

AGENDA

**FLOWER MOUND TOWN COUNCIL REGULAR MEETING;
TOWN OF FLOWER MOUND FIRE CONTROL, PREVENTION,
AND EMERGENCY MEDICAL SERVICES DISTRICT SPECIAL MEETING;
AND CRIME CONTROL AND PREVENTION DISTRICT SPECIAL MEETING**

8/22/2022

**FLOWER MOUND TOWN HALL, 2121 CROSS TIMBERS ROAD
FLOWER MOUND, TEXAS**

6:00 P.M.

An agenda information packet is available online at flower-mound.com/AgendaCenter

Comments regarding any agenda item can be sent to the Town Council by emailing towncouncil@flower-mound.com or by calling 972.874.6005 and leaving a message.

A. CALL MEETING TO ORDER

B. INVOCATION

C. PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG AND TO THE TEXAS FLAG

"Honor the Texas flag; I pledge allegiance to thee, Texas, one state under God, one and indivisible."

D. PRESENTATIONS

1. International Drug Overdose Awareness Day Proclamation
2. Suicide Prevention Awareness Month Proclamation
3. Keep Flower Mound Beautiful (KFMB) Annual Update

E. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the Town Council regarding any item on this agenda that is not a "Public Hearing". Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972.874.6000 during business hours.

In accordance with the Texas Open Meetings Act, the Town Council is restricted from discussing or acting on items not listed on the agenda.

To speak to Council during public comment, please fill out a [comment form](#).

- Speakers are limited to 3 minutes, a tone will sound at 30 seconds left and when time has expired, and times may be adjusted by the mayor
- Speakers must address their comments to the Town Council
- Please state your name and address when speaking

F. ANNOUNCEMENTS

1. Announcements from the mayor and council members

G. TOWN MANAGER'S REPORT

Update and discussion on:

1. Capital Improvement projects
2. Economic Development projects
3. Organizational updates

H. FUTURE AGENDA ITEMS

The purpose of this item is to allow the Mayor and members of Council an opportunity to bring forward items they wish to discuss at a future meeting, with the understanding a consensus of Council is needed in order for that item to be placed on a future agenda and in accordance with the Town Council Agenda Setting Policy (Ord. 65-15).

I. COORDINATION OF CALENDARS

1. A special meeting is scheduled for Tuesday, September 13, and Thursday, September 15 at 6:00 p.m. for Board & Commission interviews
2. A regular meeting is scheduled for Monday, September 19, 2022

J. CONSENT ITEMS

This part of the agenda consists of non-controversial or "housekeeping" items required by law. Items may be removed from Consent by any council member by making such request prior to a motion and vote.

1. Minutes 8/8- Consider approval of the minutes from a regular meeting of the Town Council; Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District Special meeting; and Crime Control and Prevention District Special meeting on August 8, 2022.
2. Minutes 8/18- Consider approval of the minutes from a work session of the Town Council; Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District Special meeting; and Crime Control and Prevention District Special meeting on August 18, 2022.
3. Gerault Park - Design PSA- Consider approval of the Professional Services Agreement with Freese and Nichols, Inc., for the design services associated with the Gerault Park Improvements project, in the amount of \$51,580.00; and authorization for the Mayor to execute same on behalf of the Town.
4. LISD Football Agreement- Consider approval of the 2022 Lewisville Independent School District for Contract with the Town of Flower Mound for law enforcement services at all Marcus High School & Flower Mound High School Varsity and Jr. Varsity home games and authorize the Mayor to execute same on behalf of the Town.
5. SPAN Contract- Consider approval of a Service Agreement for Demand Response Transit Service with SPAN, Inc., in an amount not-to-exceed \$53,611.20, to provide transportation service for Town citizens who are age 65 or older and Town citizens with verifiable disabilities that prevent them from driving; and authorization for the Mayor to execute same on behalf of the Town.

6. Lopo Rd & Wood Crk Recon Testing Award- Consider approval of a Professional Services Agreement with ECS Southwest, LLP to provide construction materials engineering and testing, for the Lopo Road Reconstruction and Wood Creek Circle Reconstruction project, in the amount of \$78,025.00; and authorization for the Mayor to execute same on behalf of the Town.
7. Annual PID SAP & Assessment Roll- Consider approval of an ordinance adopting the 2022-2023 annual update to the River Walk Public Improvement District No. 1 (PID) Service and Assessment Plan (SAP) and Assessment Roll.
8. Landscape contract funding- Consider approval to increase the contract funding for additional grounds maintenance and landscape services performed by American Landscape.
9. 2022 Street Recon Construction Award- Consider approval of a Construction Agreement with XIT Paving & Construction, Inc., for the 2022 Street Reconstruction project, in the amount of \$855,073.00; and authorization for the Mayor to execute same on behalf of the Town.
10. Historical Commission Task Force- Consider approval of a resolution establishing a Historical Commission Task Force.

K. REGULAR ITEMS

11. MPA21-0010 - Parks and Trails Plan- Public Hearing to consider an ordinance amending the Master Plan (MPA21-0010 - Parks and Trails Plan) by removing and replacing Section 5.0, "Parks and Trails Plan," and adopting the 2022 Trails and Bikeways Master Plan. (The Parks Board recommended approval by a vote of 7 to 0 at its June 2, 2022, meeting.) (The Transportation Commission recommended approval by a vote of 6 to 0 at its June 14, 2022, meeting.) (PZ recommended approval by a vote of 6 to 0 at its June 27, 2022, meeting.) (The Town Council postponed this item to a date not certain by a vote of 4 to 0 at its July 18, 2022, meeting.)
12. Town Budget Public Hearing- Public Hearing to consider the proposed budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023, including discuss and consider the tax rate and community support funding.
13. Crime District Budget Public Hearing- Public Hearing by the Town Council acting as the Board of Directors for the Town of Flower Mound Crime Control and Prevention District to consider the Flower Mound Crime Control and Prevention District proposed budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023.
14. Fire District Budget Public Hearing- Public Hearing by the Town Council acting as the Board of Directors for the Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District to consider the Flower Mound Fire Control, Prevention, and Emergency Medical Services District proposed budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023.
15. Tax Rate - CSF- Discuss and consider tax rate, budget, and Community Support Funding.
16. DP21-0005 Townlake Phase Five & Six- Consider a request for a Development Plan (DP21-0005 – Townlake Phase Five and Six) to develop a residential subdivision. The property is generally located south of Cross Timbers Road and east of Scenic Drive. (PZ recommended approval by a vote of 5 to 0 at its August 15, 2022, meeting.)

17. SP21-0008 Mclver Flower Mound- Consider a request for a Site Plan (SP21-0008 – Mclver Flower Mound) to develop an office, warehouse and distribution facility with an exception to the access management policy and criteria, regarding driveway spacing, contained in the Town's Engineering Design Criteria and Construction Standards adopted through Chapter 32 of the Code of Ordinances. The property is generally located north and west of Lakeside Parkway and Enterprise Road. (PZ recommended approval by a vote of 6 to 0 at its July 11, 2022, meeting.)
18. TRP22-0010 Mclver Flower Mound- Public Hearing to consider an application for a tree removal permit (TRP22-0010) for five (5) specimen trees on property proposed for development as Mclver Flower Mound. The property is generally located south of Lakeside Parkway and west of Enterprise Road. (The Environmental Conservation Commission recommended approval for specimen trees #'s 106, 161, 172 and 198A and denial of specimen tree #188 by a vote of 4-2-0 at its July 5, 2022, meeting).
19. SUP22-0003 Stay N' Play- Public Hearing to consider an ordinance granting Specific Use Permit No. 480 (SUP22-0003 – Stay N' Play) to permit an amusement and recreation (indoors) facility. The property is generally located west of Yucca Drive and south of Churchill Drive. (PZ recommended approval by a vote of 6 to 0 at its July 25, 2022, meeting.)
20. Z22-0003 Radionov Estate- Public Hearing to consider an ordinance amending the zoning (Z22-0003- Radionov Estate) from Agricultural District (A) uses to Single-Family Estate District (SF-E) uses. The property is generally located west of Morriss Road and south of Hazy Meadows Lane. (PZ recommended approval by a vote of 6 to 0 at its August 15, 2022, meeting.)
21. DCAD Budget- Consideration of a resolution and possible action to disapprove the Denton Central Appraisal District's 2023 annual budget.

L. BOARDS/COMMISSIONS *(Bold text represents boards with vacancies)*

Discuss and consider resignations, appointments, evaluations, reassignments, discipline, or dismissals for the following boards or commissions: All Together Flower Mound Commission, **Animal Services Board**, Cultural Arts Commission, Denton County Transportation Authority, Environmental Conservation Commission, Parks Board, School Liaison Committee, SMARTGrowth Commission, Tax Increment Reinvestment Zone Number One (TIRZ #1), **Transportation Commission**, and Veterans Liaison Board.

M. CLOSED MEETING

The Town Council to convene into closed meeting pursuant to Texas Government Code Chapter 551, including, but not limited to, Sections 551.071, 551.072, 551.074, and 551.087 for consultation with Town Attorney, and to discuss matters relating to real property, personnel, and economic development negotiations, as follows:

- a. Discuss and consider duties and responsibilities of Mayor Pro Tem and Deputy Mayor Pro Tem.

- b. Consultation with Town Attorney.
 - 1. 2006 Rule 11 agreement and dismissal, Cause No. 2005-20153-158 and Flower Mound Ranch Development Application
 - 2. Housing Discrimination Complaint
 - 3. La Estancia Investments, L.P., v. Town of Flower Mound
- c. Discuss and consider purchase, exchange, lease or value of real property for parks, public rights-of-way, and/or other municipal purposes and all matters incident and related thereto.
- d. Discuss and consider resignations, appointments, evaluations, reassignments, discipline, or dismissals for the following boards or commissions: Board of Adjustment/Oil & Gas Board of Appeals, Community Development Corporation, and Planning and Zoning Commission.
- e. Discuss and consider economic development incentives, including retail centers, corporate relocation/expansion/retention, hospitality projects, performance related to certain incentive agreements, and proposed Tax Increment Reinvestment Zone (TIRZ).

The Town Council may convene in executive session to conduct a private consultation with its attorney on any legally posted agenda item, when the Town Council seeks the advice of its attorney about pending or contemplated litigation, a settlement offer, or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the provisions of Chapter 551, including the above referenced items.

N. RECONVENE TO REGULAR MEETING

The Town Council to reconvene into an open meeting to take any action deemed necessary as a result of the closed meeting.

O. ADJOURN MEETING

I do hereby certify that the Notice of Meeting was posted on the bulletin board at the Town Hall for the Town of Flower Mound, Texas, in a place convenient and readily accessible to the general public at all times and said Notice was also posted on the Town's website in accordance with GC Section 551.056 on the following date and time: August 19, 2022, at 3:15 pm, at least 72 hours prior to the scheduled time of said meeting.

Theresa Scott, Town Secretary

The Flower Mound Town Hall and Jody Smith Hall are wheelchair accessible. Requests for accommodations or interpretive services must be made 48 hours prior to this meeting by contacting Theresa Scott, Town Secretary, at 972.874.6076. Additional time limits will be provided to members of the public that need to address the Town Council through a translator.



TOWN COUNCIL AGENDA ITEM NO. 1

CONSENT ITEM

DATE: August 22, 2022

FROM: Theresa Scott, Town Secretary

ITEM: Consider approval of the minutes from a regular meeting of the Town Council; Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District Special meeting; and Crime Control and Prevention District Special meeting on August 8, 2022.

BACKGROUND INFORMATION: The Town Council regular meeting and Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District Special meeting; and Crime Control and Prevention District Special meeting was held on August 8, 2022.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Draft minutes

DRAFT MOTION: Move to approve as presented in the agenda caption.

THE FLOWER MOUND TOWN COUNCIL REGULAR MEETING; TOWN OF FLOWER MOUND FIRE CONTROL; PREVENTION, AND EMERGENCY MEDICAL SERVICES DISTRICT SPECIAL MEETING; AND CRIME CONTROL AND PREVENTION DISTRICT SPECIAL MEETING HELD ON THE 8TH DAY OF AUGUST 2022, IN THE FLOWER MOUND TOWN HALL, LOCATED AT 2121 CROSS TIMBERS ROAD IN THE TOWN OF FLOWER MOUND, COUNTY OF DENTON, TEXAS AT 6:00 P.M.

