

Addison Townhomes - Map - 1994

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July 23, 1996

VIA HAND DELIVERY

Mr. John Baumgartner
Public Works, Town of Addison
16801 Westgrove
Addison, Texas

Re: Declaration of Covenants, Conditions and Restrictions ("Declaration") -
Townhouse Development, Town of Addison, Dallas County, Texas

Dear Mr. Baumgartner:

Pursuant to a request by Randy Nolan, I am forwarding an initial draft of the referenced document for your review. The Declaration provides for maintenance of roads, streets, alleys, common areas, etc. by the Association to be formed pursuant to the document. The enclosure is only an initial draft and will likely be subject to further revision based upon Mr. Nolan's comments.

Please review the enclosures at your convenience and contact the undersigned with any questions or comments you may have.

Very truly yours,

GEARY, PORTER & DONOVAN,
A Professional Corporation

By: David M. Tatum
David M. Tatum *ct.*

Enclosures

cc: Mr. Randy Nolan (via Hand Delivery w/enclosure)

HUITT-ZOLLARS

Huitt-Zollars, Inc. / Engineering / Architecture / 6245 North 24th Parkway / Suite 102 / Phoenix, Arizona 85016-2029 / 602-381-0125

July 10, 1996

Mr. John Baumgartner, P.E.
Director of Public Works
Town of Addison
16801 Westgrove Drive
Addison, TX 75004

**Re: Addison Townhomes
Intersection Sight Distance Recommendations**

Dear John:

Huitt-Zollars has been asked by Humphreys & Associates Architects to review the current site plan for the Addison Townhomes project. Our objective in reviewing the plan was to determine how to insure that adequate intersection sight distance will be provided for drivers traveling through the development once all of the townhomes have been constructed.

As you have seen during previous reviews of the site plan, this will be a self contained development with only one public access point. The interior streets will remain private, each providing 24 feet (2 lanes) of driving surface. Street grades are proposed to remain relatively flat, and as such, should not have any significant impact on driver visibility. It is the location and orientation of the dwelling units, as well as any walls, fencing, landscaping or other vertical improvements made to the property in the future that will control drivers' ability to see around curved portions of the interior streets and at the interior intersections. The possibility that improvements could be made to the individual lots within the development that might unintentionally restrict driver sight distance to the point of creating a safety hazard lead us to the development of recommendations for vision clearance requirements to be adhered to by the developer, builder, and future owners of property within this development.

The recommendations were developed in accordance with the Institute of Transportation Engineers' (ITE's) widely accepted guidelines for providing adequate sight distance at intersections and driveways, as presented on pages 121-129 of *Transportation and Land Development, 1988*. ITE suggests that a driver who has arrived at an intersection of two streets, where traffic traveling along the cross street is not required to slow down or stop (i.e. no traffic signal, stop sign or yield sign), and where the normal travel speed of traffic traveling on the cross street is approximately 20 MPH, should be able to see approaching cross street vehicles as soon as they come within 100 feet of the intersection in question. Using this guideline as the initial basis for our recommendations, we proceeded to determine how 100 feet of sight distance provision could be incorporated into a design restriction that would allow the developer, builder and/or owner to lay out the boundaries of "restricted" areas at each intersection within the complex.

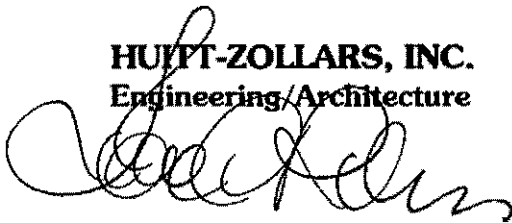
We proceeded based on the assumption that the eye of a driver sitting at an intersection, waiting to turn onto the cross street, would be positioned approximately 13 feet back from the near side face of curb of the cross street and approximately 6 feet from the right side face of curb of the approach street. It was further assumed that, in a worst-case scenario, drivers approaching from the right would be "hugging" the centerline of the road. After making these assumptions, the "vision clearance triangles" were able to be created using standard principles of geometry. The results of our efforts are presented in Exhibit A. The requirements reflected in this drawing were successfully applied to each interior intersection shown on the sight plan.

In addition to requiring the clear vision triangles described above, it is our recommendation that an additional area remain clear of visual obstructions near the interior street intersections, just as they are typically required at all public street intersections throughout the Town of Addison. The town requires that 35 foot by 35 foot clear vision triangles be provided at every intersection of two or more public streets and at intersections of a private street or driveway and a public street. There are many reasons for providing this additional clearance, one of which is to provide better visibility of and for pedestrians approaching the intersection, particularly where this type of traffic is not expected to be present. Within a self contained residential development, travel speeds are generally much lower and pedestrian traffic should be expected. Still, a smaller version of the Town's standard vision clearance triangle should, in our opinion, be provided. We recommend that the size of this triangle be 25 feet by 25 feet, as illustrated in Exhibit B and, as with the first requirement, before making this recommendation, we applied this requirement to each interior intersection shown on the site plan.

