.

Construction Progress:

- ❖ 3 new poles erected. (Total of 8 up)
- ❖ Laid 2 trusses in circle.
- ❖ On schedule but deviating by adding trusses.
- ❖ Idea is to completely erect 2 petals to identify any remaining unknowns
- ❖ Bi-weekly progress meetings.
- ❖ Call to Frasier clarifying erection sequence.

Inspection:

- ❖ Fox was at progress meeting.
- ❖ Thursday will inspect welds.

People at Site:

Robin Bird
Kirk Krueger
Mike Preston
Patrick Fix
Azteca
No public conflict

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 11, 2000

WEATHER CONDITIONS: Clear, 55 - 70 degrees.

SITE CONDITIONS: Muddy yard.

Day 6 of construction

Traffic Control:

- ❖ No problems 7:00 a.m. - 4:00 p.m.
- ❖ 2 flagmen at Quorum.
- ❖ No police presence.
- ❖ On street parking is full.
- ❖ Vehicles crossing Quorum median at pedestrian cut without problem.

Construction Progress:

- ❖ Erected first three trusses.
- ❖ Trusses do not sag visually.
- ❖ Good fit up.
- ❖ Safety concerns were expressed to Big D and Azteca.
- ❖ Cables still in place.
- ❖ 2 welders worked all day on poles.

Inspection:

- ❖ No inspections today.

People at Site:

Robin Bird
Kirk Krueger
Mike Preston
Patrick Fix
Azteca
Ron Whitehead
Lea Dunn
Joe Lawrence

* Increased safety practices by using caution tape along sidewalks, wear hard hats in circle and voiced importance of tying iron workers in.

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 12, 2000

WEATHER CONDITIONS: Clear, Windy, 60 - 75 degrees.

Day 7 of construction

Traffic Control:

- ❖ Closure 7:00 a.m. - 4:00 p.m.
- ❖ 2 flagmen.
- ❖ 2 Valet.

Construction Progress:

- ❖ 2 poles, 3 trusses (total of 10 poles & 6 trusses).
- ❖ Good fit up.
- ❖ Cables in place.
- ❖ Welders continue on poles.
- ❖ Truss tabs also tacked.

Inspection:

- ❖ Gerry out of town.

People at Site:

Robin Bird
Kirk Krueger
Mike Preston
Patrick Fix
Azteca
No public conflict.

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 13, 2000

WEATHER CONDITIONS: Clear, Windy, 50 - 68 degrees.

Day 8 of construction

Traffic Control:

- ❖ 7:00 a.m. - 4:30 p.m.
- ❖ Pole could not be released by boom truck until 4:30 p.m.
- ❖ Welders stayed working in circle after 4:30 p.m.
- ❖ Light police presence.

Construction Progress:

- ❖ Erected 2 poles (total of 12 poles & 6 trusses).
- ❖ Welders are falling behind erection progress.
- ❖ Additional welder on job.
- ❖ Cables are very congested.
- ❖ Frasier Sinclair on site from 11:00 a.m. to 4:00 p.m. (see notes)
- ❖ Dropped a truss & art panel - minor damage to art panel (repaired & erected).

Inspection:

- ❖ Gerry inspected some of the poles.
- ❖ Some minor bad spots.
- ❖ Many welds of poles incomplete.

People at Site:

Robin Bird
Allen Westerchil
Kirk Krueger
Mike Preston
Patrick Fix
Dave Rodney
Frasier Sinclair
Joe Lawrence
Ron Whitehead
Azteca
No public conflict.

CONSTRUCTION LOG

ADDISON CIRCLE ART PIECE

DATE: January 14, 2000

WEATHER CONDITIONS: Clear, Windy, 55 - 70 degrees.

Day 9 of construction

Traffic Control:

- ❖ 7:00 a.m. - 4:00 p.m.
- ❖ 2 flagmen.
- ❖ No police presence.

Construction Progress:

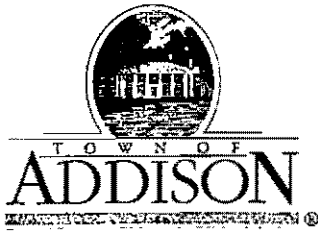
- ❖ Continued erection of art panels (total to date, 13 poles, 9 trusses).
- ❖ Welding all day and overtime.
- ❖ Westerchil started grouting piers.
- ❖ First 2 were "dry packed".
- ❖ Process was changed to dam & slurry.
- ❖ Dropped a second truss/art panel.
- ❖ Art panel damaged.
- ❖ Welders & grout scheduled for Saturday.
- ❖ Image A3 is inverted 180 degrees from design.

Inspection:

- ❖ Gerry took cylinders of grout.
- ❖ Observed grouting process.
- ❖ Visual welding inspection.

People at Site:

Robin Bird
Kirk Krueger
Mike Preston
Patrick Fix
Joe Lawrence
Azteca
No public conflict.



PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

KEITH # IS GETTING WITH
UTIL TO WRITE AN
OCCUPANCY LETTER TO
CHAMPION BUILDERS

Memorandum

To: John Baumgartner, PE, Director of Public Works
From: Mike Murphy, PE, Assistant Director of Public Works
Subject: Sewer Spill at Addison Circle, Phase II
Date: February 19, 1998

FYI, Town utility crews have been working for the last 24 hours cleaning up a raw sewage spill in the Champion Parking Garage at Addison Circle.

Details are as follows:

The contractor (Charter Builders) constructing the Champion Office Tower Complex and Parking Garage called the Public Works Department Wednesday morning February 18, 1998 and informed us that there was a large volume of what seemed to be raw sewage in the lower level of the parking garage they are constructing. Town crews, after performing a site inspection, determined that a construction plug blew out as a result of a blockage in the Venturi tube at the City of Dallas wastewater metering station (15601 Dallas Parkway). As a result of the line blockage several thousand gallons of raw sewage back up in the main line and manhole, building up a pressure head of about 4 feet. Approximately 60,000 gallons of raw sewage dumped into the lower level of the building before the problem was discovered.

Clean - up:

Town crews spent several hours Wednesday afternoon and into the late evening pumping out the flooded area. We have re-plugged the line going into the parking garage and at the manhole. Crews are currently cleaning out / disinfecting the site with 200-PPM chlorine - water solution. We will allow the chlorine solution to set over night and will pump the remaining solution out on Friday February 20th.

Appropriate correspondence with the TNRCC and City of Dallas has been done.

I met with Alan Booth (Project Manager with Charter Builders); he was very appreciative of the Town of Addison's Public Works Department quick response and clean up efforts.

COPY

**Texas Natural Resource Conservation Commission
UNAUTHORIZED DISCHARGE OF WASTEWATER
NONCOMPLIANCE NOTIFICATION**

Name of Permittee: Town of Addison Permit No: City of Dallas

Permittee Subscriber

County: Dallas TNRCC Region: 4

Source and Location of Unauthorized Discharge (WWTP, lift station, collection line, other) _____
Collection line 15601 Dallas Parkway

Cause of Unauthorized Discharge: Blockage in venturie tube. City of Dallas wastewater metering station.

Discharge Route: Into storm sewer system Estimated Volume: 5,000 gallons

Duration: When Begun 2/18/98 7:00am When Ended 2/18/98 12:00pm
(date) (time) (date) (time)

Or When Expected to be Corrected _____

Actions Taken to Mitigate Adverse Adverse Effexts (disinfection, cleanup, other): Cleaned up area and then disinfected with 5 lbs HTH. Flushed appx. 10,000 gallon of water from fire hydrant into storm sewer system.

Monitoring Data:

Yes No Field Measurements

Yes No Laboratory Samples

Yes No Fish Kill If yes, estimate number killed.

Note: Data should be attached or submitted to TNRCC when available.

Action Taken to Correct the Problem and Prevent Recurrence: The cause of the stoppage was not observed by the Town of Addison personnel.

Other Comments: _____

Information Reported By: Keith Thompson Utilities Foreman
(Name) (Title)

Date Reported: February 19, 1998 Telephone (972) 450-2873

Signed: Keith Thompson Utilities Foreman
(Name) (Title)

TOWN OF
ADDISON

PUBLIC WORKS

To: DAVID NOBLES

From: MIKE MURPHY

Company: CHARTER BUILDERS

Phone: 972/450-2878

FAX: 972/450-2837

FAX #: 972-385-3505

Date: FEB. 24, 1998

16801 Westgrove

P.O. Box 144

Addison, TX 75001

of pages (including cover): _____

Original in mail

Per your request

FYI

Call me

Comments:

DADD,

*ATTACHED ARE COPIES OF MEMOS REGARDING
SEWAGE SPILL IN GARAGE BASE. ~~FILE~~
AGENT*

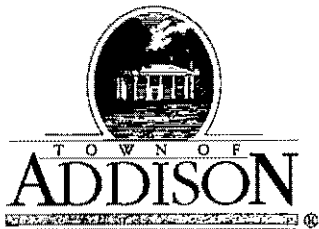
DAVID NOBLES
SUPERINTENDENT



CHARTER BUILDERS, INC.

A Member of the Mowlem Group of Companies

15601 DALLAS PARKWAY
DALLAS, TEXAS 75248
(972) 385-3497 • FAX (972) 385-3505



MEMO

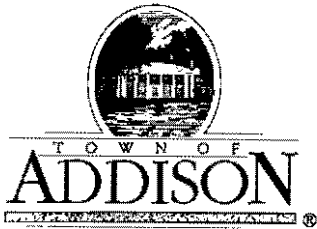
To: Mike Murphy, Assistant Director Public Works
From: Neil Gayden, R.S. Environmental Services Official
Subject: Sewage contamination in parking garage
Date: February 24, 1998

On Wednesday, Feb. 18 at 3:00pm, I was informed of the sewage backup into the parking garage under construction at 15601 Dallas Pkwy. (approx. 50,000 gallons). Since the area is still under construction (wooden shoring still in place), the following cleanup plan was discussed, formulated and implemented.

- All the sewage was pumped to the sanitary sewer
- The parking garage was refilled with potable water and treated with 45 lbs. of stabilized swimming pool chlorine (HTH) sufficient to raise the free chlorine residual to 130 ppm.
- Chlorinated water was allowed to stand for 24 hours (final residual greater than 100 ppm.)
- Chlorinated water was pumped to the sanitary sewer.

State law specifies that total immersion in a 50 ppm chlorine solution for at least 1 minute will kill all pathogens (bacteria, viruses, etc.) on hard impervious surfaces (food containers, utensils etc.) From that specification, we extrapolated that more than doubling the suggested chlorine concentration and causing total immersion for 24 hours would kill all pathogens even on non-impervious surfaces like exposed lumber.

We are very confident that the above-described procedure has eliminated any health concerns for personnel working in the affected area.



PUBLIC WORKS DEPARTMENT


Post Office Box 144 Addison, Texas 75001

(972) 450-2871

16801 Westgrove

February 20, 1998

TO: Mike Murphy - Assistant Director of Public Works

FROM: Keith Thompson - Utilities Foreman 

Re: Sewer Stoppage at Arapaho metering station

On February 18, 1998 at 8:15 am Bruce Ellis notified me that the contractor at 15601 Dallas Parkway had raw sewage running into the bottom level of their parking garage which was under construction. I dispatched Jose Flores to go to the site to see about this possible sewer stoppage. I informed Jose that he needed to communicate with Alan Booth who is the job superintendent.

9:00 am: Jose came to my office and informed me that all of the manholes north of the railroad tracks were almost filled to the top of the cover. I dispatched Charles McElroy and Ron Pelky to go over with the Vactor Jet Rodder to unstop the sewer line. At 9:45 am Charles informed me that the sewer blockage appeared to be located in the City of Dallas sewer meter. I instructed Charles to go ahead and run the Vactor through the sewer meter in an attempt to clear the blockage.