[Click here](#) for meeting video link (subject to change)

The Town Council met in a regular meeting with the following members present:

Derek France	Mayor
Ann Martin	Deputy Mayor Pro Tem
Adam Schiestel	Councilmember Place 1
Brian Taylor	Councilmember Place 3
Jim Engel	Councilmember Place 4

with the following member absent:

Sandeep Sharma	Mayor Pro Tem
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constituting a quorum with the following members of the Town Staff participating:

Theresa Scott	Town Secretary
James W. Childers	Town Manager
Bryn Meredith	Town Attorney
Tommy Dalton	Assistant Town Manager
Tiffany Bruce	Assistant Town Manager/Town Engineer
Melissa Demmitt	Director of Communications
JP Walton	Strategic Services Manager
Clay Riggs	Director of Public Works
Ray Watson	Director of Economic Development
Brian Waltenburg	Assistant Director of Engineering
Brittini Barnett	Grants and Financial Analyst

A. CALL REGULAR MEETING TO ORDER

Mayor France called the regular meeting to order at 6:00 p.m.

B./C. INVOCATION/PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG AND THE TEXAS FLAG

Chaplain Langstaff gave the invocation and Mayor France led the pledges.

D. PUBLIC COMMENT

Names listed below don't necessarily reflect the order in which each person spoke and all addresses are located in Flower Mound unless otherwise indicated.

	Speaker names and address	Subject (as written on the form)
1.	Paul Stone, 1868 Meyerwood Ln	Budget & Other
2.	Kathy O'Keefe, 3004 Oxford Ct	Upcoming <i>Just Once</i> Event
3.	Jacque Norrell, 4801 Lusk Ln	FM Historical Commission
4.	Larry Lipscomb, 950 Crosswood Cir	Item 4

E. ANNOUNCEMENTS

Deputy Mayor Pro Tem Martin announced her son's recent marriage.

Councilmember Engel announced the Board and Commission Information Session is scheduled for Thursday, August 11, at 6:00 p.m.

Mayor France provided a safety reminder regarding back to school. He also announced the opportunity to apply for a Town board is underway.

F. TOWN MANAGER'S REPORT**Update and discussion on:**

1. Update and status report related to capital improvement projects.
 - a. Water Use and Conservation
Mr. Riggs provided an update on the Town's current water use situation and conservation needs.
2. Update and discussion on Economic Development projects.
 - a. Update on the 2022 Retail & Restaurant Survey results
Mr. Watson gave a presentation identifying or noting:
 - Overview
 - Top 20 retailers requested
 - Top 20 restaurants requested
 - Next steps
 and he responded to questions or comments from Council regarding:
 - Request for retail and restaurant information to be provided in rank and weighted order
 - Inquiry regarding some businesses listed in the survey are already here
3. Operational updates
 - a. Flo Mo Convos
Mr. Childers reported on the outcome of the recent launch of the Flo Mo Convos sessions. Ms. Demmitt and Mr. Walton gave a presentation identifying or noting:
 - Program and survey overview
 - What we heard
 - Next steps

G. FUTURE AGENDA ITEMS

1. Councilmember Schiestel reported that the appraisal district increased their budget by 17%, and various entities disapprove of that budget. He requested a future agenda item to discuss whether the Town wants to also disapprove of the budget formally.

There was Council consensus to proceed.

H. COORDINATION OF CALENDARS

1. A budget work session is scheduled for Thursday, August 18.
2. A regular meeting is scheduled for Monday, August 22.
3. A Council retreat is proposed for Friday, October 28 and Saturday, October 29. The in-town location and time is to be determined.

Mayor France confirmed all members of Council will be present at the above referenced meeting dates, and he indicated Mayor Pro Tem Sharma will not be at the August 18 work session.

I. CONSENT ITEMS

1. Consider approval of the minutes from a regular meeting of the Town Council held on July 18, 2022.
2. Town Council serving as the Board of Directors for the Crime Control and Prevention District (CCPD) and Fire Control, Prevention, and Emergency Medical Services (EMS) District to consider approval of an order ordering a special election to be held on the 8th day of November, 2022, for the purpose of submitting to the qualified voters of the District a ballot proposition on whether to continue the CCPD and Fire Control, Prevention, and EMS District sales tax at the rate of one-fourth of one percent for each district; providing for election officers; designating the places and manner of holding said election; and providing for the posting and publication of notice.

ORDER NO. 01-22

AN ORDER OF THE BOARD OF DIRECTORS OF THE TOWN OF FLOWER MOUND CRIME CONTROL AND PREVENTION DISTRICT, ORDERING A SPECIAL ELECTION TO BE HELD ON THE 8th DAY OF NOVEMBER, 2022, FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED VOTERS OF THE DISTRICT COMPRISING THE TOWN OF FLOWER MOUND, TEXAS, A REFERENDUM ON THE CONTINUATION OF THE TOWN OF FLOWER MOUND CRIME CONTROL AND PREVENTION DISTRICT, AND THE CRIME CONTROL AND PREVENTION DISTRICT SALES AND USE TAX AT THE RATE OF ONE-FOURTH OF ONE PERCENT DEDICATED TO CRIME CONTROL AND PREVENTION PROGRAMS; PROVIDING FOR ELECTION PROCEDURES AND OFFICERS; PROVIDING FOR THE POSTING AND PUBLICATION OF NOTICE; PROVIDING BALLOT PROPOSITION LANGUAGE; AUTHORIZING NECESSARY ACTIONS; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

ORDER NO. 02-22

AN ORDER OF THE BOARD OF DIRECTORS OF THE TOWN OF FLOWER MOUND FIRE CONTROL, PREVENTION, AND EMERGENCY MEDICAL SERVICES DISTRICT, ORDERING A SPECIAL ELECTION TO BE HELD ON THE 8th DAY OF NOVEMBER, 2022, FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED VOTERS OF THE DISTRICT COMPRISING THE TOWN OF FLOWER MOUND, TEXAS, A REFERENDUM ON THE CONTINUATION OF THE TOWN OF FLOWER MOUND FIRE CONTROL, PREVENTION, AND EMERGENCY MEDICAL SERVICES DISTRICT SALES AND USE TAX AT THE RATE OF ONE-FOURTH OF ONE PERCENT DEDICATED TO FIRE SAFETY AND EMERGENCY MEDICAL SERVICES PROGRAMS; PROVIDING FOR ELECTION PROCEDURES AND OFFICERS; PROVIDING FOR THE POSTING AND PUBLICATION OF NOTICE; PROVIDING

BALLOT PROPOSITION LANGUAGE; AUTHORIZING NECESSARY ACTIONS; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

3. Consider approval of an ordinance ordering a special election to be held on the 8th day of November, 2022, for the purpose of submitting to the qualified voters of the Town of Flower Mound, Texas, a ballot proposition to reauthorize the Street Maintenance Sales and Use Tax at the rate of one-fourth of one percent; providing for election officers; designating the places and manner of holding said election; and providing for the posting and publication of notice.

ORDINANCE NO. 36-22

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, CALLING A SPECIAL ELECTION TO BE HELD ON THE 8TH DAY OF NOVEMBER, 2022, FOR THE PURPOSE OF SUBMITTING TO THE QUALIFIED VOTERS OF THE TOWN OF FLOWER MOUND A BALLOT PROPOSITION TO REAUTHORIZE A LOCAL SALES AND USE TAX AT THE RATE OF ONE-FOURTH OF ONE PERCENT FOR MAINTENANCE AND REPAIR OF MUNICIPAL STREETS; PROVIDING BALLOT PROPOSITION LANGUAGE; PROVIDING FOR ELECTION PROCEDURES AND OFFICERS; AUTHORIZING NECESSARY ACTIONS; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

4. This item moved to regular items.
5. Consider accepting the submission of the notice of a no-new-revenue tax rate of \$0.385619 per \$100 assessed valuation and a voter-approval tax rate of \$0.406682 per \$100 assessed valuation for the fiscal year beginning October 1, 2022, and ending September 30, 2023.
6. Consider proposing a maximum tax rate of \$0.405000 per \$100 valuation for the fiscal year beginning October 1, 2022, and ending September 30, 2023; and scheduling August 22, 2022, public hearing on the budget, scheduling September 19, 2022, public hearing on the tax rate, and scheduling the September 19, 2022, adoption of said budget and tax rate; with each meeting to be held at 6:00 PM, at Town Hall, located at 2121 Cross Timbers Road.
7. Town Council acting as the Board of Directors for the Town of Flower Mound Crime Control and Prevention District to schedule a public hearing for August 22, 2022, on the Flower Mound Crime Control and Prevention District budget and to schedule a meeting for September 19, 2022, to take action on the proposed budget; with each meeting to be held at 6:00 pm, at Town Hall, located at 2121 Cross Timbers Road.
8. Town Council acting as the Board of Directors for the Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District to schedule a public hearing for August 22, 2022, on the Flower Mound Fire Control, Prevention, and Emergency Medical Services District budget and to schedule a meeting for September 19, 2022, to take action on the proposed budget; with each meeting to be held at 6:00 pm, at Town Hall, located at 2121 Cross Timbers Road.
9. Consider accepting the submission of the certified collection rate of 100 percent for the fiscal year beginning October 1, 2022, and ending September 30, 2023.

10. Consider approval of an ordinance establishing the 2022 certified appraisal roll.

ORDINANCE NO. 37-22

AN ORDINANCE OF THE TOWN OF FLOWER MOUND, TEXAS, APPROVING THE 2022 APPRAISAL ROLL; REPEALING CONFLICTING ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

11. Consider approval of Amendment No. 6 to the Fiscal Year 2021-2022 Capital Improvement Program.
12. Consider approval of an ordinance amending the Town of Flower Mound's Annual Budget for the fiscal year beginning October 1, 2021, and ending on September 30, 2022, as adopted by Ordinance No. 38-21 and amended by Ordinance No. 50-21, No. 05-22 and No. 22-22 for adjustments to the Vehicle and Equipment Replacement Fund.

ORDINANCE NO. 38-22

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING THE TOWN'S BUDGET FOR THE FISCAL YEAR BEGINNING ON OCTOBER 1, 2021, AND ENDING ON SEPTEMBER 30, 2022, AS ADOPTED BY ORDINANCE NO. 38-21 AND AMENDED BY ORDINANCE NO. 50-21, NO. 05-22 and NO. 22-22, BY PROVIDING FOR ADJUSTMENTS TO THE VEHICLE AND EQUIPMENT REPLACEMENT FUND; PROVIDING THAT EXPENDITURES FOR SAID FISCAL YEAR SHALL BE MADE IN ACCORDANCE WITH SAID BUDGET, AS AMENDED; REPEALING ALL CONFLICTING ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

13. Consider approval of the purchase of a Pierce Air and Light Unit (Enforcer Rescue Body) for the Fire and Emergency Services Department from Siddons-Martin Emergency Group, through the BuyBoard Contract #651-21, in the total amount of \$443,542.00; and authorization for the Mayor to execute same on behalf of the Town.
14. Consider Approval of the purchase of traffic signal system software, traffic controllers, and traffic related products, in the estimated annual amount of \$400,000.00, from Paradigm Traffic Systems, Incorporated, through the BuyBoard Cooperative Purchasing contract.
15. Consider approval of an agreement for the 2022-2023 school year with the Lewisville Independent School District (LISD) to contract with the Town of Flower Mound for law enforcement services for LISD elementary schools and authorize the Mayor to execute same on behalf of the Town.
16. Consider approval of an ordinance amending Chapter 66, Article V, Section 66-214 of the Code of Ordinances of the Town of Flower Mound, Texas, adding a reduced school speed zone for Argyle Independent School District for Elementary School Number 3.

ORDINANCE NO. 39-22

AN ORDINANCE OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING SECTION 66-214, "ENUMERATION FOR SPECIFIC STREETS;" PROVIDING FOR THE MAXIMUM PRIMA FACIE SPEED LIMIT FOR CERTAIN STREETS AND PORTIONS OF CERTAIN STREETS WITHIN THE TOWN AT CERTAIN TIMES; PROVIDING A PENALTY NOT TO EXCEED \$200 FOR VIOLATIONS HEREOF;

REPEALING ALL CONFLICTING ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR PUBLICATION; AND PROVIDING AN EFFECTIVE DATE.

17. Consider approval of a partial assignment of interest in the Chapter 380 Agreement between the Town of Flower Mound and FM River Walk Hotel, I, LP, to RiverWalk750, LLC, and authorization for the Mayor to execute same on behalf of the Town.

Deputy Mayor Pro Tem Martin moved to approve by consent Items 1 – 3; 5 - 17 as presented in the agenda caption. Councilmember Engel seconded the motion. Each item, as approved by consent, is restated above, and if applicable, the Ordinance or Resolution caption for each, for the record.

VOTE ON MOTION:

Motion passed

AYES: TAYLOR, SCHIESTEL, ENGEL, MARTIN

NAYS: NONE

ABSENT: SHARMA

J. REGULAR ITEMS

4. Item moved from consent to regular.

Consider approval of a resolution authorizing the adoption of the Program Year 2022 Action Plan for the Community Development Block Grant Program and authorizing the Mayor to execute same on behalf of the Town and submit to the U.S. Department of Housing and Urban Development.