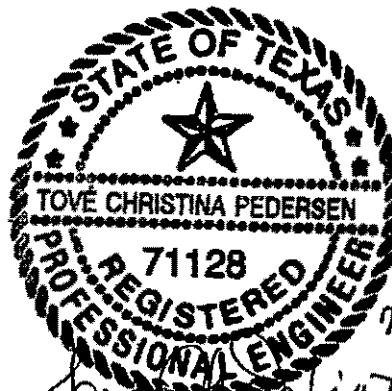
Subject to the developer's agreement to the sight distance - related requirements suggested herein, Huitt-Zollars believes that the proposed site plan will provide for safe and efficient circulation through the development. We appreciate the opportunity to respond to your concerns about sight distance within the Addison Townhome development and hope that we have addressed them to the extent you had originally anticipated. If not, please call me and let me know.

Sincerely,

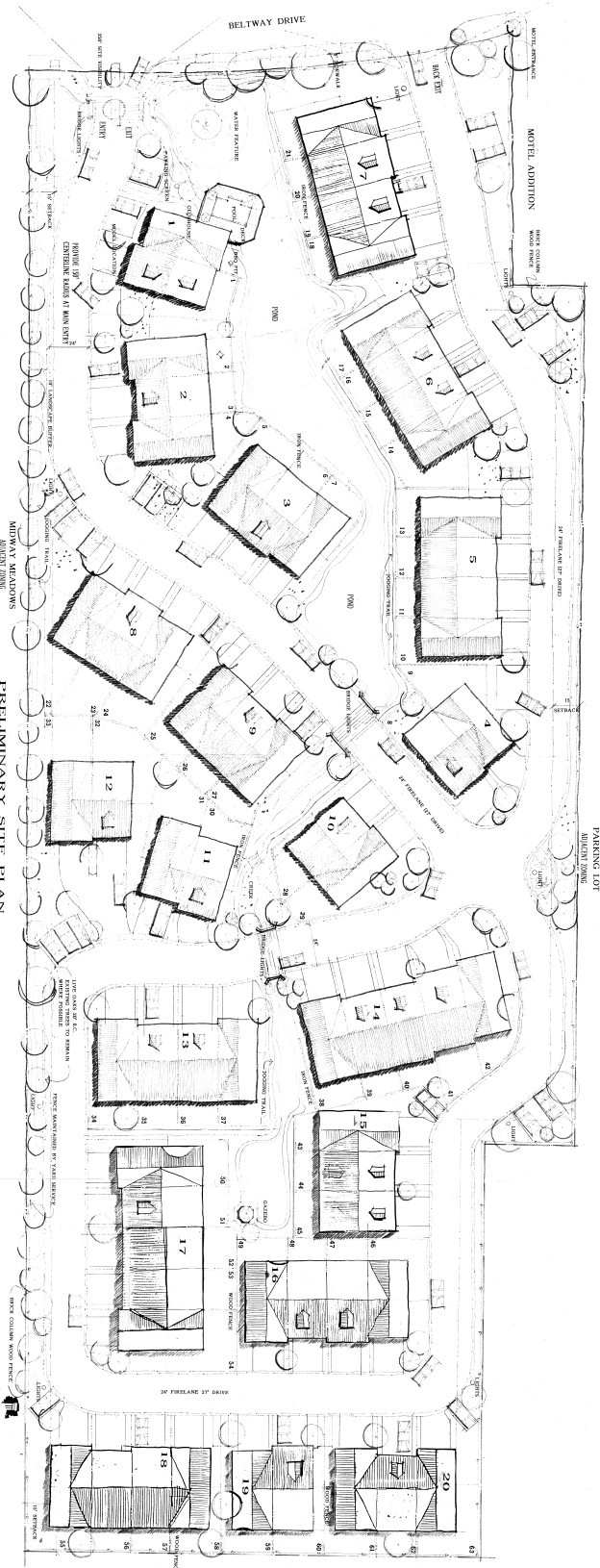
HUIITT-ZOLLARS, INC.
Engineering/Architecture



Tove-Christina Pedersen, P.E.
Associate

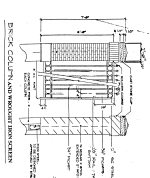


7-10-96
Tove Christina Pedersen



PRELIMINARY SITE PLAN

TOWNIES OF ADDISON



PROJECT NAME: TOWNIES OF ADDISON
LOT: 1 & 2
BLK: 1
OWNER: KADONN MOYLAN
ADDRESS: 608 HICKORY HILL
 DALLAS, TEXAS 75248
LANDSCAPE ARCHITECT: MARIO HERRERA
 5555 ALPHEA ROAD
 DALLAS, TEXAS 75240

LANDSCAPE REQUIREMENTS

GROSS SITE AREA	54,146
LANDSCAPE AREA REQ. (50% TYP)	27,073
LANDSCAPE AREA PROVIDED	28,418
LANDSCAPE DEFICIT	1,345
TREES REQ. (100)	11
SHRUBS REQ. (100)	96
AREA PROVIDED	8,077
TREES PROVIDED	15,120
SHRUBS PROVIDED	135

PROGRAM

62	TOWNHOUSE UNITS	1	COLUMBOUSE
58,488	SF	128	CONCRETE
28,418	SF	426	TOTAL SERVICES
58,418	SF	426	(6 SPACES REQ.)
11	TREES	96	TOTAL LAND AREA
96	TREES	81	ACRES
8,077	SF	96	TOTAL TOWNIES OF ADDISON
15,120	SF	96	TOTAL TOWNIES OF ADDISON
135	SHRUBS	96	TOTAL TOWNIES OF ADDISON
525	SPACES REQ. (100)	96	TOTAL TOWNIES OF ADDISON
525	SPACES REQ. (100)	96	TOTAL TOWNIES OF ADDISON