10:00 am: I called Paula with the City of Dallas Wholesale Service Division and explained what was happening. After about 15 minutes she called back and said a crew had been dispatched to the location however, the responding crew was coming from the south side of Dallas and they would arrive as soon as possible. At 11:00am the City of Dallas instrument technicians arrived to verify the stoppage in the sewer meter. Dave Wilde was on site and requested Dallas to open up the By-pass line which would divert the sewage around the metering station. The Dallas crew called for a valve crew to respond to their location to open the bypass. During this time, Addison personnel loaded the necessary traffic control devices to block off two north bound lanes on the service road.

12:00 pm: The Dallas valve crew arrived and opened the bypass line. With the bypass line opened the head pressure in the sewer meter decreased allowing the obstruction to be cleared from the sewer meter. The rodder had tigon tubing, (which Dallas uses on their wastewater sampler,) rags, and other items wrapped around it.

3:30 pm: Mike Murphy came into my office with Bruce Ellis to discuss the sewage problem in the parking garage at 15601 Dallas Parkway. Mike informed me that we needed to assist the contractor with the cleanup. I went over with Jerry Davis to evaluate the cleanup need at which time I called Jose Flores to come over to the construction site. I asked Jose who he had spoken with earlier and he said he had talked to the plumber. I instructed him to meet with Alan Booth, not the plumber. At the site I saw sewage standing about three feet deep in the parking garage. I had Charles and Ron bring two pumps to the site. The assignment was completed at 11:30 pm.

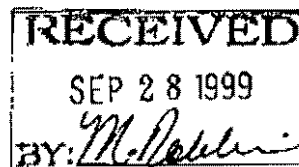
February 19, 1998 8:00 am: A crew was sent back to the construction site to refill the garage with fresh water from the water system. 45 lbs of HTH chlorine was added to the est. 50,000 gallons of water which gave a disinfectant level of 130mg/l dosage. We will let the chlorinated water stand for a 24 hour period at which time it will be pumped out in the sanitary sewer system.



NORTH TEXAS CONTRACTING, INC.

September 28, 1999

Post Apartment Homes, L.P.
Attn: Mike Robbins
15720 Quorum Dr.
Addison TX. 75248
Ph. (972) 866-7790 // Fax (214) 220-1061



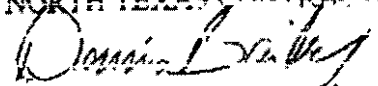
Re: Addison Circle Phase II - Public Infrastructure

Dear Mike,

At this time, NTC would like to request the release of our retainage on the above referenced project. It has been well over a year since we have finished our scope of work. Portions of our work have been in use, by the public, for a considerable time. NTC requests that our retainage be released and the maintenance period begin. This request is made pursuant to item 1.51.3

Please feel free to call if you have any questions.

NORTH TEXAS CONTRACTING, INC


Dennis Bailey - Vice President

cc: job file
Huitt Zollars - David Meyers

Michael Murphy

From: Ron Lee
Sent: Wednesday, February 03, 1999 6:59 AM
To: Michael Murphy
Subject: RE: 11 month walk thru

Palm, Inc., the landscape contractor, still needs to replace (1) Live Oak tree on Morris and (2) Pear trees on the street west of Building "C" parking garage. That is all that they owe me. Thanks for asking. I did talk to Mark Person of Gibson last week and he asked me the same thing. I gave him the same list of trees and he said that he was going to get Palm to replace them ASAP. I told him that John of Palm wanted to wait to bring them in with the Phasse 2 trees and I told him that this was acceptable with us, but he told me that he wanted them planted now no matter what it costs as they were involved in a law suit with Post and wanted to complete everything before the court date. FYI.

Ron Lee

—Original Message—

From: Michael Murphy
Sent: Tuesday, February 02, 1999 9:29 AM
To: Ron Lee; Slade Strickland
Subject: 11 month walk thru

Slade, Ron,

Public Works recently completed an eleven month walk-thru of Addison Circle Phase 1. I am compiling a brief list of items that need attention. If there are any items you would like to include from the Parks side please let me know. I am planning on mailing this Friday.

Mike

Michael E. Murphy, P.E.
Assistant Director of Public Works
Town of Addison
(972)450-2878

Jean BURKHOFF
214-361-7900

Shumack Jacobs & Finkler

7010

BE/chi
Quorum
BE/chi MIP
Add p. K.S.

ADDISON CIRCLE PHASE I.

1. CRACKED CURB - SW CORNER OF ADDISON & WITT.
(NEEDS REPAIR)
2. RAILROAD MARKINGS ON QUORUM
3. WATER METER BOX ON SEW OF QUORUM
4. CRACKED CURB ^{MEDIAN} NORTH BOUND QUORUM S. SIDE
OF CIRCLE. APPROX. 4'
5. LOW SPOT IN BRICK PAVERS @ INTERSECTION OF
WITT & ADDISON
6. CURB CRACK ~~IN~~ IN FRONT OF POLICE STAT. 4443
REPAIR IS FAILING ADDISON
CIRCLE
7. STOP BUS @ WITT & MORRIS
8. REPLACE CURB NEAR F.W. @ S.E. CORNER
AT WITT & MORRIS (APPROX 27')
9. CURB REPAIR 4400 MORRIS AVENUE NEAR CONCRET PUMP
(W. SIDE OF)
10. MISC. REPAIR
(NEAR TREEWELL)
11. PAVER FAILURE @ N.W. CORNER OF GOODMAN & QUORUM
12. CURB REPAIR @ ~~SW~~ S.W. CORNER OF QUORUM & MORRIS
(APPROX 5-10')
13. RAISE BRK ON E SIDE DRIVEWAY, ACROSS FROM ^{S. SIDE OF ADDISON} P.D. @ 4943 Rd.
1. HAVE CREW GO BY 4460 GOODMAN AND C/PAY

PALM, Inc.

PROJECT CLOSET

Plant and Landscape Services
Design / Construction / Installation

April 24, 1998

TO: Ron Lee
Town of Addison
FROM: John Peart
RE: Addison Circle I - Tree Watering

CAN YOU SET UP A WATERING SCHEDULE FOR THREE TIMES PER WEEK FOR TEN MINUTES FOR ALL TREES ON THIS PROJECT?

THANK YOU,

JOHN PEART

LETTER SENT
BY PALM DUE TO
THEIR IRRIGATION
LEAKING COMPANY.
TREES NORTH OF BOSQUE
AND ON PISCATAWAY DUE
TO LACK OF WATER.
5-2-98 JPC

April 30, 1998

On April 29, 1998 I installed a program to water the tree wells on Addison Circle Phase I. The tree wells are setup for 3 times a week, 10 minutes a station.

I set up stations 12, 14 & 15 for 5 minutes with 2 start times. The first start time is 12:00 a.m. and second start time is 3:00 a.m. Watering days are Monday, Wednesday, and Friday.

Stations 1, 5 & 8 do not work due to the contractor cutting the wires when they were extending Addison Circle Drive east of the turnaround on Quorum Dr. I call Palm Inc. and talked to John and let him know about the damage to the irrigation system and he said he would fix it.

Jim Clark
Irrigation Technician
Town of Addison

Date

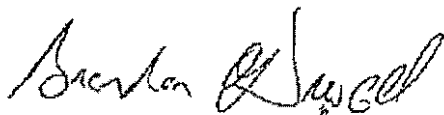
*Documentation for our
purpose only*

I also wish to add that as a company we have made every effort to cooperate fully with the wishes of the Town of Addison even to the point of installing trees, at the request of their consultants, during the hottest part of the year. Our contract permitted installation of the trees in the Fall when there is considerably less risk of loss and therefore less exposure on our part. Tree replacements that could have been required as a result of installation during the hot summer were replaced promptly without question.

Notwithstanding the above we agree, under protest, to replace any of the 8 trees that fail to "come out"; trees least likely to survive were cut down at the request of the Town of Addison and will be replaced in the Fall. Any of the balance that fail to "come out" in a reasonable time will also be replaced in the Fall.

In conclusion and in light of the circumstances outlined we would respectfully request that the Town of Addison assist in defraying the costs associated with the purchase and installation of replacement trees to be planted as previously outlined. Quite honestly we feel very strongly that the loss of the trees was not caused by the negligence of PALM Inc..

Sincerely



Brendan O'Driscoll

CC Slade Strickland, Town of Addison



John Baumgardner
450-2837

TESTED FOR: Pine Hall Brick Company, Inc.
P.O. Box 836
Madison, NC 27025

PROJECT: Laboratory Tests of Brick Pavers
2-3/4 Inch English Edge Heavy-Duty Pavers
Nominal 8" x 4" x 2-3/4"

DATE: May 12, 1997

QIB REPORT NO.: 455-70009-11

REMARKS:

Page 1 of 3

On 04-15-97, nominal 8 x 4 x 2-3/4 inch English Edge Heavy-Duty Pavers were submitted to our laboratory by Pine Hall Brick Company, Inc. Various physical tests were performed, and test results are as follows:

COMPRESSIVE STRENGTH (Sawed Brick Tested Flat-Wise)

Specimen Number	Length, Inches	Width, Inches	Gross Area, Sq. Inches	Total Load, Lbs. Force	Gross Area Unit Load, psi
97-4258-A	3.95	3.85	15.21	222750	14640
97-4258-B	3.84	3.83	14.71	197000	13390
97-4258-C	3.94	3.86	15.21	208250	13690
97-4258-D	3.86	3.86	14.90	214000	14360
97-4258-E	4.04	3.86	15.50	212000	13600
Average:					13936
Remarks: The units tested comply with ASTM C1272, Table 1, Physical Requirements for types R and F.					

WATER ABSORPTION (24-Hour Submersion and 5-Hour Boil)

Specimen Number	Absorption, % 24-Hour Submersion	Absorption, % 5-Hour Boiling	Saturation Coefficient
97-4258-B	4.43	7.39	0.58
97-4258-C	4.38	7.50	0.58
97-4258-D	5.06	8.33	0.61
97-4258-E	4.35	7.45	0.58
97-4258-F	5.13	8.33	0.62
Average:	4.67	7.82	0.59
Remarks: The units tested comply with ASTM C1272, Table 1, Physical Requirements for types R and F.			

Information To Build On

PROFESSIONAL SERVICE INDUSTRIES, INC. • 5318 VINEY HOLLOW DRIVE • GREENSBORO, NC 27409-2878 • PHONE 910/204-0522 • FAX 910/202 2808

Pine Hall Brick Company, Inc.
 PSI Report Number: 2457006701

May 12, 1997
 Page 3 of 3

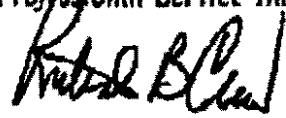
DIMENSIONS

Specimen Number	Average of 4 Measurements, Width	Average of 4 Measurements, Length	Average of 4 Measurements, Height
97-4258-P	3.94	7.93	2.75
97-4258-Q	3.92	7.91	2.75
97-4258-R	3.94	7.93	2.74
97-4258-S	3.92	7.95	2.75
97-4258-T	3.92	7.92	2.75
97-4258-U	3.94	7.93	2.75
97-4258-V	3.91	7.93	2.74
97-4258-W	3.90	7.91	2.75
97-4258-X	3.94	7.93	2.74
97-4258-Y	3.94	7.93	2.75
Average:	3.93	7.93	2.75

Remarks: Measurements for length and width include thickness and one (1) spacer rib, measured top and bottom.

The units tested comply with ASTM C1272, Table 3, Dimensional Tolerances for Length, Width and Height for Applications PS, PX and PA.

Respectfully submitted,
 Professional Service Industries, Inc.