Mr. Childers provided background information regarding CDBG funding use. Ms. Barnett responded to questions from Council regarding:

- What are the obligations for accepting the funds, and does it include a modification to single family zoning
- By accepting the funds:
 - o is the Town giving up any local control over zoning
 - o does it prevent the Town to receive similar funds from the state
 - o is the Town forced to agree to any public transportation

RESOLUTION NO. 07-22

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, PROVIDING FOR THE ADOPTION OF THE PROGRAM YEAR 2022 ACTION PLAN UNDER THE TOWN'S COMMUNITY DEVELOPMENT BLOCK GRANT; AUTHORIZING THE MAYOR TO EXECUTE THE ACTION PLAN ON BEHALF OF THE TOWN AND SUBMIT IT TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT; AND PROVIDING AN EFFECTIVE DATE.

Councilmember Schiestel moved to approve, item 4, as presented in the agenda caption. Councilmember Taylor seconded the motion.

VOTE ON MOTION:

Motion passed

AYES: MARTIN, ENGEL, SCHIESTEL, TAYLOR

NAYS: NONE

ABSENT: SHARMA

18. Consider approval of a Construction Agreement with XIT Paving and Construction, Inc., for the Rippy Road project, in the amount of \$7,443,592.00; and authorization for the Mayor to execute same on behalf of the Town.

Administrative Note: Councilmember Engel abstained from participation on this item as the project abuts his HOA; however, there is not a legal conflict of interest.

Staff Presentation

Mr. Waltenburg gave a presentation identifying or noting:

- Rippy Road Phase I and II
- Aerial of project
- Verified bid results
- Project budget and schedule

and he responded to questions or comments from Council regarding:

- Clarification regarding the project schedule
- If the completion schedule was used as an award criteria
- Funding sources

Councilmember Taylor moved to approve item 18 as presented. Deputy Mayor Pro Tem Martin seconded the motion.

VOTE ON MOTION:

AYES: TAYLOR, SCHIESTEL, MARTIN

NAYS: NONE

ABSTAIN: ENGEL

ABSENT: SHARMA

Motion passed

19. Consider approval of a Construction Agreement with Urban Infraconstruction, LLC, for the Lopo Road Reconstruction and Wood Creek Circle Reconstruction project, in the amount of \$1,974,083.00; and authorization for the Mayor to execute same on behalf of the Town.

Staff Presentation

Mr. Waltenburg gave a presentation identifying or noting:

- Lop Road and Woodcreek Circle project details
- Aerial of project
- Verified bid results
- Project budget and schedule

Councilmember Schiestel moved to approve item 19 as presented. Councilmember Engel seconded the motion.

VOTE ON MOTION:

AYES: MARTIN, ENGEL, SCHESTEL, TAYLOR

NAYS: NONE

ABSENT: SHARMA

Motion passed

20. Discuss and consider establishing a Flower Mound Historical Commission.

Staff Presentation

Ms. Scott gave a presentation identifying or noting:

- Background information
- Previous Flower Mound Historical Commission background
- Research summary
- Options for consideration

and she responded to questions from Council regarding:

- Clarification regarding the Parks Board role
- Use of past bylaws for future board creation

Council discussion

There was Council discussion regarding:

- Examples of cities with historical districts and the role a board has in those situations
- If there isn't enough work as a stand-alone board, possibility of an option 3 such as when something historical is identified it needs to be considered for preservation
- How the cabin was discovered
- What other historical buildings the Town has
- Interest in Historical Society as a 501 (C) 3 come forward on their own and that the Town provides some financial and staff support, and outside the realm of the Town Council
- How the Flower Mound Historical Society could serve as a support role, like the Friends of the Library
- There was general interest for a non-profit organization
- Possibility of reactivating the historic commission for them to take a deeper dive and research how they could be of service

There was Council consensus to create a temporary (two years) historical commission task force with the initial tasks to research how they could be of service to the Town in historical preservation, including offering a definition regarding their goals and objectives.

Ms. Scott pointed out there will be a draft resolution for Council discussion and consideration at the August 22 meeting.

K. BOARDS/COMMISSIONS

Discuss and consider resignations, appointments, evaluations, reassignments, discipline, or dismissals for the following boards or commissions: All Together Flower Mound Commission, **Animal Services Board**, Cultural Arts Commission, Denton County Transportation Authority, Environmental Conservation Commission, Parks Board, School Liaison Committee, SMARTGrowth Commission, Tax Increment Reinvestment Zone Number One (TIRZ #1), **Transportation Commission**, and Veterans Liaison Board.

21. Discuss and consider the upcoming Board & Commission interview process in September. (No packet content)

Staff Presentation

Ms. Scott gave a presentation identifying or noting:

- Background/overview
- Current interview process
- One on One Interview option
- Hybrid I option
- Hybrid II option

There was Council discussion regarding:

- Various options

There was general Council consensus to schedule interviews for all new applicants, including those that applied last year and remain interested in serving. Existing board members with 2022 term expirations or interest in a different board would not be interviewed, given they are either known or Council has the option to watch the recorded meeting (as applicable). In addition, the meeting format would be with everyone on the floor area in Jody Smith Hall (conference seating set up) and not televised.

L./M. CLOSED/OPEN MEETING

The Town Council convened into a closed meeting at 7:44 p.m. on August 8, 2022, pursuant to Texas Government Code Chapter 551, including, but not limited to, Sections 551.071, 551.072, 551.074, and 551.087 for consultation with attorney, and to discuss matters relating to real property, personnel, and economic development negotiations, and reconvened into an open meeting at 10:14 p.m. on August 8, 2022, and no action was taken on the following items:

- a. Consultation with Town Attorney.
 1. 2006 Rule 11 agreement and dismissal, Cause No. 2005-20153-158 and Flower Mound Ranch Development Application
 2. Housing Discrimination Complaint
 3. La Estancia Investments, L.P., v. Town of Flower Mound
 - b. Discuss and consider purchase, exchange, lease or value of real property for parks, public rights-of-way, and/or other municipal purposes and all matters incident and related thereto.
 - c. Discuss and consider resignations, appointments, or evaluations for the following boards or commissions: Board of Adjustment/Oil & Gas Board of Appeals, Community Development Corporation, and Planning and Zoning Commission.
 - d. Discuss and consider economic development incentives, including retail centers, corporate relocation/expansion/retention, senior housing, hospitality projects, and performance related to certain incentive agreements.

N. ADJOURN REGULAR MEETING

Mayor France adjourned the meeting at 10:14 p.m. on Monday, August 8, 2022, and all were in favor.

TOWN OF FLOWER MOUND, TEXAS

DEREK FRANCE, MAYOR

ATTEST:

THERESA SCOTT, TOWN SECRETARY

DRAFT



TOWN COUNCIL AGENDA ITEM NO. 2

CONSENT ITEM

DATE: August 22, 2022

FROM: Theresa Scott, Town Secretary

ITEM: Consider approval of the minutes from a work session of the Town Council; Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District Special meeting; and Crime Control and Prevention District Special meeting on August 18, 2022.

BACKGROUND INFORMATION: The Town Council work session and Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District Special meeting; and Crime Control and Prevention District Special meeting was held on August 18, 2022.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Draft minutes

DRAFT MOTION: Move to approve as presented in the agenda caption.

THE FLOWER MOUND TOWN COUNCIL WORK SESSION AND SPECIAL MEETING; TOWN OF FLOWER MOUND FIRE CONTROL; PREVENTION, AND EMERGENCY MEDICAL SERVICES DISTRICT SPECIAL MEETING; AND CRIME CONTROL AND PREVENTION DISTRICT SPECIAL MEETING HELD ON THE 18TH DAY OF AUGUST 2022, IN THE FLOWER MOUND TOWN HALL, LOCATED AT 2121 CROSS TIMBERS ROAD IN THE TOWN OF FLOWER MOUND, COUNTY OF DENTON, TEXAS AT 6:00 P.M.

[Click here](#) for meeting video link (subject to change)

The Town Council met in a regular meeting and work session with the following members present:

Derek France	Mayor
Ann Martin	Deputy Mayor Pro Tem
Adam Schiestel	Councilmember Place 1
Brian Taylor	Councilmember Place 3
Jim Engel	Councilmember Place 4

with the following member absent:

Sandeep Sharma	Mayor Pro Tem
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constituting a quorum with the following members of the Town Staff participating:

Theresa Scott	Town Secretary
James W. Childers	Town Manager
Tommy Dalton	Assistant Town Manager
Tiffany Bruce	Assistant Town Manager/Town Engineer
Tammy Wilson	Chief Financial Officer
Kay Wilkinson	Director of Budget Services
Clay Riggs	Director of Public Works
Brian Waltenburg	Assistant Director of Engineering
Mark Long	Assistant Director of Parks and Recreation
Brittni Barnett	Grants and Financial Analyst
Julie Taylor	Director of Treasury Operations
Andy Kancel	Police Chief

A. CALL WORK SESSION AND SPECIAL MEETING TO ORDER

Mayor France called the work session and special meeting to order at 6:00 p.m.

B./C. INVOCATION/PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG AND TO THE TEXAS FLAG *"Honor the Texas flag; I pledge allegiance to thee, Texas, one state under God, one and indivisible."*

Mayor France gave the invocation and led the pledges.

D. PUBLIC COMMENT

No one spoke during public comment.

E. WORK SESSION ITEM

1. Hold a discussion and provide direction regarding the [FY 2022-2023 Proposed Budget](#), including Community Support funding, and a presentation by Ranch Hands Rescue.

Bob Williams, Founder and CEO of Ranch Hands Rescue

Mr. Williams provided background information about the company.

Administrative Note: New community support applicants are given the opportunity to provide information about their organization and respond to any questions from Town Council.

Mr. Childers provided budget overview remarks.

Ms. Wilson, Ms. Wilkinson, Mr. Waltenburg, or Ms. Barnett gave a presentation identifying or noting:

- Budget process and timeline
- How Flower Mound compares
- 2022 Debt service and tax rate
- Average tax bill over past 10 years
- Strategic goals
- Changes since proposed budget
- Compensation/benefits
- General fund, including a breakdown by department
- Utility fund, including water/wastewater rates and a breakdown by department, as well as how Flower Mound compares
- Stormwater fund, including stormwater rates and a breakdown by department
- Special revenue funds
- Crime Control & Prevention District budget
- Fire Control, Prevention & Emergency Medical Services District Budget
- CIP (streets, signals, parks, water, stormwater)
- Community Support Funding
- Next steps

and they, and other staff members responded to questions or comments regarding:

- Possibility of lowering water bills for residents and businesses
- Use of funds from the Crime Control & Prevention District for personnel
- Tax rate
- Possibility of a Flower Mound 35W interchange
- Town versus TxDot cost on state roads
- Use of 4b funds
- Stormwater funding
- Adjustments in community support funding

Town Council recessed at 7:58 p.m. and reconvened at 8:10 p.m.

F. SPECIAL MEETING ITEM

G. CLOSED/OPEN MEETING

The Town Council convened into a closed meeting at 8:43 p.m. on August 18, 2022, pursuant to Texas Government Code Chapter 551, including, but not limited to, Sections 55.071,

551.072, and 551.087 to discuss matters relating to real property, and economic development negotiations, and reconvened into an open meeting at 9:56 p.m. on August 18, 2022, and no action was taken on the following items:

- a. Discuss and consider purchase, exchange, lease or value of real property for parks, public rights-of-way, and/or other municipal purposes and all matters incident and related thereto.
- b. Discuss and consider economic development incentives, including retail centers, corporate relocation/expansion/retention, hospitality projects, performance related to certain incentive agreements, and proposed Tax Increment Reinvestment Zone (TIRZ).

H. ADJOURN WORK SESSION AND SPECIAL MEETING

Mayor France adjourned the work session and special meeting at 9:56 p.m. on Thursday, August 18, 2022, and all were in favor.

TOWN OF FLOWER MOUND, TEXAS

DEREK FRANCE, MAYOR

ATTEST:

THERESA SCOTT, TOWN SECRETARY



TOWN COUNCIL AGENDA ITEM NO.3 CONSENT ITEM

DATE: August 22, 2022

FROM: Brennon Peltier, Park Development Manager

ITEM: Consider approval of the Professional Services Agreement with Freese and Nichols, Inc., for the design services associated with the Gerault Park Improvements project, in the amount of \$51,580.00; and authorization for the Mayor to execute same on behalf of the Town.

BACKGROUND INFORMATION: The included Professional Services Agreement (PSA) with Freese and Nichols, Inc. includes performing landscape, architectural and engineering design services for improvements to Gerault Park, as included on the Town's Five-Year CIP Plan for FY 2021-2022. The improvements include regrading/resodding of the multi-purpose sports fields #2 and #3, renovation of the existing pavilion structure, and the addition of electricity/amenities to the pavilion.

Fields #2 and #3 require fine grading and sod restoration of the existing playing surface to remove low spots and unwanted weeds. In addition to the low spots and unwanted weeds, Field #2 currently has a significant north-to-south grade change through the entire play field, affecting playability of the field. This project will reduce or eliminate the grade issues to make a more consistent playing surface.

The park pavilion structure was installed with the original park construction in 1997. The pavilion renovations include replacing the roof structure, painting, adding electrical service, and security lighting.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: A decision to deny the agreement would lead to continued use of fields with poor playing conditions and the continued deterioration of the pavilion structure.

FISCAL IMPACT: \$51,580.00

Proposed Expenditure/(Revenue):	Account Number(s):
\$51,580.00	317-110-90832-6070

Finance Review by: Tammy Wilson, Chief Financial Officer *tw*

Total project cost is \$450,000. Funding sources are:

Dedicated Sales Tax \$ 450,000

LEGAL REVIEW: The Town's standard Professional Services Agreement form documents, prepared by Taylor, Olson, Adkins, Sralla, & Elam L.L.P., were used to draft this agreement. No alteration to the legal content of this form document was made in preparation of these documents.

ATTACHMENTS:

1. Professional Services Agreement

DRAFT MOTION: Move to approve as presented in the agenda caption.

THE STATE OF TEXAS §
COUNTY OF DENTON §

**PROFESSIONAL SERVICES AGREEMENT WITH
FREESE AND NICHOLS, INC.**

This contract is entered into on this _____ day of _____, 2022, by and between the **TOWN OF FLOWER MOUND, TEXAS**, a municipal corporation located in Denton County, Texas, (hereinafter referred to as “TOWN”), acting by and through its Mayor, and **Freese and Nichols, Inc.**, (“hereinafter referred to as “CONSULTANT”) whose address is 801 Cherry St, Suite 2800, Fort Worth, Texas 76102.

RECITALS

WHEREAS, TOWN desires to obtain professional services from CONSULTANT relative to design and providing construction documents for the Gerault Park Improvements project; and

WHEREAS, CONSULTANT is an engineering firm qualified to provide such services and is willing to undertake the performance of such services for the TOWN in exchange for fees hereinafter specified;

TERMS OF AGREEMENT

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter contained and subject to the terms and conditions hereinafter stated, the parties hereto do mutually agree as follows:

I.

Employment of Consultant

CONSULTANT will perform as an independent contractor all services under this Contract to the prevailing professional standards consistent with the level of care and skill ordinarily exercised by members of the architectural, engineering and planning professions, both public and private, currently practicing in the same locality under similar conditions including but not limited to the exercise of reasonable, informed judgments and prompt, timely action. If CONSULTANT has represented or is representing that it has special expertise in one or more areas to be utilized in this Contract, then CONSULTANT agrees to perform those special expertise services to the appropriate local, regional and national professional standards.

II.

Scope of Services

CONSULTANT shall perform such services as are necessary to provide services for the Gerault Park Improvements project specifically including, but not necessarily limited to, the tasks enumerated more fully in Attachment "A" hereto entitled "Scope of Work" (hereafter referred to as the "Project"). Attachment "A" is hereby incorporated herein by reference and made a part hereof as if written word for word. However, in case of conflict in the language of Attachment "A" and this Contract, the terms and conditions of this Contract shall be final and binding upon both parties hereto.

III.

Payment for Services

Total payment for services described herein shall be a sum not to exceed Fifty-One Thousand Five Hundred and Eighty Dollars (\$51,580.00). This total payment for services includes CONSULTANT's ordinary expenses. Additional expenses and charges, which are extraordinary in nature, must be approved in advance by TOWN in writing signed by the parties. Such extraordinary expenses may be paid as incurred and billed to the TOWN pursuant to this Contract over and above the total payment amount identified in this provision. Any extraordinary expenses or charges not approved in writing in advance by the TOWN shall remain the sole responsibility of the CONSULTANT. If CONSULTANT retains any subcontractors to perform any of the work, CONSULTANT acknowledges that payments to such subcontractors are due and payable in accordance with the provisions of Texas Government Code Section 2251.022, and that interest on unpaid and overdue amounts shall accrue in accordance with Texas Government Code Section 2251.025.

CONSULTANT will bill TOWN on a lump sum basis in accordance with Attachment "B"; provided however that this Contract shall control in the event of any conflict between the language in Attachment "B" and the language in this Contract. If additional services, trips or expenses are requested, CONSULTANT will not provide such additional services until authorized by TOWN in writing to proceed. The scope of services shall be strictly limited. TOWN shall not be required to pay any amount in excess of the amount identified in the preceding paragraph unless TOWN shall have approved in writing in advance (prior to the performance of additional work) the payment of additional amounts.

Each month CONSULTANT will submit to TOWN an invoice for supporting the percentage for which payment is sought by CONSULTANT during the previous month for which payment is sought. Each invoice shall also state the percentage of work completed on the Project, the total of the current invoice amount and a running total balance for the Project to date.

Assuming that TOWN agrees with the invoice, that TOWN has not determined any of the work to be unsatisfactory, or that TOWN otherwise does not dispute any of the

amounts billed, TOWN shall make payments in the amount shown by CONSULTANT's approved monthly statements and other documentation submitted in compliance with the Texas Prompt Payment Act, Texas Government Code Chapter 2251.

Nothing contained in this Contract shall require TOWN to pay for any work that TOWN has determined has not been successfully completed or is unsatisfactory as determined by TOWN, or which is not otherwise submitted in compliance with the terms of this Contract, nor shall failure to withhold payment pursuant to the provisions of this section constitute a waiver of any right, at law or in equity, which TOWN may have if CONSULTANT is in default, including the right to bring legal action for damages or for specific performance of this Contract. Waiver of any default under this Contract shall not be deemed a waiver of any subsequent default.

IV. Revisions of the Scope of Services

TOWN reserves the right to revise or expand the scope of services after due approval by TOWN as TOWN may deem necessary, but in such event TOWN shall pay CONSULTANT equitable compensation for such services. In any event, when CONSULTANT is directed to revise or expand the scope of services under this Section of the Contract, CONSULTANT shall provide TOWN a written proposal for the entire costs involved in performing such additional services. Prior to CONSULTANT undertaking any revised or expanded services as directed by TOWN under this Contract, TOWN must authorize in writing the nature and scope of the services and accept the method and amount of compensation and the time involved in all phases of the Project.

It is expressly understood and agreed by CONSULTANT that any compensation not specified in Paragraph III herein above may require Flower Mound Town Council approval and is subject to the current budget year limitations.

V. Term

This Contract shall begin on the date first written above, and shall terminate when TOWN has approved the Project as being final or otherwise terminates this Contract as provided herein.

VI. Contract Termination Provision

Notwithstanding any other provision of this Contract, this Contract may be terminated at any time by TOWN for any reason, with or without cause, by providing CONSULTANT thirty (30) days written notice of such termination. Upon receipt of such notice, CONSULTANT shall immediately terminate working on, placing orders or entering into contracts for supplies, assistance, facilities or materials in connection with

this Contract and shall proceed to promptly cancel all existing contracts insofar as they are related to this Contract.

VII.

Ownership of Documents

All materials and documents prepared or assembled by CONSULTANT under this Contract shall become the sole property of TOWN and shall be delivered to TOWN without restriction on future use. CONSULTANT shall provide documents in any commonly-used electronic file format as requested by TOWN. CONSULTANT may retain in its files copies of all drawings, specifications and all other pertinent information for the work. CONSULTANT shall have no liability for changes made to any materials or other documents by others subsequent to the completion of the Contract.

VIII.

Insurance

A. CONSULTANT shall, at its own expense, purchase, maintain and keep in force during the term of this Contract such insurance as set forth below. CONSULTANT shall not commence work under this Contract until CONSULTANT has obtained all the insurance required under this Contract and such insurance has been approved by TOWN, nor shall CONSULTANT allow any subcontractor to commence work on its own subcontract until all similar insurance of the subcontractor has been obtained and approved. All insurance policies provided under this Contract shall be written on an "occurrence" basis save and except the Professional Liability Insurance which may be written on a "claims-made" basis, provided that "tail coverage" or continuation coverage is provided. The insurance requirements shall remain in effect throughout the term of this Contract.

The CONSULTANT shall furnish to TOWN certificates of insurance executed by the insurer or its authorized agent stating coverages, limits, expiration dates and compliance with all applicable required provisions. Certificates shall reference the Project and be addressed as follows:

Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, TX 75028
Email: purchasing@flower-mound.com

The following policies and coverage shall be required:

1. Worker's Compensation Insurance (as required by law) with the policy endorsed to provide a waiver of subrogation as to TOWN; such policy to provide for Employers' Liability Insurance of not less than \$100,000.00 for each accident, \$100,000.00 disease-each employee, \$500,000.00 disease-policy limit;

2. Commercial General Liability Insurance including, but not limited to, Premises/Operations, Personal & Advertising Injury, Products/Completed Operations, Independent Contractor's and Contractual Liability, including but not limited to coverage for all of the indemnification obligations of CONSULTANT under this Contract, and fully insuring CONSULTANT's liability for injury to or death of employees of TOWN and of third parties, extended to include personal injury liability coverage and for damage to property of third parties, with minimum combined single limits of \$1,000,000 per occurrence, \$1,000,000 Products/Completed Operations Aggregate and \$1,000,000 general aggregate per occurrence. Coverage must be written on an occurrence form. The General Aggregate shall apply on a per project basis;
3. Business Automobile Liability Insurance, covering owned, hired and non-owned vehicles, with a minimum combined bodily injury and property damage limit of \$1,000,000.00 per occurrence; and
4. Professional Liability Insurance: CONSULTANT shall obtain and maintain at all times during the prosecution of the work under this Contract professional liability insurance, which may be written on a claims made form provided that "tail coverage" or continuation coverage is provided. Limits of liability shall be \$1,000,000.00 per claim, \$1,000,000.00 annual aggregate. The coverage under this policy shall include a contractual liability endorsement.

If any of the foregoing insurance is written on a claims-made form, coverage shall be continuous (by renewal or extended reporting period) for not less than thirty-six (36) months following completion of the Contract and acceptance by the TOWN. All such insurance shall be purchased from an insurance company that meets a financial rating of B+VI or better as assigned by A.M. Best Company or equivalent.

- B. Each insurance policy to be furnished by CONSULTANT shall include the following conditions by endorsement to the policy
 1. The TOWN shall be named as an additional insured on the Commercial General Liability policy, by using endorsement CG2026 or broader;
 2. The TOWN shall also be named as an additional insured as to all other applicable coverage save and except the Worker's Compensation Insurance and Professional Liability Insurance;
 3. Each policy will require that thirty (30) days prior to the expiration, cancellation, nonrenewal or any material change in coverage, a notice thereof shall be given to TOWN by certified mail to:

Brennon Peltier
Park Development Manager

Town of Flower Mound
 2121 Cross Timbers Road
 Flower Mound, Texas 75028
 972-874-6278 Telephone

However, if the policy is canceled for nonpayment of premium, only ten (10) days advance written notice to TOWN is required. CONSULTANT shall also notify TOWN within twenty-four (24) hours after receipt of any notices of expiration, cancellation, nonrenewal or any material change in coverage it receives from its insurer(s);

4. The term "Owner" or "TOWN" shall include all authorities, boards, bureaus, commissions, divisions, departments and offices of TOWN and the individual members, employees and agents thereof in their official capacities, and/or while acting on behalf of TOWN;
 5. The policy phrase "Other Insurance" shall not apply to TOWN where TOWN is an additional insured on the policy; and
 6. All provisions of the Contract concerning liability, duty and standards of care together with the indemnification provision shall be underwritten by contractual liability coverage sufficient to include such obligations within applicable policies.
- C. Concerning insurance to be furnished by CONSULTANT, it is a condition precedent to acceptability thereof that:
1. Any policy submitted shall not be subject to limitations, conditions or restrictions deemed inconsistent with the intent of the insurance requirements to be fulfilled by CONSULTANT. The TOWN's decision(s) thereon shall be final;
 2. All policies are to be written through companies duly approved to transact that class of insurance in the State of Texas; and
 3. All liability policies required herein, save and except Professional Liability Insurance, shall be written with an "occurrence" basis coverage trigger.
- D. CONSULTANT agrees to the following:
1. CONSULTANT hereby waives subrogation rights for loss or damage to the extent same are covered by insurance. Insurers shall have no right of recovery or subrogation against TOWN, it being the intention that the insurance policies shall protect all parties to this Contract and be primary coverage for all losses covered by the policies;

2. Companies issuing the insurance policies and CONSULTANT shall have no recourse against TOWN for payment of any premiums, or assessments for any deductible, as all such premiums are the sole responsibility and risk of CONSULTANT;
3. Approval, disapproval or failure to act by TOWN regarding any insurance supplied by CONSULTANT (or any subcontractors) shall not relieve CONSULTANT of full responsibility or liability for damages and accidents as set forth in the Contract documents. Neither shall the insolvency or denial of liability by the insurance company exonerate CONSULTANT from liability; and
4. No special payments shall be made for any insurance that the CONSULTANT and subcontractors are required to carry; all are included in the contract price and the contract unit prices.