Richard B. Crew
 Department Manager
 Construction Services

RBC/jv

Copies: 1 - Pine Hall Brick Company, Inc./Harold Newman

ABRASION INDEX

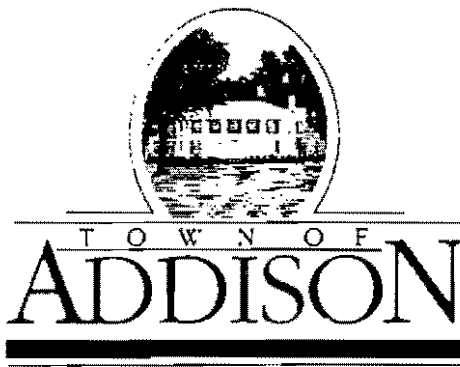
Specimen Number	Abrasion Index
97-4258-A/P	0.030
97-4258-B/G	0.033
97-4258-C/H	0.037
97-4258-D/I	0.030
97-4258-E/J	0.038
Average:	0.034
Remarks: The units tested comply with ASTM C1272, Table 2, Abrasion Index Requirements for types R and F.	

EFFLORESCENCE TESTS

Specimen Number	Test Rating
97-4258-K-Pair	Not Effloresced
97-4258-L-Pair	Not Effloresced
97-4258-M-Pair	Not Effloresced
97-4258-N-Pair	Not Effloresced
97-4258-O-Pair	Not Effloresced

MEASUREMENT OF WARPAGE

Top Surface Warpage:	All units less than 0.03 inches
Bottom Surface Warpage:	All units less than 0.03 inches



July 26, 1984

TO: All Building and Construction Contractors
FROM: Ron Whitehead, City Manager
SUBJECT: Regulating the Hours of Construction in Residential Areas

On Tuesday, July 24, 1984, the Addison City Council passed an ordinance that regulates the hours during which construction can be performed in residential areas.

The purpose of the ordinance is to prevent an inconvenience or danger to the welfare and safety of the people residing within or near the structures being worked upon.

The ordinance makes it unlawful for a person, firm or corporation to excavate, erect, build, construct, alter, repair or demolish any building or structure between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 7:00 p.m. and 8:00 a.m. on Saturday and Sunday, if such activity is performed within a residential, apartment or townhouse zoned area, or within 300 feet of an occupied residence.

The Addison City Council felt that it was a matter of public necessity to pass such an ordinance. A copy of the ordinance is attached for your convenience. The ordinance will take effect on Wednesday, August 1, 1984.

Thank you for your help in this matter. If you have any questions feel free to call me at 450-7000.

Sincerely,

A handwritten signature in cursive script that reads "Ron Whitehead".

Ron Whitehead

RW/rs

ORDINANCE NO. 084-051

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING CHAPTER 5 OF THE CODE OF ORDINANCE BOOK OF THE TOWN OF ADDISON, TEXAS, PROVIDING FOR INTENT AND PURPOSE; PROVIDING FOR PROHIBITING EXCAVATION, ERECTION, CONSTRUCTION OR DEMOLITION AT NIGHT; PROVIDING FOR AN EXCEPTION; PROVIDING FOR A PERMIT; PROVIDING FOR PENALTIES; PROVIDING FOR CONFLICTING SECTIONS; PROVIDING FOR A REPEAL CLAUSE; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. That the Code of Ordinance Book of the Town of Addison, Texas, is hereby amended by adding Section 5-37.5 to read as follows:

Sec. 5-37.5. Prohibiting excavation, construction or demolition at night.

(a) Intent and purpose. The City Council of the Town of Addison finds and declares that:

1. The uncontrolled excavation, erection, construction or demolition at night upon buildings or structures presents an inconvenience or danger to the welfare and safety of those persons residing within or near the buildings or structures worked upon.
2. Such nocturnal activity causes inconvenience or danger to those persons residing within or near the buildings or structures worked upon so as to constitute a public nuisance.
3. It is matter of public necessity that the Town of Addison protect those persons residing within or near the buildings or structures worked upon from the danger posed by such nocturnal activity.
4. The provisions and prohibitions hereinafter contained

and enacted are in pursuance of and for the morals and general welfare of persons in the Town of Addison.

5. There is an immediate and present danger presented by the above described uncontrolled nocturnal activity, creating an emergency.

(b) Unlawful activity. It shall be unlawful for a person, firm or corporation to excavate, erect, build, construct, alter, repair or demolish any building or structure between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, and between the hours of 7:00 p.m. and 8:00 a.m. on Saturday and Sunday, if such activity is performed within a residential, apartment or townhouse zoned area, or within 300 feet of an occupied residence, except in cases of urgent necessity or in the interest of public safety and convenience, and then only by permit of the City Manager.

(c) The provisions of this section shall not apply to city and utility company when engaged in the installation or repair of utility lines situated within such buildings or structures.

SECTION 2. That any person, firm, or corporation violating any of the provisions of this ordinance shall upon commission be deemed guilty of a misdemeanor, and shall be subject to a fine not to exceed the sum of Two Hundred Dollars (\$200.00) for each offense, and each day such violation continues shall constitute a separate offense. Further more, the construction or building permit of a person, firm or corporation may be revoked if said person, firm or corporation continues violating any of the provisions of this ordinance.

SECTION 3. That all ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the city not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 4. That should any paragraph, sentence, subdivision, clause, phrase or section of this ordinance be adjudged or be held to be unconstitutional, illegal or invalid, the same shall not affect the validity of this ordinance as a whole or any part or provision thereof other than the part so decided to be invalid, illegal, or unconstitutional.

SECTION 5. The importance of this ordinance creates an emergency and an imperative public necessity, and the ordinance shall take effect and be in force from and after its adoption.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, on this the 24th day of July, 1984.


MAYOR

ATTEST:


ASSISTANT CITY SECRETARY

rs



HUITT-ZOLLARS
RECEIVED

June 25, 1998

Via: Fax and Mail

JUN 29 1998

Mr. Bryant Nail
Post Properties
15851 Dallas Parkway, Suite 855
Dallas, TX 75248

Re: Addison Circle Phase I Public Infrastructure
Discoloration of Brick Pavers
WJE No. 980769P

RECEIVED
JUL 7 1998
BY: *M. Soliman*

Dear Mr. Nail:

In accordance with your authorization, Wiss, Janney, Elstner Associates, Inc. (WJE) has performed an investigation of the discoloration occurring on brick pavers installed on the aforementioned project. We were informed by David Meyers of Huitt-Zollars, your project engineer, that the Phase I brick pavers have been installed in a sand setting bed over a cast in-place concrete slab on grade. Sand with portland cement were used to grout the joints between brick units. We received a detail from Huitt-Zollars indicating the typical installation.

To perform our investigation we received the following materials:

- Two bricks removed from the pavement that showed the discoloration on the top surface
- One brick that was reportedly not installed
- One sand sample identified as "Phase I setting bed"
- One sand sample identified as "Phase II setting bed"

The samples were submitted to our Erlin, Hime Associates division for petrographic and chemical study. Their report is attached. Based on their findings, we conclude the following:

1. The discoloration material is a combination of calcium carbonate, gypsum, portland cement, calcium hydroxide, fly ash and some other unidentified material. The gypsum may have come from the brick paver or the sand. Gypsum was detected in the Phase II sand sample. Some white efflorescence was observed in the unused brick sample when tested for efflorescence potential. The other materials may be due to construction debris or from residue from the grout placed between the pavers.
2. Attempts were made to clean the material off the brick pavers. Only two acidic cleaners had a slight improvement in removing the material. Repetitive applications of these cleaners would be necessary to have any appreciable effect. Since this application may cause deterioration of the joint grout, field testing is recommended prior to full scale cleaning, with special attention to the effects of the cleaning to the pavers and grout. Additionally, prewetting must be thorough.

J.L. STOCKBROGE
D.W. PFEIFER
W.G. WINE
L.R. CHIN
P.L. POPOVIC
S.A. FREEMAN
J.P. WISS (1981)
J.R. JANNEY
R.C. ELSTNER (1988)

K.J. BEASLEY
S.A. BORTZ
J.D. CONNOLLY
D.W. DENO
J.W. HALL
H.L. HORNEMAN
L.L. KELLEY
G.J. KLEIN
R.W. LAFRANCO
J.A. MAHAHEY
D.P. MEINHIST
P.L. METZ
A.E.M. OSBORN
D.S. PATTERSON
W.F. PERENCHIO
D.T. PYLE
J.M. SCAMMON
J.P. SIEDENSTICKER
J.P. STROCH
R.H.R. TIGHE
W.E. WHITE
G.L. ZWAYER

J.P. DURTEMANN
L.P. ESTERSONO
E.A. FERRO
L.D. FLICK
H.J. HILL
R.H. JONG
D.R. JOHNSON
S.E. KAMEL
S.E. KENOR
M.J. KOOR
R.S. KODOL
P.D. KRANJIC
V. KRASS
R.J. KRISTE
N.V. KROGSTAD
D.L.N. LEE
A. LOMONOV
P.F. MAJEWSKI
S.L. MARUSH
L.R. MEYERS
M.E. MOORE
S.E. MOUSTAFA
W.J. MUGENT
T.F. PARRY
T.S. PATTY
C. PAULSON
C.L. PERRY
R.C. REED
Q.P. RENTSCHLER
T.J. ROWE
M.J. SCHIFFLER
C.L. SEARLS
L.E. SHOTWELL
P.J. STORK

N.S. ANDERSON
R.C. ARNOLD
L.A. BACHUS
G.T. BLAKE
R.A. BRUCE
F.W. BURGER
R.A. CECHNER
J.N. CHIROPOLOS
T.M. CROWE
D.A. DESSA
A.M. DOLHON
J.P. DONNELLY
M.C. FARMER
P.E. GAUDETTE
E.A. GERNS
T.A. GIFFRELL
W.R. HANSEN
K. HAUPTSTEIN
P.D. HEIDBRINK
A.F. JOHNSON
D.S. KAESH
K.C. KIM
P.D. KOFOED
M.R. KRUEGER
M.A. KUBERSKI
F.H. LAUX
H.W. LEE
R. LESTROFF
D.J. LEMIEUX
A.F. LISSE
L. LISZCZANSKI
R.A. MARTINEK
D.E. McDONALD
M.R. MORTON
L.L. PHELPS
K. REESE
E.A. ROGALLA
K.K. SASAKI
C.J. SASS
M.K. SCHMIDT
K.N. SHIH
O.J. SLATON
C.A. SMITH
Y.J. SHUKU
D.J. TAYLOR
T.S. THOMPSON
J.R. THANG
M.S. VIOLETTE
J.M. WALASZEK
R.A. WALTHER
T.R. WEGENER
S. WOHNEBERGER

PAST PRESIDENT
J.M. HANSON

Wiss, Janney, Elstner Associates, Inc.

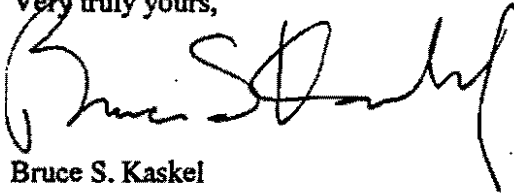
Mr. Bryant Nail
Post Properties

June 25, 1998
Page 2

3. We understand that the Phase II work has not yet been built. Sand used for Phase II should be gypsum-free. Bricks should not efflorescence when tested in accordance with ASTM C67. Care should be taken in keeping the site clean during and after pavement installation to avoid construction debris contaminating the pavement.

Should you have any questions, please call.

Very truly yours,



Bruce S. Kaskel
Project Manager

BSK:db
Enclosure

cc: D. Meyers (Huitt-Zollars, Inc.)