Any of the insurance policies required under this section may be written in combination with any of the others, where legally permitted, but none of the specified limits may be lowered thereby.

IX.

Right to Inspect Records

CONSULTANT agrees that TOWN shall have access to and the right to examine any directly pertinent books, documents, papers and records of CONSULTANT involving transactions relating to this Contract. CONSULTANT agrees that TOWN shall have access during normal working hours to all necessary CONSULTANT facilities and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the provisions of this section. TOWN shall give CONSULTANT reasonable advance notice of intended audits.

If TOWN agrees that CONSULTANT may retain any subcontractors, CONSULTANT further agrees to include in subcontract(s), if any, a provision that any subcontractor or engineer agrees that TOWN shall have access to and the right to examine any directly pertinent books, documents, papers and records of such engineer or subcontractor involving transactions to the subcontract, and further, that TOWN shall have access during normal working hours to all such engineer or sub-contractor facilities and shall be provided adequate and appropriate work space, in order to conduct audits in compliance with the provisions of the paragraph. TOWN shall give any such engineer or sub-contractor reasonable advance notice of intended audits.

X.
Successors and Assigns

TOWN and CONSULTANT each bind themselves and their successors, executors, administrators and assigns to the other party to this Contract and to the successors, executors, administrators and assigns of such other party in respect to all covenants of this Contract. Neither TOWN nor CONSULTANT shall assign or transfer its interest herein without the prior written consent of the other.

XI.
CONSULTANT's Liability

Acceptance of the final plans by the TOWN shall not constitute nor be deemed a release of the responsibility and liability of CONSULTANT, its employees, associates, agents or consultants for the accuracy and competency of their designs, working drawings, specifications or other documents and work; nor shall such acceptance be deemed an assumption of responsibility by TOWN for any defect in the designs, working drawings, specifications or other documents and work; nor shall such acceptance be deemed an assumption of responsibility by TOWN for any defect in the designs, working drawings, specifications or other documents and work prepared by said CONSULTANT, its employees, associates, agents or sub-consultants. In this regard, CONSULTANT acknowledges that TOWN is retaining CONSULTANT to provide the services described herein, in reliance upon CONSULTANT's specialized expertise and experience, and in reliance thereon.

XII.
Indemnification

THE PROVISIONS OF THIS SECTION ARE SUBJECT TO THE LIMITATIONS OF TEXAS LOCAL GOVERNMENT CODE SECTION 271.904 AND SHALL BE CONSTRUED TO THAT EFFECT. THE CONSULTANT AS ALLOWED BY TEXAS LOCAL GOVERNMENT CODE SECTION 271.904 WILL STILL NAME TOWN AS ADDITIONAL INSURED IN ITS GENERAL LIABILITY POLICY AND PROVIDE ANY DEFENSE AS ALLOWED BY THE POLICY. EXCEPT FOR CLAIMS COVERED BY THE PROFESSIONAL LIABILITY POLICY, CONSULTANT DOES HEREBY COVENANT AND CONTRACT TO WAIVE ALL CLAIMS, RELEASE, INDEMNIFY AND HOLD HARMLESS TOWN AND ALL OF ITS OFFICIALS, OFFICERS, AGENTS, EMPLOYEES AND INVITEES, IN BOTH THEIR PUBLIC AND PRIVATE CAPACITIES, FROM ANY AND ALL LIABILITY, CLAIMS, SUITS, DEMANDS OR CAUSES OF ACTION, INCLUDING ALL EXPENSES OF LITIGATION AND/OR SETTLEMENT, THAT MAY ARISE BY REASON OF DEATH OR INJURY TO PERSONS OR DAMAGE TO OR LOSS OF USE OF PROPERTY OCCASIONED BY ANY WRONGFUL INTENTIONAL ACT OR OMISSION OF CONSULTANT AS WELL AS ANY NEGLIGENT OMISSION, ACT OR ERROR OF CONSULTANT, ITS OFFICIALS,

OFFICERS, AGENTS, EMPLOYEES AND INVITEES, OR OTHER PERSONS FOR WHOM CONSULTANT IS LEGALLY LIABLE WITH REGARD TO THE PERFORMANCE OF THIS CONTRACT, REGARDLESS OF WHETHER SUCH LIABILITY, CLAIMS, SUITS, DEMANDS OR CAUSES OF ACTION IS THE RESULT IN PART OF TOWN'S NEGLIGENCE OR FAULT, AND CONSULTANT WILL, AT ITS OWN COST AND EXPENSE, DEFEND AND PROTECT TOWN AGAINST ANY AND ALL SUCH CLAIMS AND DEMANDS, INCLUDING PAYMENT OF TOWN'S REASONABLE ATTORNEYS' FEES. IN THE EVENT OF A CLAIM IS BROUGHT AGAINST TOWN, TOWN SHALL HAVE THE RIGHT TO RETAIN LEGAL COUNSEL OF ITS CHOOSING IN DEFENSE OF SUCH A CLAIM, AND SUCH ELECTION SHALL NOT RELIEVE CONTRACTOR OF ITS OBLIGATIONS UNDER THIS SECTION.

FOR CLAIMS COVERED BY THE PROFESSIONAL LIABILITY POLICY, CONSULTANT DOES HEREBY COVENANT AND CONTRACT TO WAIVE ALL CLAIMS, RELEASE, INDEMNIFY AND HOLD HARMLESS TOWN AND ALL OF ITS OFFICIALS, OFFICERS, AGENTS, EMPLOYEES AND INVITEES, IN BOTH THEIR PUBLIC AND PRIVATE CAPACITIES, FROM ANY AND ALL LIABILITY, CLAIMS, SUITS, DEMANDS OR CAUSES OF ACTION, INCLUDING ALL EXPENSES OF LITIGATION AND/OR SETTLEMENT, THAT MAY ARISE BY REASON OF DEATH OR INJURY TO PERSONS OR DAMAGE TO OR LOSS OF USE OF PROPERTY OCCASIONED BY ANY WRONGFUL INTENTIONAL ACT OR OMISSION OF CONSULTANT AS WELL AS ANY NEGLIGENT OMISSION, ACT OR ERROR OF CONSULTANT, ITS OFFICIALS, OFFICERS, AGENTS, EMPLOYEES AND INVITEES, OR OTHER PERSONS FOR WHOM CONSULTANT IS LEGALLY LIABLE WITH REGARD TO THE PERFORMANCE OF THIS CONTRACT, CONSULTANT WILL, AT ITS OWN COST AND EXPENSE, PROTECT TOWN AGAINST ANY AND ALL SUCH CLAIMS AND DEMANDS, INCLUDING PAYMENT OF TOWN'S REASONABLE ATTORNEYS' FEES. IN THE EVENT OF A CLAIM IS BROUGHT AGAINST TOWN, TOWN SHALL HAVE THE RIGHT TO RETAIN LEGAL COUNSEL OF ITS CHOOSING IN DEFENSE OF SUCH A CLAIM, AND SUCH ELECTION SHALL NOT RELIEVE CONTRACTOR OF ITS OBLIGATIONS UNDER THIS SECTION.

XIII.

Independent Contractor

CONSULTANT's status shall be that of an Independent Contractor and not an agent, servant, employee or representative of TOWN in the performance of this Contract. No term or provision of or act of CONSULTANT or TOWN under this Contract shall be construed as changing that status. CONSULTANT will have exclusive control of and the exclusive right to control the details of the work performed hereunder, and shall be liable for the acts and omissions of its officers, agents, employees, contractors, subcontractors and engineers and the doctrine of respondeat superior shall not apply as between TOWN and CONSULTANT, its officers, agents, employees, contractors, subcontractors and

engineers, and nothing herein shall be construed as creating a partnership or joint enterprise between TOWN and CONSULTANT.

XIV. Default

If at any time during the term of this Contract, CONSULTANT shall fail to commence the work in accordance with the provisions of this Contract, or fail to diligently provide services in an efficient, timely and careful manner and in strict accordance with the provisions of this Contract, or fail to use an adequate number or quality of personnel to complete the work or fail to perform any of its obligations under this Contract, then TOWN shall have the right, if CONSULTANT shall not cure any such default after thirty (30) days written notice thereof, to terminate this Contract for cause. Any such act by TOWN shall not be deemed a waiver of any other right or remedy of TOWN. If after exercising any such remedy due to CONSULTANT's nonperformance under this Contract, the cost to TOWN to complete the work to be performed under this Contract is in excess of that part of the Contract sum which has not theretofore been paid to CONSULTANT hereunder, CONSULTANT shall be liable for and shall reimburse TOWN for such excess.

TOWN's remedies for CONSULTANT's default or breach under this Contract shall be limited to one or more of the following remedies which may be exercised separately or in combination at TOWN's sole exclusive choice:

- (a) Specific performance of the Contract;
- (b) Re-performance of this Contract at no extra charge to TOWN; or
- (c) Monetary damages.

XV. Provisions Surviving Termination

The terms of Sections XII entitled Indemnification, and XVIII entitled Confidential Information shall survive termination of this Contract.

XVI. Changes

TOWN may, from time to time, require changes in the scope of services to be performed under this Contract. Such changes as are mutually agreed upon by and between TOWN and CONSULTANT shall be incorporated by written modification to this Contract.

XVII. Conflicts of Interest

CONSULTANT covenants and agrees that CONSULTANT and its associates and employees will have no interest, and will acquire no interest, either direct or indirect, which will conflict in any manner with the performance of the services called for under this Contract. All activities, investigations and other efforts made by CONSULTANT pursuant to this Contract will be conducted by employees, associates or subcontractors of CONSULTANT.

No officer or employee of TOWN shall have any personal, financial interest, direct or indirect, in this Contract nor have any direct financial interest in the sale to TOWN of any land, materials, supplies, or services under this Contract, except on behalf of TOWN as a TOWN officer or employee. Any violation of this prohibition with knowledge, expressed or implied, of the person or corporation contracting with TOWN shall render the Contract voidable by the Director or the Town Council.

XVIII. **Confidential Information**

CONSULTANT hereby acknowledges and agrees that its representatives may have access to or otherwise receive information during the furtherance of its obligations in accordance with this Contract, which is of a confidential, non-public or proprietary nature. CONSULTANT shall treat any such information received in full confidence and will not disclose or appropriate such Confidential Information for its own use or the use of any third party at any time during or subsequent to this Contract. As used herein, "Confidential Information" means all oral and written information concerning TOWN, its affiliates and subsidiaries, and all oral and written information concerning TOWN or its activities, that is of a non-public, proprietary or confidential nature including, without limitation, information pertaining to customer lists, services, methods, processes and operating procedures, together with all analyses, compilation, studies or other documents, whether prepared by CONSULTANT or others, which contain or otherwise reflect such information. The term "Confidential Information" shall not include such materials that are or become generally available to the public other than as a result of disclosure of CONSULTANT, or are required to be disclosed by a governmental authority or by law, as determined by TOWN's attorney.

XIX. **Notice Information**

All notices and communications under this CONTRACT to be mailed to TOWN shall be sent to the address of TOWN's agent as follows, unless and until CONSULTANT is otherwise notified:

Brennon Peltier
Park Development Manager
Town of Flower Mound
2121 Cross Timbers Road

Flower Mound, Texas 75028
972-874-6278 Telephone

Notices and communications to be mailed or delivered to CONSULTANT shall be sent to the address of CONSULTANT as follows, unless and until TOWN is otherwise notified:

Seth Henry, PLA
Landscape Architect
Freese and Nichols, Inc.
801 Cherry St, Suite 2800
Fort Worth, Texas 76102
817-735-7313 Telephone
Seth.henry@freese.com

Any notices and communications required to be given in writing by one party to the other shall be considered as having been given to the addressee on the date the notice or communication is posted, faxed or personally delivered by the sending party.

XX.

Applicable Law

The Contract is entered into subject to the Flower Mound Town Charter and ordinances of TOWN, as same may be amended from time to time, and is subject to and is to be construed, governed and enforced under all applicable State of Texas and federal laws. CONSULTANT will make any and all reports required per federal, state or local law including, but not limited to, proper reporting to the Internal Revenue Service, as required in accordance with CONSULTANT's income.

XXI.