GENKO LANDSCAPE, INC

206 So. Kaufman St. ~ Seagoville, Tx 75159
Phone 972-287-6063 ~ Fax 972-287-6063 ~ Email genko_1@email.msn.com

11/14/99

Tree sources contacted do date:

Shady Grove Nursery	Orangeburg, Fl
Marion Gardens	Groveland, Fl
Skinner Nursery	Bunnell, Fl
Cherry Lake Nursery	Groveland, Fl
Bradshaw Nursery	Alvin, Tx
Miller Nursery	Stephenville, Tx
Indian Creek Tree Farm	Carrollton, Tx (Has the 200 Gal. 5" Bald Cypress)
Sunbelt Trees	Richmond, Tx
Tawakoni Plant Farm	Wills Point, Tx
Mill Creek Nursery	Winnboro, Tx
J.P. Trees	Grand Saline, Tx
AM&D Trees	Canton, Tx
Hawkins Nursery	Grand Saline, Tx
Peerless Farms	Big Foot, Tx
Glenflora Tree Farm	Glenflora, Tx
Windmill Nursery	Franklinton, La
4 Seasons Nursery	Forest Hills, La

P.O. BOX 468 KELLER, TEXAS 76244
PH.(817) 430-9500 // FAX (817) 430-9207



Fax

To: TOWN OF ADDISON	From: Dennis Bailey
Fax: 972 450-2837	Pages: 2
Phone: 972 450-2878	Date: 09/02/99
Re: ADDISON CIRCLE PHASE II-B	ATTN: MIKE MURPHY

Urgent For Review Please Comment Please Reply Please Recycle

• **Comments:**



NORTH TEXAS CONTRACTING, INC.

September 2, 1999

**Town Of Addison
Attn: Michael Murphy
P.O. BOX 9010
ADDISON, TX 75001-9010
Ph. (972) 450-2871 // Fax (972) 450-2878**

Re: Notice To Proceed – Addison Circle Phase II-B Public Infrastructure Utilities

Dear Mr. Murphy,

NTC has received your letter for Notice To Proceed, dated 8-10-99, and would like to address the following issue. We request the notice to proceed to reflect the actual start date. NTC was not able to start until August 23, 1999. This delay was not by our choice. The dirt contractor was not at a point that we could start until then. This was discussed with Mike Robbins of Post Construction. The actual start date of the Notice To Proceed should be August 23, 1999.

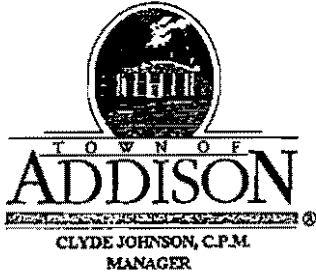
Please feel free to call if you have any questions.

Sincerely,

Dennis Bailey – Vice President

cc: job file
Mike Robbins – Post Construction

COPY



FINANCE DEPARTMENT/PURCHASING DIVISION
E-mail purchasing@ci.addison.tx.us

Facsimile (972) 450-7096

5350 Belt Line Road (972) 450-7090
P.O. Box 9010 Addison, Texas 75001

TAMMY FRANKS
ASSISTANT

July 12, 1999

Mr. Dennis Bailey
Vice President
North Texas Contracting, Inc.
P.O. 468
Keller, TX 76244

NOTICE TO PROCEED: Addison Circle Phase II-B Public Infrastructure Utilities

Dear Mr. Bailey:

Receipt of this document authorizes your company to provide all labor and materials as outlined in the specifications, and under the terms and conditions of the contract documents for Bid No: 99-34 with Addenda.

Enclosed please find a completed copy of the contract documents for your file.

Work shall begin as per the schedule agreed to in the pre-construction meeting, and be completed in accordance with the schedules in the bid documents. Please contact me at 972-450-7090, if you have any questions, or if I can be of assistance to you.

Sincerely yours,

Clyde Johnson

Enclosures

Copy: John Baumgartner
Mike Murphy



OFFER TO PURCHASE

OFFER DATE
8/3/99

OFFER NO.
[Blank]

Glen-Gery Brick
Hwy 6 East
P.O. Box A
Redfield, IA 50233

Metro Brick
15301 Addison Road
Dallas, TX 75248

Job Name Addison Plaza - Phase 3
Type of Job Paving
Owner Name [Blank]
Architect [Blank]
General Contractor [Blank]
Subject to Sales Tax Yes NO
Field Panel Yes NO
Requisition No. [Blank]
Sales Representative M. Schmedding

QUANTITY	DESCRIPTION	GRADE	UNIT	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
XXX 110,225	Autumn Haze 2 1/4 4x6 Square Edge Paver	A					

Brick to be Manufactured and available in Mid to Late May 2000
~~Due to the quantity needed, we will need to follow the terms and conditions of the Offer to Purchase. The pavers will need to be shipped 90 days from the acknowledged ship date, or we will be offering the balance of unshipped pavers for sale to other Dealers.~~

* SPECIAL ORDERS, SHAPES, SPECIAL SIZES, KERFING, AND BLENDING ARE NOT SUBJECT TO CANCELLATION ONCE PRODUCTION COMMENCES. SEE REVERSE SIDE FOR TERMS AND CONDITIONS.

THIS OFFER TO PURCHASE IS VALID FOR NINETY (90) DAYS FROM THE DATE SHOWN ABOVE.

The above cost of freight is based on Minimum Truckload Quantities of
Quantities less than minimum truckload will incur an extra charge for freight to cover the minimum cost of freight per truckload. Type of truck required: _____ Boom _____ Flatbed _____ Other
Union driver required: _____ Yes _____ No.

AVAILABILITY: The availability of the above products are subject to change. To be certain about availability, inquire at the time of placing, or just prior to signing, this offer.

CURRENT AVAILABILITIES ARE: Stretcher Brick Weeks from receipt of signed Offer to Purchase
SHAPES AND SPECIAL ORDER ITEMS _____ Weeks from receipt of signed Offer to Purchase and signed approved drawings.

TERMS: 10th Prox., Net 30 Days. Cash Discount, if any, will be shown on the invoice, and will be allowed if paid by the 10th of the month following the date of the invoice. Net payment without cash discount is due by the end of the month following the date of the invoice.

THE UNDERSIGNED HEREBY ORDERS THE ABOVE MATERIAL SUBJECT TO, AND IN AGREEMENT WITH THE TERMS AND CONDITIONS OF CONTRACT AS STATED HEREIN AND ON THE REVERSE SIDE HEREOF.

Buyer's Signature _____ Date _____

Name (Print) _____

Authorized buyer for _____
(Print Company Name)

GET a copy to Jeff. M.



**MCI Telecommunications
Corporation**

David Zimmerman
Field Engineer III

1515 Irene Drive
Irving, TX 75061
Mobile 972 849 1104
Pager 1 800 724 3624
PIN: 1307371
E-Mail: David.Zimmerman@mci.com



2100 S. Great Southwest Parkway - Suite #301 - Grand Prairie, Tx. 75052
(972) 206-0183 fax (972) 660-5516

9/11/99

Copy Lynn

Mr. Johnston Please find conformation for Addison Cir Phase III
Delivery date of May 2000 with an acknowledgement that all
of the materials will need to be shipped within 90 days.

Thank You

Jim Smith
Jim Smith

RECEIVED SEP 13 1999



Wiss, Janney, Elstner Associates, Inc.
Engineers, Architects, Material Scientists

120 North LaSalle Street, Suite 2000
Chicago, IL 60602
(312) 372-0555 fax: (312) 372-0873
<http://www.wje.com>

Headquarters
Northbrook, IL

October 22, 1998

Via: Fax and Mail

Offices

- Atlanta
- Chicago
- Dallas
- Denver
- Detroit
- Honolulu
- Memphis
- Princeton
- San Francisco
- Seattle
- Washington, DC

Mr. Bryant Nail
Post Properties
15851 Dallas Parkway, Suite 855
Dallas, TX 75248

HUITT-ZOLLARS
RECEIVED

OCT 26 1998

Re: Addison Circle Phase II Public Infrastructure
Addison, Texas
Analysis of Sand Sample
WJE No. 980769

- EHA Division
- Northbrook, IL
- Austin
- Cleveland

Dear Mr. Nail:

In accordance with the request of David Meyers of Huitt-Zollars, your project engineer, Wiss, Janney, Elstner Associates, Inc. (WJE) has performed an additional investigation of a sand sample for setting the brick pavers at the referenced project. WJE previously performed an analysis of a "Phase II" sand sample in which we reported that gypsum was detected. (Reference our June 25, 1998 letter) Subsequent to that test, we were informed that the previous sample might not have been carefully selected to avoid contamination. Therefore, a new clean sand sample was submitted.

The sand was extracted with water and the extraction residues were analyzed for crystalline components by X-ray diffraction. Trace amounts of gypsum may be present in this sample, however at trace levels a definitive identification was not possible with this procedure. The test procedure also does not allow us to quantify the difference in the gypsum between the first and the second samples.

Should you have any questions, please call.

Very truly yours,

Bruce S. Kaskel
Project Manager

BSK:db

cc: D. Meyers (Huitt-Zollars, Inc.) w/ Encl. ✓



W.G. HIME
J.D. CONNOLLY

S.L. MARUSIN
T.A. PETRY
L.B. SHOTWELL

L.A. BACKUS
R.A. GECHNER
R.A. HANSON
R.D. KOFIED
L. LISZCZANSKI
R.A. MARTINEK
L.L. PHELPS

AFFILIATED CONSULTANTS
Z.T. AKOVIAC
L. PETRY

BRICK PAVER STUDIES

FOR

POST PROPERTIES

INTRODUCTION

At the request of Mr. Bruce Kaskel of our Chicago office, studies were made of samples of brick pavers and sand subbase material. The studies were prompted by a desire to determine the possible cause(s) of discoloration and material deposits on the surface of the bricks. Our studies included:

1. Analyses of surface scrapings by X-ray diffraction and petrographic techniques.
2. Petrographic analyses of the sands.
3. Analyses of an uninstalled brick for its efflorescence potential by methods of ASTM C67.
4. Limited cleaning trials on the stained brick samples received.

SUMMARY AND DISCUSSION

Based on the studies, the material on the surface of the bricks is a combination of calcium carbonate, gypsum, portland cement, calcium hydroxide, fly ash and some unidentified material. The gypsum (calcium sulfate dihydrate) may have come from the brick paver or sand. The unused paver produced some calcium sulfate based efflorescence and the sand also contained some gypsum. If the gypsum contacts portland cement systems such as mortar, it can lead to sulfate attack. If it is part of the grout, the grout may be in danger of deterioration. The other identified materials on the brick surface are typical components of concrete construction. Their presence may be due to nearby construction debris or from residue from the grout placed between the pavers.

The material is embedded in crevices of the brick and is difficult to remove. Only two acidic cleaners had some success in removing the scum. Both solutions, ProSoCo's Heavy Duty Concrete Cleaner and Jamie Industries' CLR household cleaner, are acid-based and appear to dissolve the residue. However, many applications may be necessary for satisfactory removal. The Heavy Duty Concrete Cleaner contains hydrochloric acid. If there are metal components in the area, the chloride may enhance corrosion. Additionally, the grout will be affected by both solutions and test areas in the field should be performed.

STUDIES

Samples

Received for the studies were two "dirty" brick pavers, one unused brick, one plastic bag of sand labeled "Phase I setting bed", and one plastic bag of sand labeled "Phase II setting base".

Surface Deposit Analyses

Portions of the surface deposits were analyzed by petrographic and X-ray diffraction techniques. Petrographic analyses detected major amounts of calcium carbonate, minor amounts of portland cement and calcium hydroxide, and trace amounts of fly ash. Some unidentified material is present, possibly some gypsum.

Analyses of scrapings from the brick surface revealed quartz, calcite, feldspar, and possibly gypsum. However, the scrapings appeared to contain some brick fragments. Analyses of additional samples obtained by more delicate removal techniques in hopes to limit the brick interference revealed gypsum and calcite.