Non-Discrimination

CONSULTANT shall not discriminate against any employee, applicant for employment, contractor, or sub-contractor because of the race, age, color, religion, sex, or national origin of such person. Engineer shall take affirmative action to insure that all such persons are treated equally during their employment without regard to their race, age, color, religion, sex, or national origin. If CONSULTANT fails to comply with the federal or state laws relating to Equal Employment Opportunity, it is agreed that TOWN, at its option, may do either or both of the following:

- (a) Cancel, terminate, or suspend the Contract in whole or in part; or
- (b) Declare CONSULTANT ineligible for future TOWN contracts until it is determined to be in compliance.

XXII.
Arbitration

CONSULTANT agrees not to enter into any agreement to arbitrate arising out of, or relating to, this Contract which would subject TOWN to being a party to any arbitration without TOWN's prior written consent.

XXIII.
No Waiver of Governmental Immunity

Nothing in this Contract shall be construed as a waiver of TOWN'S governmental immunity, or of any applicable limitation on damages, or any other legal protection or defense or privilege of TOWN, except to the extent expressly provided otherwise herein.

XXIV.
Severability

If any of the terms, provisions, covenants, conditions or any other part of this Contract are for any reason held to be invalid, void or unenforceable, the remainder of the terms, provisions, covenants, conditions or any other part of this Contract shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

XXV.
Remedies

No right or remedy granted herein or reserved to the parties is exclusive of any other right or remedy herein by law or equity provided or permitted; but each shall be cumulative of every other right or remedy given hereunder. No covenant or condition of this Contract may be waived without written consent of the parties. Forbearance or indulgence by either party shall not constitute a waiver of any covenant or condition to be performed pursuant to this Contract.

XXVI.
Entire Agreement

This Contract embodies the entire agreement of the parties hereto, superseding all oral or written previous and contemporaneous agreements between the parties relating to matters herein, and except as otherwise provided herein cannot be modified without written agreement of the parties.

XXVII.
Non-Waiver

It is further agreed that one (1) or more instances of forbearance by TOWN in the exercise of its rights herein shall in no way constitute a waiver thereof.

XXVIII.
Headings

The headings of this Contract are for the convenience of reference only and shall not affect any of the terms and conditions hereof in any manner.

XXIX.
Venue

Situs of this Contract is agreed to be Denton County, Texas, for all purposes, including performance and execution, and the parties to this Contract agree and covenant that this Contract will be enforceable in Flower Mound, Texas; and that if legal action is necessary to enforce this Contract, exclusive venue will lie in Denton County, Texas.

XXX.
No Third Party Beneficiary

For purposes of this Contract, including its intended operation and effect, the parties (TOWN and CONSULTANT) specifically agree and contract that: (1) the Contract only affects matters/disputes between the parties to this Contract, and is in no way intended by the parties to benefit or otherwise affect any third person or entity notwithstanding the fact that such third person or entity may be in contractual relationship with TOWN or CONSULTANT or both; and (2) the terms of this Contract are not intended to release, either by contract or operation of law, any third person or entity from obligations owing by them to either TOWN or CONSULTANT.

IN WITNESS WHEREOF, the parties hereto have caused this document to be executed as of the date first above written.

**THE TOWN OF FLOWER MOUND,
TEXAS**

By: _____
The Honorable Derek France
Mayor, Town of Flower Mound

Date Signed: _____

Attest:

Town Secretary

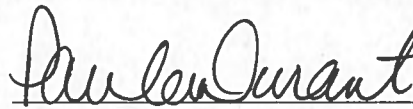
CONSULTANT:**Freese and Nichols, Inc.**

By: 
 Name: BRAD WATSON
 Title: PRINCIPAL
 Date Signed: 7-21-2022

State of Texas §
 §
 County of Tarrant §

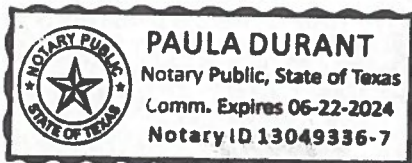
This instrument was acknowledged before me on the 21 day of July, 2022, by Brad Watson in his capacity as Principal of Freese and Nichols, Inc., a Texas Corporation, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged that he executed the same on behalf of and as the act of **Freese and Nichols, Inc.**

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE 21st DAY OF July, 2022.


 Notary Public, State of Texas

My Commission Expires:

06-22-2024



ATTACHMENT “A”

SCOPE OF SERVICES

Agreement by and between the Town of Flower Mound (Town) and Freese and Nichols, Inc. (Consultant) to perform Landscape Architectural and Engineering Design Services for Gerault Park

PROJECT DESCRIPTION

Freese and Nichols, Inc. (“FNI”) will perform professional design services for the Town of Flower Mound (“Town”) for developing construction documents for the sports field and shelter improvements at Gerault Park in Flower Mound, Texas. FNI will prepare final construction documents for the park improvements for the purpose of bidding the work in accordance with Town standards and budgets, as well as federal, state and local laws.

This scope of work includes professional survey, landscape architectural, and engineering design services. The program for the park improvements, scope of work and fee schedule is based upon the meetings held with the Town on June 20, 2022.

The project scope includes grading for two football/soccer field areas that require smoothing existing grades and removing mounded forms. As required by grade adjustments, the impacted areas will have sod replaced and the irrigation adjusted (heads and water lines) or replaced (water lines). Grading work will improve water flow through existing swales going through and to the east of the existing fields. The existing pavilion will have its roof replaced and structural members stripped of superficial rust and prepared for a new finish. New electrical service for internal lighting and outlets will also be provided.

SPECIAL DESIGN SERVICES

TASK 1 - TOPOGRAPHIC SURVEY

Perform an on-the-ground survey under the direct supervision of a Registered Professional Land Surveyor. Limits of the survey will extend from the North end of the northern sports field to the sidewalk along Spinks Blvd on the south. The survey will be limited to the trash dumpster and parking gates on the east and to existing shelter on the west. A narrow survey area will extend between the two baseball fields to the east from the shelter over to the existing concessions and restroom building.

1. Topographic surveying will be performed for the site, including the project limits.
 2. Contours on one-foot intervals with spot elevations on 50-foot intervals and at significant grade breaks.
 3. Location of visible utilities and appurtenances. Elevations on gravity utilities at available access points (i.e. inlet boxes, manholes)
 4. Vertical & horizontal datum based on GPS observations.
 5. Platting Services are not included.
-

Deliverables:

- Topographic and Survey

BASIC DESIGN SERVICES**TASK 2 - CONSTRUCTION DOCUMENTS****A. DESIGN DEVELOPMENT**

1. Based upon approval of the Preliminary Design plan from the Town, FNI will prepare Design Development drawings for the proposed park improvements. The Design Development drawings will be prepared at an approximate 50% level of completion of Construction Documents.
1. The Town will provide to FNI all front-end documents, contracts, insurance requirements, general conditions, etc. for use by FNI in preparing the specifications and contract documents.
3. Based upon the Design Development drawings, FNI will prepare a 50% completion cost estimate for the proposed park improvements.
4. FNI will prepare a preliminary Table of Contents for the specifications and contract documents.
5. FNI will submit the Design Development drawings, Cost Estimate and Table of Contents for the specifications and contract documents to the Town staff for review and approval.
6. The Town will forward, in writing, to FNI all review comments for the Design Development drawings submittal. FNI will obtain these comments and approval from the Town prior to proceeding into the final construction documents.

Deliverables:

- Design Development drawings
- Table of Contents for contract documents manual
- Design Development Cost Estimate

B. FINAL CONSTRUCTION DOCUMENTS

1. Based upon approval and comments from the Town for the Design Development drawings submittal, FNI will prepare final Construction Documents for a 100% level of completion. The Construction Documents will be comprised of both the drawings and the specifications and contract documents for the Town to utilize in bidding the project.

Deliverables:

- 100% Construction Documents and cost estimate.
- Submission of Construction Documents to RAS for TDLR review

C. TEXAS ACCESSIBILITY STANDARDS (TAS) COMPLIANCE REVIEW

1. FNI will coordinate with and submit the final Construction Documents to a Registered Accessibility Specialist (RAS) for the required accessibility review per the Texas Department of Licensing and Regulation (TDLR). This will be done in compliance with the Chapter 469 of the Texas Government Code, State of Texas Architectural Barriers Act to verify compliance with the Texas Accessibility Standards (TAS).
2. The RAS will perform plan review of the construction documents and a final Inspection of the project upon completion of construction.
3. All fees associated with this review will be included as a reimbursable expense.

Deliverables:

- Proof of project registration via the TDLR
- Plan Review Report
- Inspection Report

D. BID PHASE

1. FNI will attend a pre-bid meeting with Town representatives and the potential bidders.
2. FNI will prepare addendum(s), if required, during the bid phase.
3. FNI will assist the Town in reviewing the Contractor's bids and providing a Bid Tabulation and a recommendation to the Town for award of contract.

Deliverables:

- Bid Tabulation
- Review of contractor's bids and letter of recommendation for award of contract

E. CONSTRUCTION ADMINISTRATION

1. Upon completion of the bid phase services, FNI will proceed with the performance of construction phase services as described below. FNI will endeavor to protect the Town in providing these services. However, it is understood that FNI does not guarantee the Contractor's performance, nor is FNI responsible for supervision of the Contractor's operation and employees. FNI shall not be responsible for the means, methods, techniques, sequences or procedures of construction selected by the Contractor, or any safety precautions and programs relating in any way to the condition of the premises, the work of the Contractor or any

Subcontractor. FNI shall not be responsible for the acts or omissions of any person (except its own employees or agents) at the Project site or otherwise performing any of the work of the Project.

2. FNI will assist the Town by attending a pre-construction meeting, and a maximum of three (3) 2-hour progress meetings during construction to evaluate completion of work by the Contractor. Should the number of required meetings or the amount of meeting time increase, such time can be provided by FNI as an additional service as requested and approved by the Town in writing. The Town will be responsible for the day-to-day administration of the construction contract.
3. FNI will prepare a written Field Report as necessary for meetings attended during the construction of the project as well as site visit reports to document the project's progress.
4. FNI will process submittal and shop drawing reviews as submitted by the Contractor during the construction process. After the Town has reviewed the requested items for payment by the contractor, FNI will review the monthly pay application and then forward to the Town with the appropriate recommendation.
5. FNI will assist the Town in attending one (1) final project walk-through meeting with the Contractor and his subcontractors to review the completion of work. FNI will provide written comments to the Town for the preparation of a final "punch list" for work to be completed by the Contractor.

Deliverables:

- Field reports for progress meetings/reviews as necessary
- Site visit reports for construction progress
- Processing of submittals and RFI's
- Final punch list from the final project walk-through
- As-builts

Assumptions:

- Grading work will be limited to adjusting grades within the site's swale and sports fields and as necessary outside of these locations to reasonably tie them back into existing grade.
- Electrical needs are limited to one light and 2 outlets in the Pavilion. Power will either be drawn from an existing box at the northwest corner of the northern sports field or from the western restrooms building.
- Barrier gates in the eastern parking lot will move to the north side of the trash enclosure.
- Pavilion is not being replaced.
- New plantings are limited sod replacements. Tree removals are not needed.
- Irrigation design is only in locations impacted by grade changes.
- Existing walking surfaces within project boundary meet ADA requirements and new pavement is not necessary.

- Project limits to the south are within 15' of the field's edge, this is the same for the north field along the northern boundary. The western boundary will be within 15' of the field's edges, incorporating the pavilion and limited electric access to connection points as necessary. The eastern project limit will be at the curb line of the eastern driveway and parking lot as needed to adjust the location of barrier gates.
- SWWWP documents, if necessary, will be prepared by the contractor. The areas impacted by grading are less than 5 acres.

ATTACHMENT “B”**Agreement by and between the Town of Flower Mound (Town) and
Freese and Nichols, Inc. (Consultant)****GERAULT PARK****BASIS OF COMPENSATION**

The cost for performing these services set forth herein will be as follows:

Special Services

Task 1 – Topographic Survey (Lump Sum)\$6,496

Sub-Total – Special Services\$6,496

Basic Design Services

Task 2 – Construction Documents

Meetings and PM (Lump Sum)\$3,525

Quality Management (Lump Sum)\$4,466

Design Development (Lump Sum)\$10,596

Final Construction Documents (Lump Sum)\$17,727

Bid Services (Lump Sum)\$2,567

Construction Administration (Lump Sum)\$3,519

Expenses (Includes TDLR Review)\$2,684

Sub-Total – Basic Design Services.....\$45,084

TOTAL – Basic and Special Design Services.....\$51,580



TOWN COUNCIL AGENDA ITEM NO. 4

CONSENT ITEM

DATE: August 22, 2022

FROM: Andy Kancel, Chief of Police *AK*

ITEM: Consider approval of the 2022 Lewisville Independent School District for Contract with the Town of Flower Mound for law enforcement services at all Marcus High School & Flower Mound High School Varsity and Jr. Varsity home games and authorize the Mayor to execute same on behalf of the Town.