Sand Analyses

The sands were analyzed by petrographic techniques, and water extracts were analyzed by X-ray diffractometry to determine if the sand subbase material could be a source of the brick surface stains.

Petrographic analyses indicated the presence of quartz, limestone, feldspar, chert and some unidentified materials. Gypsum was detected in the Phase II sample.

X-ray diffraction analyses of the water extracts of both sands revealed primarily calcite. Gypsum may also be present in the Phase I extract, and sodium chloride may be present in Phase II extract.

Unused Brick Analyses

The unused brick sample was tested for efflorescence potential essentially by methods of ASTM C 67. Some white efflorescence was produced. This material was removed and analyzed by X-ray diffraction. Bassanite (calcium sulfate hemihydrate) and possibly calcite and sodium sulfate were detected.

A section of this brick was also pulverized, extracted with water and analyzed by X-ray diffraction methods. Trace amounts of gypsum were detected.

Cleaning Studies

Various cleaners were tested on portions of the stained bricks. The specific cleaners, procedures, and results are listed below. In general, the cleaners were not highly effective. Only the Heavy Duty Concrete Cleaner (containing hydrochloric acid) and the CLR (containing phosphoric and glycolic acid) appeared to remove some of the "scum". The white residue remained in some of the crevices, due to being imbedded into the brick. Further studies would be necessary to find a successful cleaner. Possibly several applications of one of the acidic cleaner may work.

Savogran TSP (phosphate cleaner) – A mixture of ¼ cup TSP to 1 gallon of warm water was used. The brick test area was prewet, the solution applied with a brush, scrubbed, allowed to dwell 10 minutes and rinsed. No appreciable improvement was observed

ProSoCo's Light Duty Concrete Cleaner (acidic cleaner) – A mixture of 1 part LDCC and 2 parts water by volume was used. The brick test area was prewet, the solution applied with a brush, scrubbed, allowed to dwell 5 minutes and rinsed. No appreciable improvement was observed.

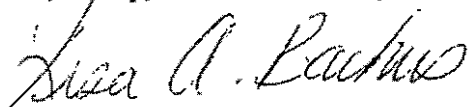
ProSoCo's Light Duty Restoration Cleaner (acidic cleaner) – The gel concentrate was applied to a prewet surface, allowed to dwell 15 minutes, scrubbed, and rinsed. No appreciable improvement was observed.

ProSoCo's 766 Limestone and Masonry Prewash (basic cleaner)– The gel concentrate was applied to a prewet surface allowed to dwell 1 hour, scrubbed, and rinsed. Immediately afterwards the Light Duty Restoration Cleaner was applied as described above. No appreciable improvement was observed.

ProSoCo's Heavy Duty Concrete Cleaner (acidic cleaner) – A mixture of 1 part HDCC and 2 parts water by volume was used. The brick test area was prewet, the solution applied with a brush, scrubbed, allowed to dwell 2 minutes and rinsed. This process was repeated. A slight improvement was observed.

Jamie Industries' CLR (acidic cleaner) - The brick test area was prewet, the concentrate solution applied with a brush, scrubbed, allowed to dwell 5 minutes and rinsed. Slight improvement was observed.

Erlin, Hime Associates Division
Wiss, Janney, Elstner Associates, Inc.

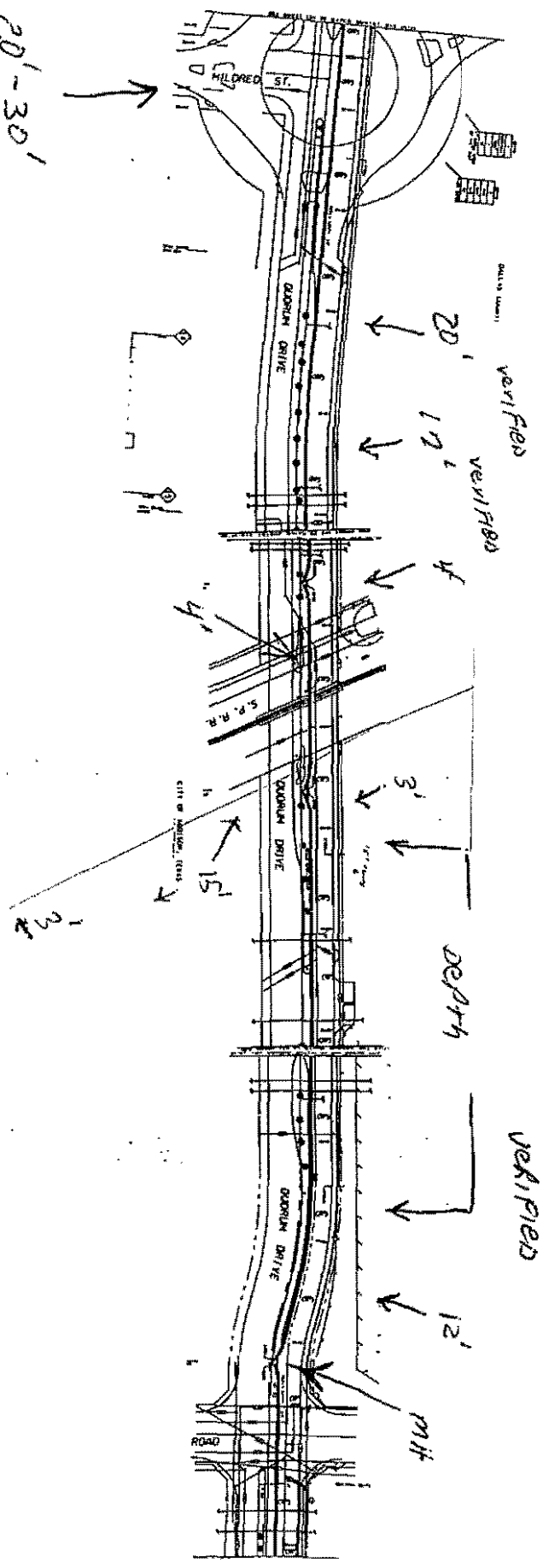


Lisa A. Backus, Senior Chemist
Director of Chemical Laboratory Services

LAB:ag

Storage: Samples will be discarded after one year unless other disposition is requested. Charges may be made for storage after that period.

For Mike Mungler



Post-It® Fax Note 7671		Date 4/3	# of Pages 1
To Mike Murphy		From	
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

from the ~~water~~ Addison - water supply system.

Dear Members of the Addison Community,

disconnect
Quorum

As a result of the continued development of Addison Circle, Addison will have to relocate a large water main along Quorum Drive this month. The relocation project will require the Town to ~~disconnect from two of its three water sources~~ - the water tower and Celestial ~~Street~~ pump station. The third supply is the city of Dallas water system, which provides 4 million gallons of water a day ¹⁵ ample to meet the Town's average April usage of 3.7 million.

However, to ensure that enough water is available for everyone, we would like to ask your help in strict water conservation during the week of Monday, April 13 through Friday, April 17. During this time, please limit your lawn and garden watering, car washing or other water-consuming practices to only the most critical situations.

During the week of March 16, Addison's Public Works Department conducted a trial ^{run} simulating this disconnection. The test proved very successful and very little pressure or flow reduction, ~~water~~, was experienced by citizens and/or businesses of the Town. With everyone working together we anticipate timely completion of this project with very little inconvenience.

If you have any questions, please contact Mike Murphy with the Town of Addison Public Works Department at (972) 450-2871. Again, ^{thank} you for your cooperation.

Sincerely,

Ron Whitehead
City Manager

Looks
GOOD
Mike

MURPHY
FYI
Mike

OUR ADDRESS HAS CHANGED:

MCI

RELOCATION AND UPGRADES

2864/642

2250 LAKESIDE BLVD.

RICHARDSON, TX 75082

ATTN: INVESTIGATIONS



MCI Telecommunications Corporation

Relocation and Upgrade 2864/642
2250 Lakeside Blvd.
Richardson, TX 75082

April 9, 1998

Attn: Mr. Michael Murphy
City of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

REF: Escavation in Quarm Circle

MCI REF. #: 1057-98

Dear Mr. Michael Murphy:

MCI has been notified by your office regarding the above referenced project.

As a result of further investigation of your construction plans against the MCI in house as-built plans, it has been determined that MCI facilities do exist in the area of the proposed construction that are 22 feet deep. At this time no conflict is anticipated; however, it will be necessary for you to contact **Jeff Han**, local MCI representative, at **972-554-4140** or the MCI surveillance office at 1-800-MCI-WORK. The local MCI representative has the authority to stop construction if plans change or veer from design approved by this letter. It will also be necessary for you to contact the local One Call System for your area. Please contact these offices at least 48 hours prior to construction to insure that no conflicts exist.

You should address future correspondence concerning the project to ATTN: **Mike White (972-498-6041)** at the above address. Please include the MCI REF#: **1057-98**.

If you need further assistance with this project, please do not hesitate to contact me. For future project please use above address, ATTN: INVESTIGATIONS.

Sincerely,


Bobbie Farley
Relocation & Upgrades

CITY OF ADDISON, TEXAS
DALLAS COUNTY



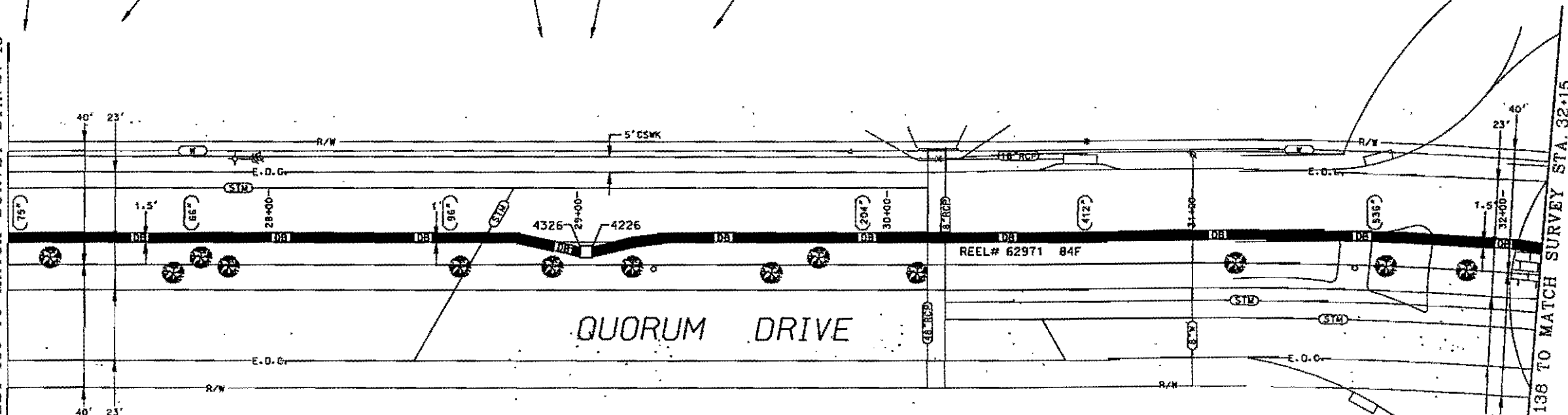
PROJ/WORK NO. 1878
PROJECT NAME:

DALLAS LGN #239
DALLAS, TX

REV	DESCRIPTION	DATE
A	AS-BUILT	07/03/97

Station	Item	Quantity
27+15	1	630-42"
		183'
	4C	4-1.9" HDPE
27+15	2	410
		185'
	5C	1-84 SMFOC
29+00	3	250
		4'x4'x4'
	5-A	MANHOLE
29+00	4	410
		315'
	5C	1-84 SMFOC
29+02	5	630-42"
		313'
	4C	5" DRILL STEM W/4-1" INDT

SEE SHEET 136 TO MATCH SURVEY STA. 27+15



SEE SHEET 138 TO MATCH SURVEY STA. 32+15

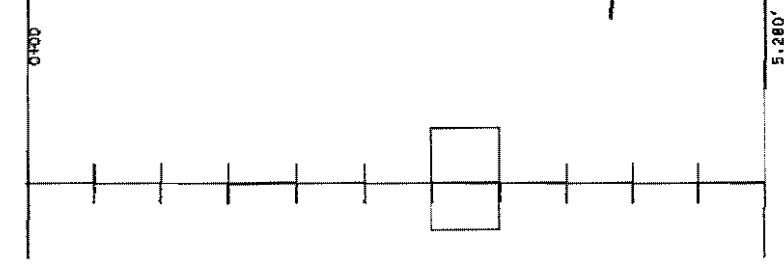
MATERIAL LIST	QUANTITY
CABLE	600'
1.9" HDPE	732'
4'x4'x4' MANHOLE	1
5" DRILL STEM	313'
1.0" INDT	1252'

STA: 28+70
STM. SEW.

STA: 29+00
MCI/M. MH. 15600 QUORUM
100' SLACK

STA: 30+10
STM. SEW.
30+12
STM. SEW.

STA: 30+93
WATER



MCI metro
ACCESS
TRANSMISSION
SERVICES, INC.
2260 LAKESIDE BLVD.
RICHARDSON, TX 75082

SIGNATURE	CYCLE	DATE
PROJ MGR:	J. NACCARATO	
PROJ ENG:	B. BILLINGTON	
CAD DFTG:	MCIM	07/03/97

SHEET NO: 137
DRAWING NO: 18780137.ASB
SCALE: 0 20 40
HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=40'

DISCLAIMER
EXCEPT AS MAY BE OTHERWISE PROVIDED BY CONTRACT, THESE DRAWINGS AND SPECIFICATIONS SHALL REMAIN THE PROPERTY OF ACCESS TRANSMISSION SERVICES, INC. BOTH BEING ISSUED IN STRICT CONFIDENCE AND SHALL NOT BE REPRODUCED, COPIED, OR USED FOR ANY PURPOSE WITHOUT SPECIFIC WRITTEN PERMISSION.

CITY OF ADDISON, TEXAS
DALLAS COUNTY



PROJ/WORK NO. 1878
PROJECT NAME:

DALLAS LCN #239
DALLAS, TX

REV	DESCRIPTION	DATE
A	AS-BUILT	07/03/97

MATERIAL LIST	QUANTITY
CABLE	500'
5" DRILL STEM	500'
1.0" INDT	2000'

MCI metro
ACCESS
TRANSMISSION
SERVICES, INC.

2250 LAKESIDE BLVD.
RICHARDSON, TX 76082

SIGNATURE	CYCLE	DATE
PROJ MGR:	J. NACCARATO	
PROJ ENG:	B. BILLINGTON	
CAD DFTG:	MCIM	07/03/97

SHEET NO: 138

DRAWING NO: 18780138.ASB

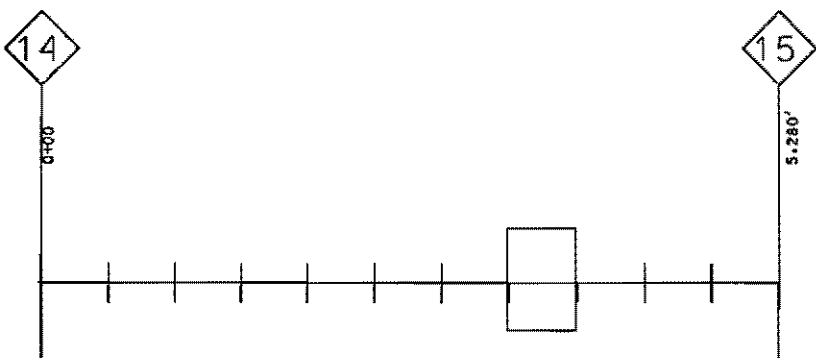
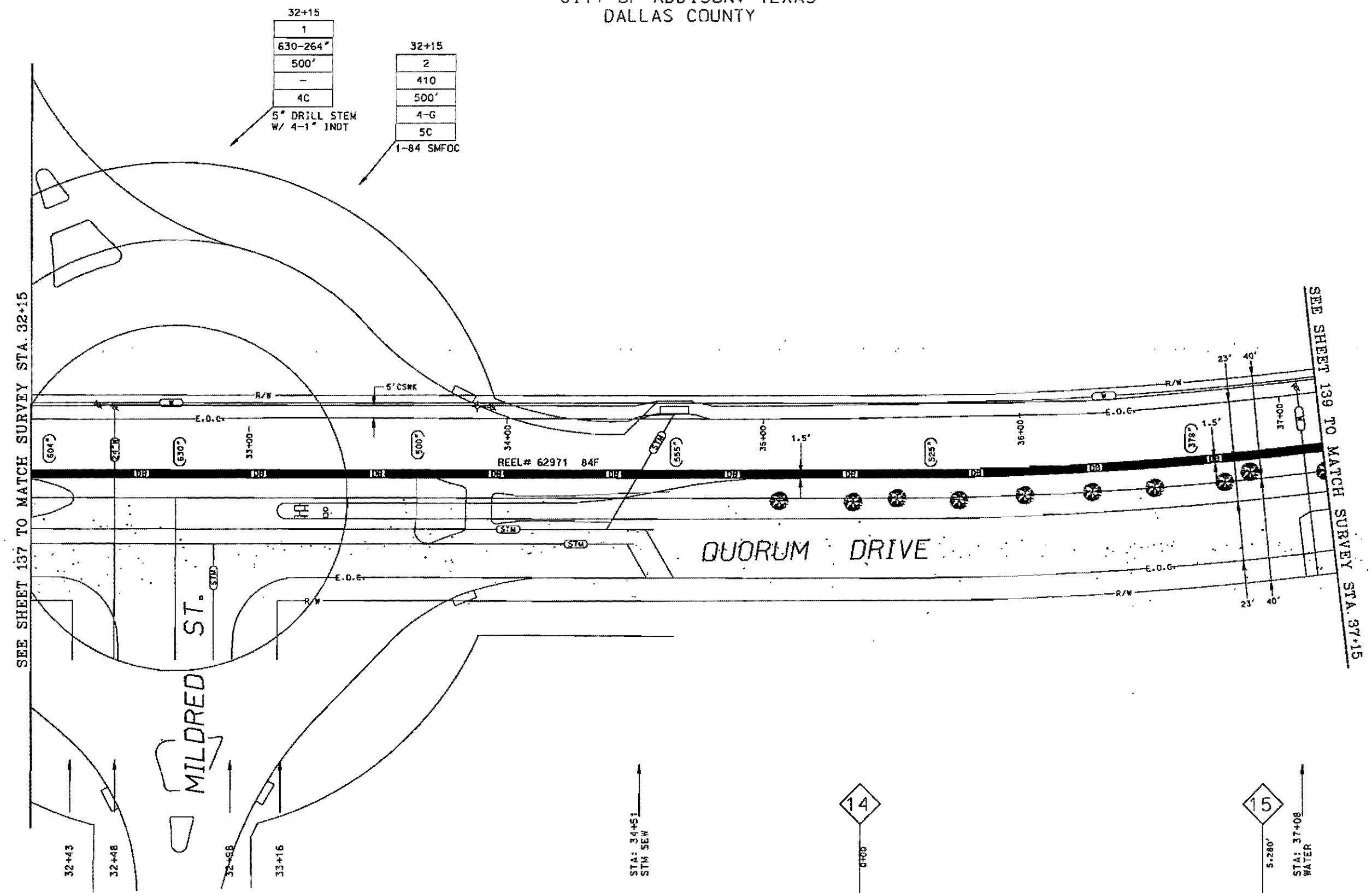
SCALE: 0 20 40

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Landscape
Architecture
Urban and
Development
Planning

Banner Place North
12770 Coit Road
Suite 210
Dallas, Texas 75251
(214) 233-3053
FAX (214) 233-3022

RECEIVED

FEB 12 1997

12770 COIT ROAD

Newman, Jackson
Bieberstein, Inc.

February 10, 1997

Mr. Ron Lee
Parks Department
Town of Addison
P. O. Box 144
Addison TX 75001

RE: ADDISON CIRCLE - BOSQUE PARK

Ron:

Palm Landscape brought by the sample of the sandy loam they propose to use for the backfill around the trees, since the excavated soil was not acceptable. The sandy loam they showed me is from the source that I understand the Town of Addison uses. It looks acceptable to me. To this sandy loam, they will be adding the specified organic matter, and this will be used for the tree pit backfill.

Regarding the cushion sand placed in the bottom of the tree wells over the drainage pipe, I recommend that instead of removing that sand, they cultivate sandy loam into the sand leaving a layer of soil more compatible with the sandy loam/organic backfill.

We also discussed the fact that where the trees are planted and covered with tree grates, that no soil be placed over the tree ball. A 2" layer of mulch only should be used in that area. In the remaining areas where the trees are planted (5' x 9' cutouts), the tree pit is to be dug twice the size of the root ball and backfilled with the sandy loam/organic mixture.

Further, the tree ball in these pits should be set and covered with no more than 4" of specified bed mix material. This will be ample depth for the 4" pot material specified to be planted over the tree balls.

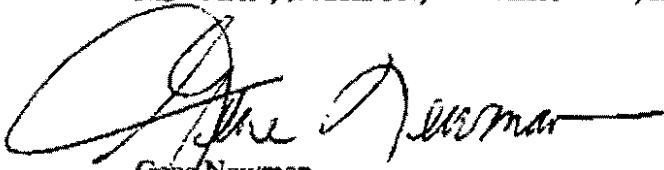
Lastly, as we discussed, the bed mix material should not be placed against the trunk of the tree; a void should be provided between the soil mix and the tree trunk to avoid future fungal problems.

Letter to Ron Lee
February 10, 1997
Page two

If you have any questions, please call.

Sincerely,

NEWMAN, JACKSON, BIEBERSTEIN, INC.

A handwritten signature in cursive script, appearing to read "Gene Newman". The signature is written in black ink and is positioned above the typed name and title.