BACKGROUND INFORMATION: After discussion between representatives of the LISD Athletic Department and Town staff, a Cooperative Agreement for this year was reached. The Cooperative Agreement will allow off-duty police officers to provide police services for all Marcus High School & Flower Mound High School Varsity and Jr. Varsity home games. The additional uniformed security and traffic control of the stadium and surrounding streets provides citizens using the area a safer environment. Hourly expenses of personnel are reimbursed by the Lewisville Independent School District.

The LISD Cooperative Agreement this year includes the following event dates: Dates are subject to change**

Flower Mound Varsity Schedule

09/09/2022	vs.	McKinney	5 Police Officers / 1 Police Supervisor
09/23/2022	vs.	Lewisville	5 Police Officers / 1 Police Supervisor
10/07/2022	vs.	Plano East	5 Police Officers / 1 Police Supervisor
10/21/2022	vs.	Plano	5 Police Officers / 1 Police Supervisor
10/28/2022	vs.	Coppell	5 Police Officers / 1 Police Supervisor

Flower Mound Junior Varsity Schedule

09/01/2022	vs.	Lake Highlands	1 Police Officer
09/08/2022	vs.	Jesuit/McKinney	1 Police Officer
09/15/2022	vs.	Hebron	1 Police Officer
09/22/2022	vs.	Coppell/Lewisville	1 Police Officer
09/29/2022	vs.	Marcus	1 Police Officer
10/05/2022	vs.	Eaton	1 Police Officer
10/06/2022	vs.	Lewisville/Plano West	1 Police Officer
10/13/2022	vs.	Hebron	1 Police Officer
10/20/2022	vs.	Wylie East/Vines (Plano)	1 Police Officer
10/27/2022	vs.	Coppell	1 Police Officer
11/03/2022	vs.	Plano West	1 Police Officer

Marcus Varsity Schedule

09/02/2022	vs.	Southlake Carroll	5 Police Officers / 1 Police Supervisor
09/09/2022	vs.	Eules Trinity	5 Police Officers / 1 Police Supervisor
09/30/2022	vs.	Flower Mound	5 Police Officers / 1 Police Supervisor
10/14/2022	vs.	Plano West	5 Police Officers / 1 Police Supervisor
11/04/2022	vs.	Plano East	5 Police Officers / 1 Police Supervisor

Marcus Junior Varsity Schedule

09/01/2022	vs.	Eaton/Southlake Carroll	1 Police Officer
09/08/2022	vs.	Eules Trinity	1 Police Officer

09/22/2022	vs.	Hebron	1 Police Officer
09/29/2022	vs.	Flower Mound	1 Police Officer
10/06/2022	vs.	Coppell	1 Police Officer
10/13/2022	vs.	Jesuit/Lewisville/Jasper	1 Police Officer
10/20/2022	vs.	Lewisville	1 Police Officer
10/27/2022	vs.	Flower Mound/Clark/Plano	1 Police Officer
11/03/2022	vs.	McMillen/Flower Mound	1 Police Officer

**August 2023 games TBD – will be covered by this Attachment

			Total Hours
			334.5

The LISD Athletic Department will reimburse the Flower Mound Police Department a total contract price of \$28,251.87, which is \$84.46 per hour.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: Not sign the solicitation for contract in which case the LISD Athletic Department would not reimburse the Town for expense of police officers and would seek outside law enforcement (i.e. County Sheriff's Office) to perform said duties.

FISCAL IMPACT: There will be both revenue and expenditures that offset each other. Below are the total possible revenues and expenditures.

Proposed Expenditure/(Revenue):	Account Number(s):
\$28,251.87 Labor Cost	100-640-43900-1xxx
(\$28,251.87) Intergovernmental Revenue	100-4605

Finance Review by: Tammy Wilson, Chief Financial Officer *tw*

LEGAL REVIEW: Autumn Keefer of Taylor, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the contract as to form and legality.

ATTACHMENTS:

1. LISD Athletic Department memorandum of understanding (MOU)
2. Labor Cost

DRAFT MOTION: Move to approve as presented in the agenda caption.

AGREEMENT FOR POLICE SERVICES

THIS AGREEMENT entered into this day by and between the Town of Flower Mound, hereafter referred to as “The Town” and Lewisville Independent School District, hereinafter referred to as “LISD”, for and in consideration of the mutual covenants and agreements herein set forth, WITNESSETH:

1. “Additional or outside employment” as used in this Agreement shall be defined as employment that has been approved by the Town but is not a part and parcel of the officer’s regularly assigned duties or is that employment that might from time to time be further defined by proper departmental policy. The terms “additional or outside” indicate that the employment is in addition to the officer’s regular duties but does not indicate that the officer is anything other than a Town employee. It is contemplated that the officer will continue to act as an employee of the Town as described herein below while performing such additional or outside duties pursuant to this Agreement.

2. This Agreement shall be construed in a manner consistent with written Town and departmental “outside employment” policy for police officers, which is incorporated into and made a part of this Agreement as though fully set forth, word for word.

3. The Town agrees to station Flower Mound Police Officers and or Flower Mound Police Supervisor as is listed in Attachment A for the purpose of providing police-related security and traffic control at the varsity and junior varsity home football games for the period beginning on September 1, 2022 and ending on August 31, 2023. Officers shall perform the services on or about the premises of Marcus High School and Flower Mound High School during the listed dates.

4. Officers will be considered employees of the Town and will receive all pay and benefits from the Town for the off-duty work as listed in Attachment B. LISD will reimburse the Town for the full amount of any and all costs associated with paying the officer for the work performed pursuant to the agreed average overtime rate, all health and retirement benefits, leave time and other fringe or employment benefits that the Town would be obligated by law or local ordinances, regulations, or policies to pay if the officer had been working for the Town. The Town will provide LISD with a statement of said compensation to be reimbursed at the conclusion of the 2022 Marcus and Flower Mound High School football season. Payment from LISD to the Town will be made within 15 calendar days from the date of the statement.

5. Officers will be subject to, and shall abide by, all Town and departmental rules and regulations as well as complying with all local, state and federal laws.

6. This Agreement shall be subject to state laws regarding vacations, holidays, and sick leave for police officers.

7. This Agreement shall continue in full force and effect during the listed dates under the terms and conditions provided herein, unless terminated in writing by notice given at least 30 days prior to the expiration of any contract year.

8. This Agreement is drawn to be effective in and shall be construed in accordance with the laws of the State of Texas. No amendment or variation of the terms of this agreement shall be valid unless made in writing and signed by the Mayor and duly authorized representative of the Town. A waiver of any of the terms and conditions hereof shall not be construed as a general waiver by the Town, and the Town shall be free to reinstate any such term or condition.

WITNESS the hands of the parties hereto this _____ day of _____, 20____.

Lewisville Independent
School District

Executive Director of Purchasing- Craig
Martin

Mayor, Derek France

Town of Flower Mound

ATTACHMENT B**LABOR COST:**

Salary Analysis for 2022 based on average overtime rates of all patrol officers, sergeants and lieutenants projected to perform work on this contract, 334.5 hours

Average Overtime Rate		Per Hour
Salary:	\$63.71 avg. hourly	\$63.71
FICA:	7.65%	\$4.87
Retirement:	11.31%	\$7.21
Health Ins. Avg. Cost	\$16,262.75	\$7.82
Workers Comp.	1.17%	\$0.75
Supp. Death	\$0.025 per \$1,000	\$0.00
LTD:	\$0.16 per \$100	<u>\$0.10</u>
Total Labor Cost Per Overtime Hour		\$84.46
Total Number of Contract Hours		334.5

Total Labor Cost for Contract	<u>\$28,251.87</u>
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TOWN COUNCIL AGENDA ITEM NO. 5

CONSENT ITEM

DATE: August 22, 2022

FROM: Chuck Jennings, Parks and Recreation Director

ITEM: **Consider approval of a Service Agreement for Demand Response Transit Service with SPAN, Inc., in an amount not-to-exceed \$53,611.20, to provide transportation service for Town citizens who are age 65 or older and Town citizens with verifiable disabilities that prevent them from driving; and authorization for the Mayor to execute same on behalf of the Town.**

BACKGROUND INFORMATION: This item is to enter into a Service Agreement for Demand Response Transit Service with SPAN, Inc., (SPAN) to provide transportation for Town citizens who are age 65 or older and/or Town citizens with verifiable disabilities that prevent them from driving. Eligible riders will be taken anywhere in the service area (Flower Mound, Lewisville, and Highland Village) at a cost to the Eligible Riders of \$3.00 per one-way ride for the limited purposes of medical treatments, doctor and dentist appointments, shopping for necessities, travel to and from places of employment, support programs for adults with special needs, and participation in the Town's Seniors In Motion senior citizen program.

Town representatives met with Diane Beck, Mobility Manager and Michelle McMahon, Executive Director in June and July to discuss the upcoming contract renewal period and the \$5310 (Enhanced Mobility for Seniors and People with Disabilities) grant funding. Staff discussed various items including trip purposes, grants, rates, cost to the rider, and service areas. The only change proposed in the contract for FY22-23 is a lower passenger fare which is being adjusted from \$5.00 to \$3.00 per one-way trip. The new fare is in line with what SPAN charges seniors and special need riders in rural Denton County, Coppell, The Colony, and the Lake Cities (Hickory Creek, Shady Shores, Lake Dallas, & Corinth). Cost has been the biggest complaint over the years and the different rates have caused confusion and animosity with Flower Mound riders.

The new one-way rate breakdown for FY23 is listed below which includes an increase due to increased personnel and equipment costs and the lower passenger fare.

Breakdown of the one-way trip rate:

Overall Rate:	\$39.05 per one-way trip
Less Maintenance Expense Rate:	(\$5.45) per one-way trip
Less Passenger Fares:	<u>(\$3.00)</u> per one-way trip
Operations Rate charged to the Town:	\$30.60 per one-way trip

Ridership has started to rebound since COVID and is now averaging 161 one-way trips per month this fiscal year. Through June 2021, SPAN has provided 1,447 one-way rides to over 28 different residents. If the Town averaged the same number of one-way trips per month this would equal 1,932 annual trips. Utilizing the rate of \$30.60 (Town portion) the annual cost would equal \$59,119.20 which would be slightly over the \$53,611.20 not-to-exceed amount. However, the \$5310 grant will provide additional funding in the amount of \$36,720.00 over the fiscal year. These funds will allow SPAN to provide for an additional 100 one-way rides per month with funding being pulled directly from the grant program. Grant funds will be used first to pay for the one-way rides until exhausted.

The \$5310 grant funding will enable the Town to increase the maximum number of one-way rides from 146 to 246 per month. These grant funds will help cover any additional costs associated with increased ridership, the proposed lower passenger fare, and continuing to offer unlimited trips to places of employment and support programs for special need residents.

BOARD REVIEW/CITIZEN FEEDBACK: SPAN annually surveys the ridership and received the following comments from users of the program: offer lower passenger fares and offer service on Saturdays. Many respondents indicated they were satisfied with the service and pointed to punctuality, ease of use, and courteous staff.

SPAN does inform riders that their trips to the doctor or dentist's office, hospital, drug store, or other locations may qualify as a Medicaid eligible trip. Medicaid eligible trips are fully reimbursed by the federal government and are not charged to the rider or the Town.

ALTERNATIVES/OPTIONS: At this time, there are no other transportation options available to the Town. The proposed SPAN contract does have a 30-day termination clause that could be used if a more viable option becomes available during the contract period.

FISCAL IMPACT: \$53,611.20 (Not-To-Exceed Amount)

Proposed Expenditure:	Account Number(s):
\$34,400.00	361-722-97820-5110
\$19,211.20	100-630-34300-5110

Finance Review by: Tammy Wilson, Chief Financial Officer *tw*

LEGAL REVIEW: Bessie Bronstein of Taylor, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the agreement as to form and legality.

ATTACHMENTS:

1. Service Agreement for Demand Response Transit Service
2. Independent Audit of SPAN's Financial Report for FY 2021
3. SPAN budget report

DRAFT MOTION: Move to approve as presented in the agenda caption.

STATE OF TEXAS §

COUNTY OF DENTON §

SERVICE AGREEMENT FOR DEMAND RESPONSE TRANSIT SERVICE

THIS SERVICE AGREEMENT ("Agreement") is entered into by and between Town of Flower Mound, Texas ("TOWN"), acting by and through its duly authorized Mayor and Span, Inc., ("SPAN"), a Texas non-profit corporation operating in Denton County, Texas as an organization described in Section 501(c)(3) of the Internal Revenue Code, acting by and through its duly authorized Executive Director. The TOWN or SPAN may hereinafter be referred to individually as a "Party" or collectively as "Parties."