Gene Newman
President

fjw

cc: Mark Brandenburg, Columbus Realty Trust
David Myers, Huitt-Zollars, Inc.
Slade Strickland, Town of Addison
Paul Shaw, NJB

Town of Addison Project Application

Project Name (Maximum 30 characters)		<i>URBAN DISTRICT ANALYSIS</i>					
Project Description		<i>ANALYSIS * COSTS ASSOCIATED WITH PUBLIC/PRIVATE PARTNERSHIP TO DEVELOP MIXED-USE URBAN DISTRICT.</i>					
Project Type:	<input checked="" type="checkbox"/> Operating/Unique	<input type="checkbox"/> Operating/Recurring	<input type="checkbox"/> Capital	<input type="checkbox"/> Special Event			
Time to Complete (In months)	<i>18</i>						
Located in Planning Sector :	1	2	3	4	5	6	N/A

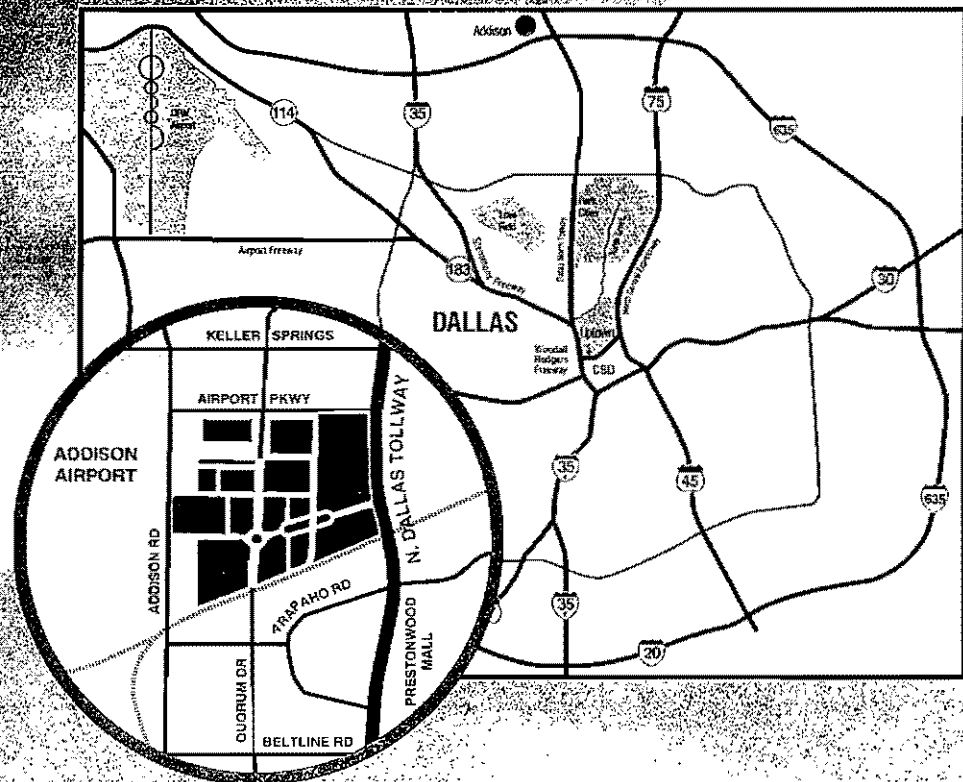
Project Time Line

Phase (engineering, ROW, acquisition, construction, etc.)	Cost								
#1 <i>LEGAL</i>	\$ 10,000								
#2 <i>ADMINISTRATIVE</i>	\$ 40,000								
#3 <i>FINANCIAL</i>	\$ 50,000								
#4	\$								
#5	\$								
#6	\$								
#7	\$								
#8	\$								
Start Date		3	6	9	12	15	18	21	24
		Months							
	\$ 100,000								
	Total Budget								

Finance Department Use

Project #	<i>5</i>	<i>5</i>	<i>1</i>	<i>0</i>	<i>0</i>
Year		Sector	Type	Free	Seq.

*Entered 1-24-95
JR*



LIVE.

 WORK.

 PLAY.




Gaylord Properties

For Leasing Information Please Call
 Luxury Apartment Homes & Lofts • 972-392-6000
 Addison Circle One Luxury Office Space • 972-490-5600
 Retail/Flex Office Space • 214-526-6262



ADDISON CIRCLE

Addison Circle One

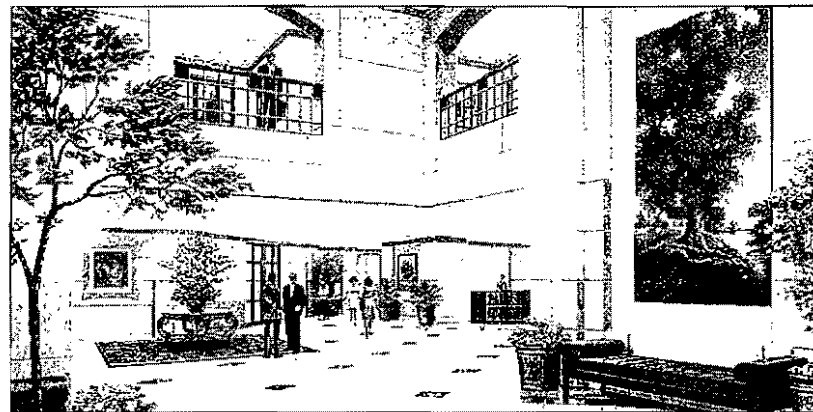
THE CENTER FOR YOUR BUSINESS CIRCLES

A landmark office location, fronting the Addison Circle urban town center on the west side of the Dallas Parkway, Addison Circle One offers an impressive position for interacting with your business circles.

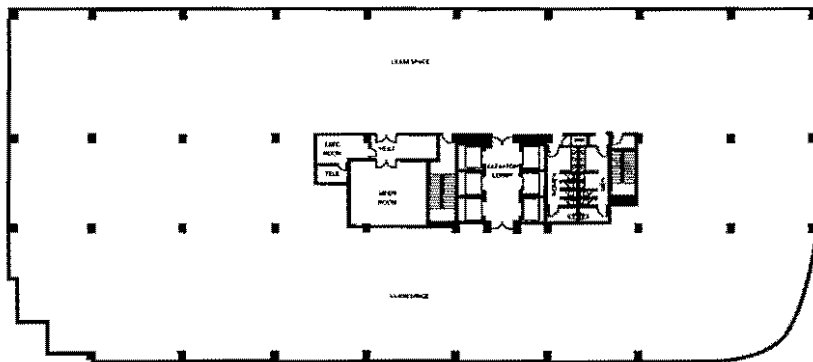
Developed by Champion Partners, the 10-story brick and glass tower encompasses 293,414 rentable square-foot (approximately 31,000 SF per floor) with 9'-6" ceiling heights and state-of-the-art features that revolve around the needs of today's companies.

Fiber-optic service and 8-watts/SF of tenant connected load are available to support your technology requirements. The latest in mechanical, electrical and plumbing systems provide ample comforts, including 20 CFM of outside air ventilation per person.

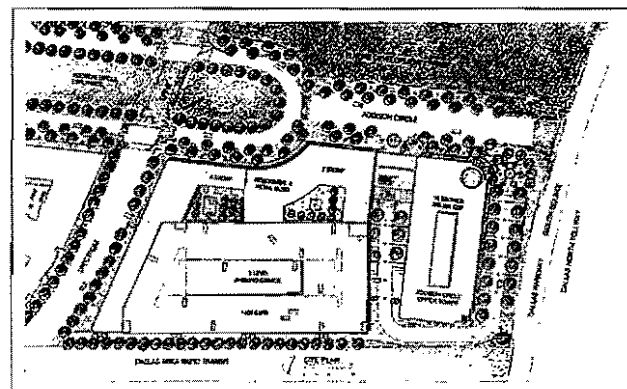
The six-level parking garage provides a 1:250 parking ratio. Easy access to the Tollway and LBJ Freeway (635) put major business centers, the CBD and D/FW International Airport just minutes away. And Addison Circle One, ready for occupancy in February, 1999, puts you within walking distance of the array of luxury apartment homes, retail, restaurant and entertainment amenities available only in the new planned, pedestrian-oriented community of Addison Circle. For leasing information contact Champion Partners at (972) 490-5600.



The lobby of Addison Circle One provides tenants a graceful setting for receiving visitors, with attractive art, concierge services and marble-blended flooring.



Typical Floorplan - Approximately 31,000 square feet



Developed by Champion Partners, Addison Circle One office tower is thoughtfully integrated within the Addison Circle commercial corridor.





Bosque Park offers residents a tranquil respite amid native cedar and pecan trees. A Pennsylvania blue-stone fountain is focal point of the park.

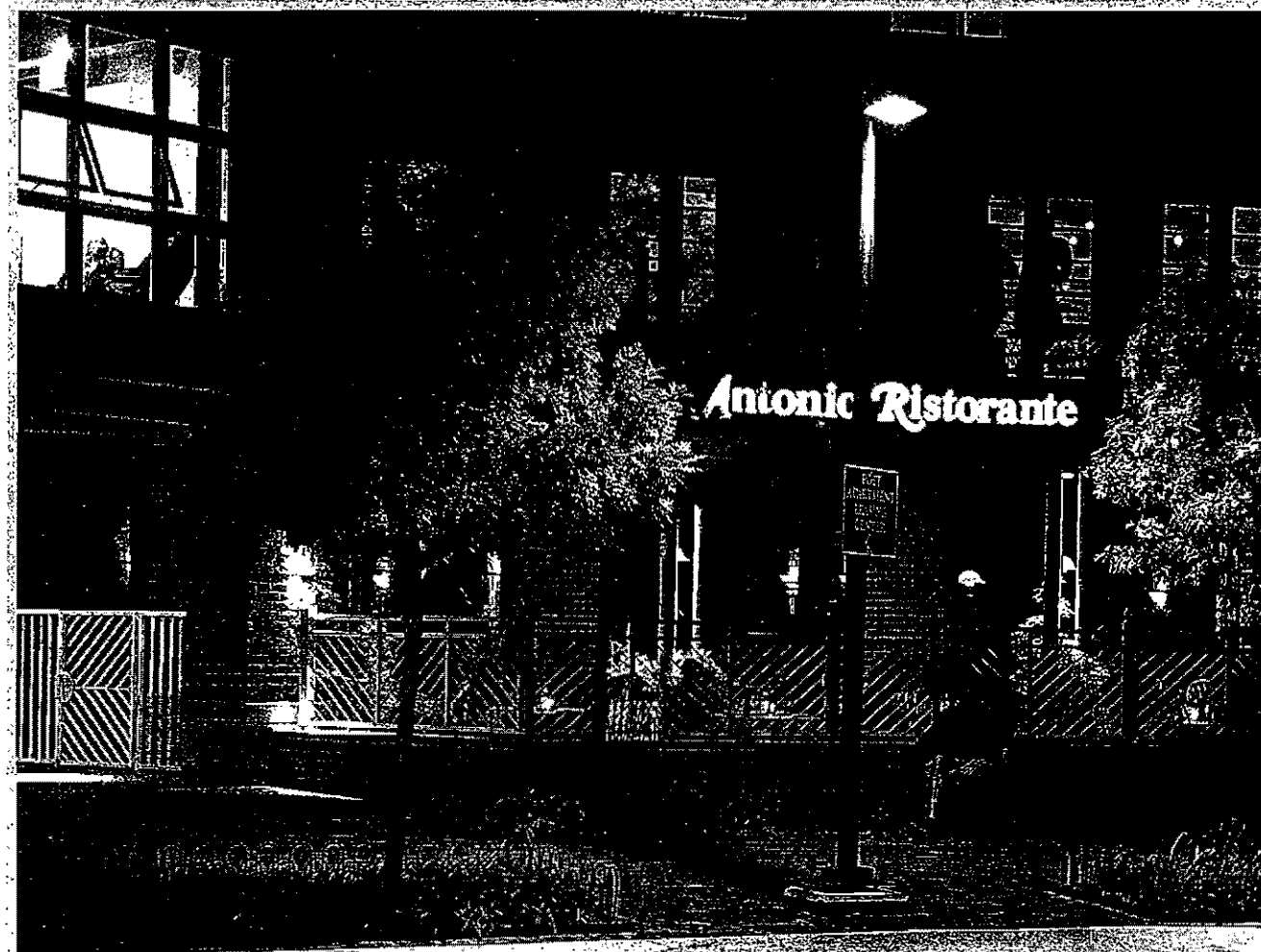


Town of Addison's Oktoberfest brings each year to Addison Circle a variety of performers including popular blues singer Aaron Neville.

Photo courtesy Town of Addison



Trends Gifts and Accessories features unique home accessories and gift items.

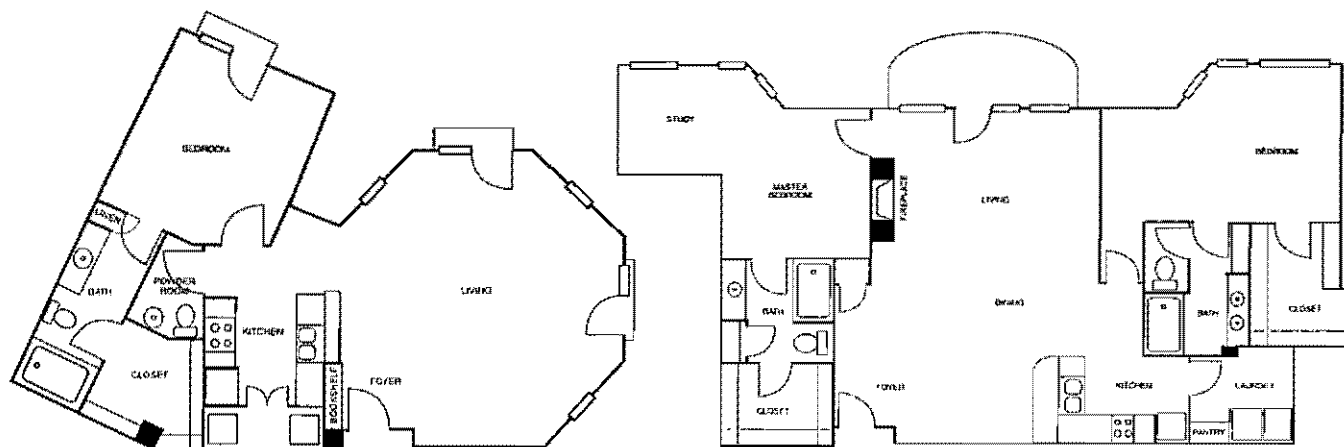


Ground floor retail/flex space is available in buildings of distinctive architecture, such as the Witt Place building, home to Antonio Ristorante.

APARTMENT HOME FLOORPLANS AND AMENITIES

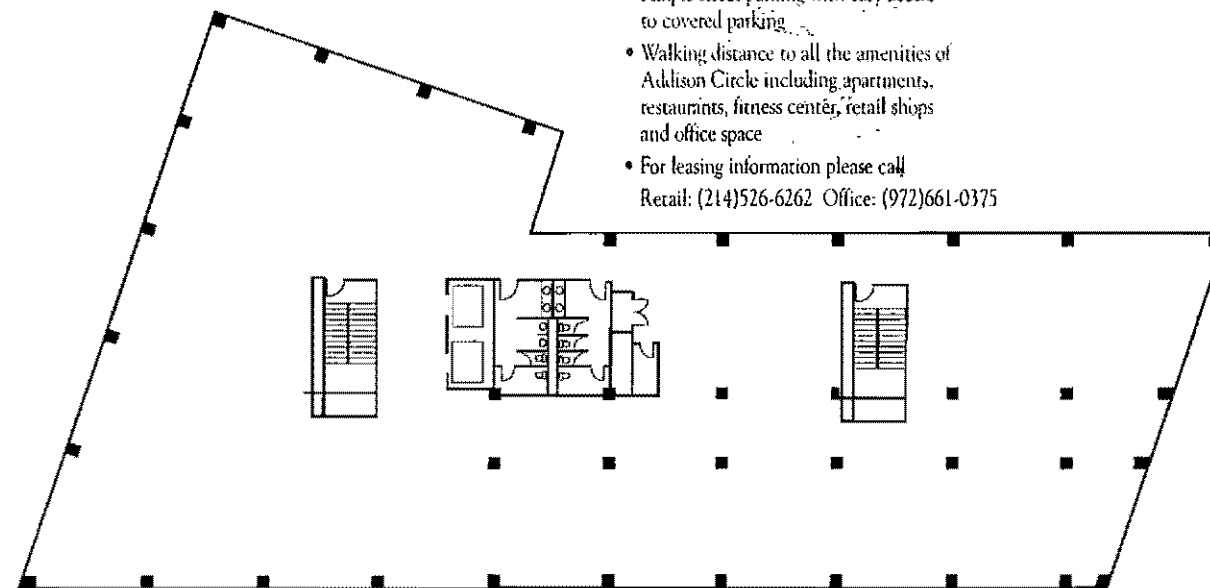
- Customized Loft Finishes*
- Spiral Staircases with Mezzanines*
- Nine- to 18-Foot Ceilings*
- Solid Wood Windows
- Hardwood Floors*
- French Doors*
- Bay Windows*
- Fireplaces*
- Energy Management System
- Oversized Tubs*
- Washer/Dryer Connections*
- Balconettes/Sunrooms*
- Park Views*
- Alarm Systems Available
- Individual Garages Available*
- Ground-Floor Retail
- Public Parks
- Fitness Center
- Controlled Guest Access
- Concierge Services Available
- 24-Hour Emergency Maintenance
- Corporate Suites Available

*in select units



RETAIL/OFFICE/FLEX SPACE AVAILABLE WITH THESE AMENITIES

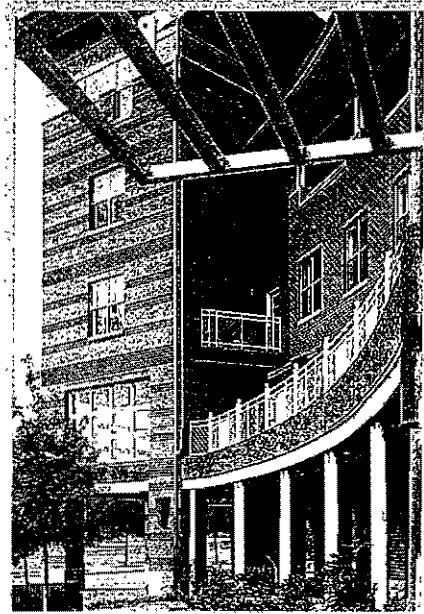
- Typical floor areas from 500 to 6,500 square feet
- Ample street parking with easy access to covered parking
- Walking distance to all the amenities of Addison Circle including apartments, restaurants, fitness center, retail shops and office space
- For leasing information please call
Retail: (214)526-6262 Office: (972)661-0375



Addison Circle by Post

THE CENTER OF WELL-ROUNDED LIVING

A thriving neighborhood of apartment homes, shops, restaurants, offices and cultural activity, Addison Circle is the fruition of a unique partnership between Post Properties, Inc., Gaylord Properties, Inc., and The Town of Addison. Tree-lined sidewalks, brick-paved streets, landscaped courtyards, pocket parks and innovative architecture incorporate street-level shopping. And above, uniquely designed loft, one-, two- and three-bedroom apartment homes create a new urban ideal. Move into new circles - Addison Circle. For leasing information please call (972)392-6000.

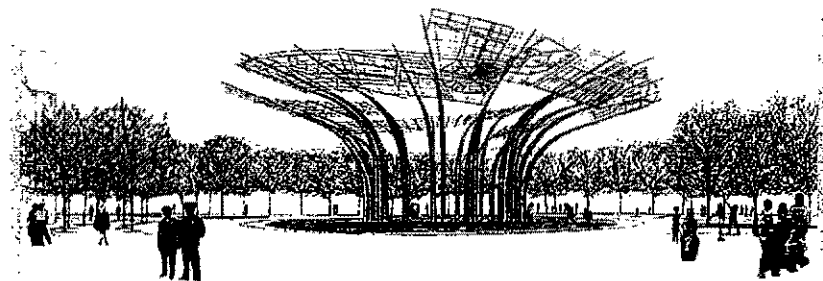


Apartment homes and residential lofts are located above the shops, galleries and restaurants of Addison Circle.



Photo courtesy Town of Addison

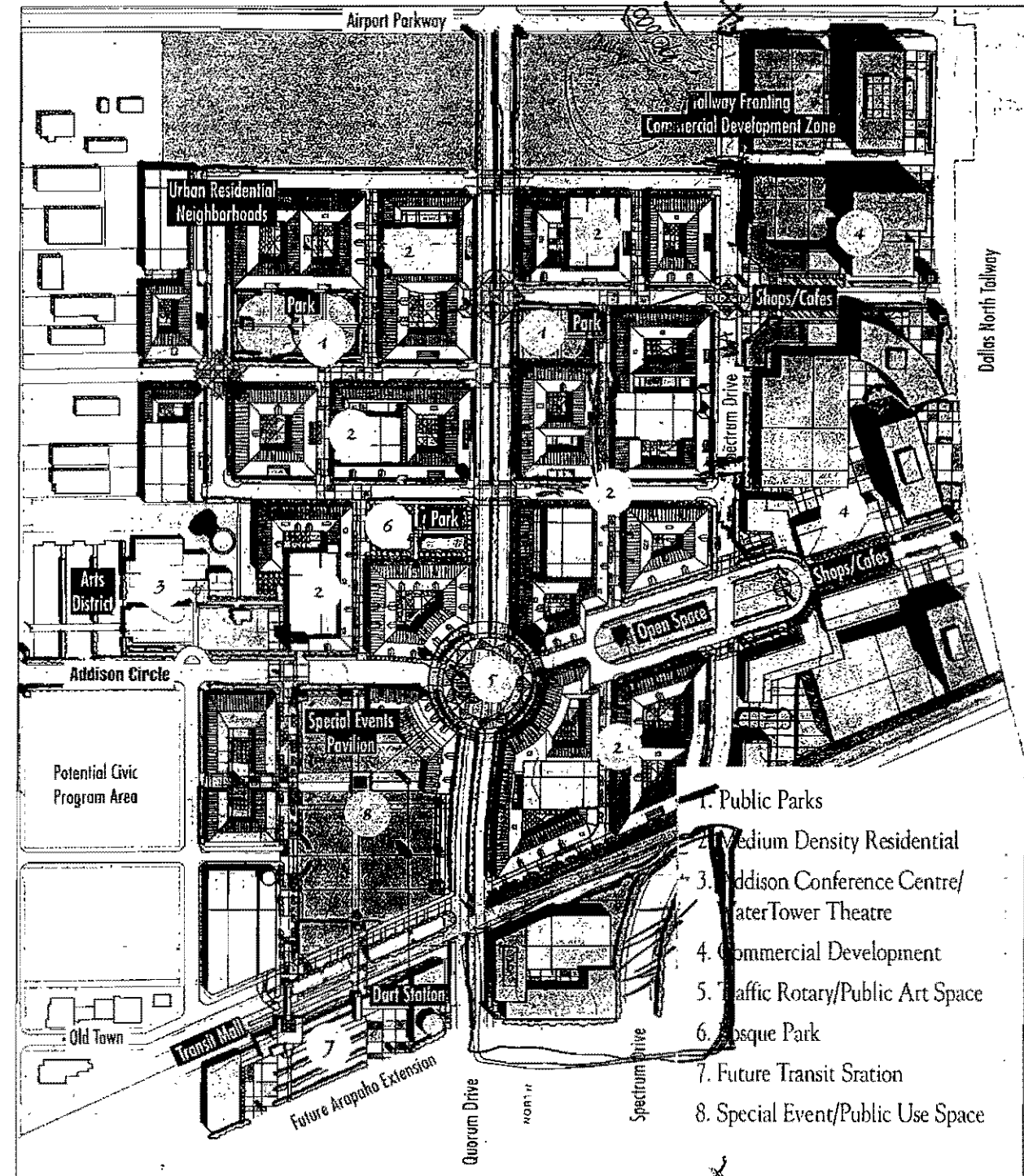
A variety of special events - such as Taste of Addison - are sponsored by Town of Addison in the master-planned community's special event space.



Soon to be the visual icon for the Town of Addison, this 50 foot-tall public art sculpture will cantilever over pedestrians and cars in the Addison Circle traffic round-about.



Residents of Addison Circle enjoy access to numerous outdoor communal areas designed for group gatherings.





LEGEND:

- DISTRICT BOUNDARY
- - - - - RIGHT-OF-WAY
- - - - - EXISTING EASEMENT
- - - - - EXISTING RIGHT-OF-WAY
- ORP-OFFSITE REMAINING PHASES
- ONP-OFFSITE REMAINING PHASES
- ONP-OFFSITE PHASE ONE SPECIAL EVENTS
- ONP-OFFSITE PHASE TWO SPECIAL EVENTS
- ONP-OFFSITE PHASE THREE SPECIAL EVENTS
- ONP-OFFSITE PHASE ONE
- ONP-OFFSITE PHASE TWO