RECITALS:

- WHEREAS,** SPAN enables people to live as fully and independently as possible by providing nutrition, transportation and social services to older persons, persons with disabilities, veterans, and the general public; and
- WHEREAS,** the TOWN is charged with the responsibility of promoting and preserving the health, safety, peace, good government, and welfare of its citizens; and
- WHEREAS,** the TOWN recognizes that it needs transportation alternatives for its elderly, and disabled citizens to seek routine medical care and to deal with daily routine matters, and the TOWN desires to assist and provide public transportation to said citizens; and
- WHEREAS,** TOWN desires to engage SPAN as an independent contractor, and not as a joint venture, partnership, or employee, to provide the transportation services described herein; and
- WHEREAS,** SPAN is authorized as a non-profit corporation, authorized under the Texas Transportation Code to provide this type of transportation to municipalities found in whole or in part within Denton County, Texas; and
- WHEREAS,** SPAN desires to provide transportability services for TOWN on the terms and conditions set forth in this Agreement.

NOW, THEREFORE, In exchange for the mutual covenants set forth herein, and other valuable consideration, the sufficiency and receipt of which are hereby acknowledged, the Parties agree to as follows:

Article I

Term

1.01. This Agreement shall commence on October 1, 2022 ("Effective Date") and continue until September 30, 2023.

1.02. Either Party may terminate this Agreement by giving thirty (30) days prior written notice to the other Party. In the event of termination, SPAN shall be entitled to receive compensation for services completed in accordance with this Agreement prior to termination.

Article II

Service

2.01. In accordance with this Agreement, SPAN shall provide door-to-door demand response transit services to the TOWN's residents who are sixty-five (65) years or older and persons with documented disabilities (hereafter referred to collectively as "Riders").

2.02. Riders in the TOWN are taken anywhere in the Demand Response Transit Service Area. (Cities include TOWN, Lewisville, Highland Village and Denton.)

2.03. Riders in TOWN are taken anywhere in the Demand Response Transit Service area at a cost to the Riders of \$3.00 per one-way ride for the limited purposes of medical treatments, doctor's and dentist's appointments, shopping for necessities, travel to and from places of employment, to support programs for persons with special needs, and participation in the TOWN'S Seniors In Motion senior citizen program.

2.04. SPAN shall provide door-to-door Demand Response Transit Services to TOWN citizens who are Eligible Riders in accordance with this Agreement and SPAN's "Transportation Policy and Procedures" which is attached hereto as Exhibit "A" and incorporated herein by reference and as may be amended from time to time ("Policy").

2.05. Riders may call at least one (1) day in advance, but no more than two (2) weeks in advance, to set up appointments for pick-up and drop off. Riders may schedule a ride by calling SPAN'S Transportation Office at 940-382-1900, weekdays between the hours of 8:00 a.m. and 2:00 p.m.

2.06. Demand response transit service is available between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, excluding Saturday, Sunday, major holidays and subject to capacity, constraints, and availability.

Article III

Schedule of Work

3.01. SPAN shall provide all equipment, facilities, qualified employees, training, and insurance necessary to establish a demand response transit service for the Riders. SPAN shall further establish, operate, and maintain an accounting system for this

program that will allow for a tracking of services provided to Riders and a review of the financial status of the program. SPAN shall also track and break down the information regarding the number of one-way trips it provides to Riders.

3.02. SPAN will be responsible for verifying and documenting the eligibility of Riders. SPAN reserves the right to determine on an individual basis whether SPAN has the capability to safely transport a Rider, based on the information provided. If SPAN determines that a Rider cannot safely be transported, SPAN shall decline transportation and shall provide documentation as to the reason why service was declined.

3.03. The TOWN shall have the right to review the activities and financial records kept incident to the services provided to the Riders by SPAN under this Agreement. In addition, SPAN shall provide monthly ridership information to the TOWN appointed designee specifically identifying the number of Rider trips including rider origination, destination, and purpose.

3.04. SPAN will inform riders that their trips to the doctor or dentist's office, drug store or other location may qualify as a Medicaid eligible trip. SPAN will direct potential Medicaid eligible riders to call Texas Health and Human Services to schedule free transportation through Medicaid by calling toll free 1-877-633-8747 (TTY: 1-800-735-2989) or 1-877-MED-TRIP, Monday through Friday between 8:00 a.m. and 5:00 p.m., at least two days before their appointment or trip.

3.05. The services provided under this Agreement may be, in part, eligible for reimbursement from the Community Development Block Grant (CDBG) program. SPAN shall comply with all necessary requirements of the CDBG program as set forth in Exhibit "B." The TOWN shall assume all responsibility for CDBG submittals and required reporting, unless otherwise requested in writing to and agreed to by SPAN. SPAN shall provide all information necessary for the TOWN to comply with CDBG requirements.

3.06. The services provided under this Agreement may be, in part, eligible for funding through the Enhanced Mobility for Seniors and People with Disabilities (§5310) grant program. SPAN shall comply with all necessary requirements of the grant program. SPAN shall assume all responsibility for invoices, submittals and required reporting, unless otherwise requested in writing to TOWN.

Article IV

Compensation and Method of Payment

4.01. TOWN agrees to pay a reasonable fee for Service provided to eligible Riders under this Agreement, together with Federal grant funds under the §5310 Enhanced Mobility for Seniors and People with Disabilities Program. Such fee ("Fee") shall be a cumulative amount not to exceed Ninety Thousand Three Hundred Thirty-One Dollars and Twenty Cents (\$90,331.20) for up to Two Thousand Nine Hundred and Fifty-Two (2,952) one-way trips. Fee shall be invoiced monthly, half to TOWN and half to North Central Texas Council of Governments (NCTCOG), at a price per one-way trip of Thirty Dollars and Sixty Cents (\$30.60) until the grant funds are depleted. TOWN will then be

responsible for the full payment. Riders shall pay SPAN a price per one-way trip of Three Dollars (\$3.00), to be collected by SPAN at the time of such trip.

4.02. SPAN shall produce monthly trip reports to help monitor usage and shall work with the TOWN to implement limitations as needed to ensure that funding is sufficient for the entire length of this contract. The TOWN will limit and/or suspend non-medical trip purposes as needed when funding is insufficient and will give SPAN the authority to not accept new riders for those trip purposes until appropriate funding is available.

4.03. The Fee is based on Two Hundred (246) one-way trips per month. If fewer than Two Hundred (246) one-way trips are used in any given month, the accrued trips shall continue to roll forward monthly until the end of this Agreement.

4.04. It is further understood and agreed that the service provided hereunder shall be secondary to and not in lieu of or as a substitute for transportation services available through or funded by Medicare and/or Medicaid or any other program, insurance, or provider.

4.05. If an otherwise eligible Rider contacts SPAN for service and the Rider's trip does not qualify for payment by the TOWN under this Agreement and/or there are no remaining trips or funding available under this Agreement for such trip, SPAN may offer its service to such Rider in the Service Area at the total cost of Thirty-Three Dollars and Sixty Cents (\$33.60) per one-way trip, which is to be collected by SPAN at the time of such trip.

Article V

Devotion of Time, Personnel, and Equipment

5.01. SPAN shall devote such time as reasonably necessary for the satisfactory performance of the services under this Agreement. Should TOWN require additional services not included under this Agreement, SPAN shall make reasonable effort to provide such additional services within the time schedule without decreasing the effectiveness of the performance of services required under this Agreement and shall be compensated for such additional services on a time and materials basis, in accordance with SPAN's standard hourly rate schedule, or as otherwise agreed between the Parties.

5.02. To the extent reasonably necessary for SPAN to perform the services under this Agreement, SPAN shall be authorized to engage the services of any agents, assistants, persons, or corporations that SPAN may deem proper to aid or assist in the performance of the services under this Agreement. The cost of such personnel and assistance shall be included as part of the total compensation to be paid SPAN hereunder and shall not otherwise be reimbursed by TOWN unless otherwise agreed to in writing.

5.03. The TOWN shall not be required to furnish any facilities, equipment, or personnel necessary to perform the services required under this Agreement unless

otherwise provided herein. The Services provided under this Agreement are based on availability.

5.04. SPAN reserves the right to suspend or terminate Riders who violate SPAN's policies and procedures.

Article VI Miscellaneous

6.01. Entire Agreement. This Agreement constitutes the sole and only agreement between the Parties and supersedes any prior understandings written or oral agreements between the Parties with respect to this subject matter.

6.02. Assignment. Neither Party may assign this Agreement without the prior written consent of the other Party.

6.03. Successor and Assigns. Subject to the provisions regarding assignment, this Agreement shall be binding on and inure to the benefit of the Parties to it and their respective heirs, executors, administrators, legal representatives, successors, and assigns.

6.04. Mediation. In the event of any dispute regarding this Agreement or the terms contained herein, the Parties hereto agree that they shall submit such dispute to non-binding mediation, prior to any litigation being filed.

6.05. Governing Law. The laws of the State of Texas shall govern this Agreement without regard to any conflict of law rules; and venue for any action concerning this Agreement shall be in Denton County, Texas or the Federal courts having jurisdiction over claims arising in Denton County, Texas. The Parties agree to submit to the personal and subject matter jurisdiction of said court.

6.06. Amendments. This Agreement may be amended by the mutual written agreement of the Parties.

6.07. Severability. In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provisions, and the Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in it.

6.08. Independent Contractor. It is understood and agreed by and between the Parties that SPAN, in satisfying the conditions of this Agreement, is acting independently. All services to be performed by SPAN pursuant to this Agreement shall be for the TOWN as an independent contractor, and not as an agent or employee of TOWN. SPAN shall supervise the performance of its services and shall be entitled to control the manner and means by which its services are to be performed, subject to the terms of this Agreement. Nothing contained herein shall constitute or provide for as a waiver of the TOWN's immunity under state or federal law.

6.09. Notice. Any notice required or permitted to be delivered hereunder may be sent by electronic mail, first class mail, overnight courier or by confirmed telefax or facsimile to the address specified below, or to such other Party or address as either Party may designate in writing, and shall be deemed received three (3) days after delivery set forth herein:

If intended for TOWN:

Chuck Jennings
Director of Parks and Recreation
2121 Cross Timbers Road
Flower Mound, Texas 75028
972.874.6273

If intended for SPAN:

Michelle McMahon
Executive Director
Span, Inc.
1800 Malone Street
Denton, Texas 76201
940.382.2224— Office

6.10. Insurance.

(a) SPAN shall during the term hereof maintain in full force and effect the following insurance:

(1) a comprehensive commercial general liability policy of insurance for bodily injury, death and property damage insuring against all claims, demands or actions relating to SPAN' s performance of services pursuant to this Agreement with a minimum combined single limit of not less than \$1,000,000.00 per occurrence for injury to persons (including death), and for property damage with an aggregate of \$2,000,000.00.

(2) policy of automobile liability insurance covering any vehicles owned and/or operated by SPAN, its officers, agents, and employees, and used in the performance of this Agreement with policy limits of not less than \$5,000,000.00 combined single limit and aggregate for bodily injury and property damage.

(3) statutory Worker's Compensation Insurance at the statutory limits and Employers Liability covering all of SPAN' s employees involved in the provision of services under this Agreement with policy limit of not less than \$500,000.00; and

(b) All policies of insurance shall be endorsed and contain the following provisions:

(1) provide TOWN, its officers, and employees with indemnification under all applicable coverage with the exception of Workers Compensation Insurance;

(2) name TOWN, and its officials, officers, and employees, as additional insureds;

(3) provide for at least thirty (30) days prior written notice to TOWN for cancellation of the insurance;

(4) provide for a waiver of subrogation against TOWN for injuries, including death, property damage, or any other loss to the extent the same is covered by the proceeds of insurance. SPAN shall provide written notice to TOWN of any material change of or to the insurance required herein.

(c) All insurance companies providing the required insurance shall be authorized to transact business in Texas.

(d) A certificate of insurance and copies of the policy endorsements evidencing the required insurance shall be submitted prior to commencement of services and upon request by TOWN.

6.11. In performing services under this Agreement, the relationship between the TOWN and SPAN is that of an independent contractor. No term or provision of this Agreement or act of SPAN in the performance of this Agreement shall be construed as making SPAN the agent, servant, or employee of the TOWN. It is expressly understood that the TOWN assumes no operational supervision, control or oversight to the services provided under this Agreement. TOWN does not have any ownership or beneficial interest in the business; and does not share any profits or losses generated from the business.

6.12. Indemnification. TOWN SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE, OR INJURY OF ANY KIND OR CHARACTER TO ANY PERSON OR PROPERTY ARISING FROM THE SERVICES OF SPAN PURSUANT TO THIS AGREEMENT. SPAN HEREBY WAIVES ALL CLAIMS AGAINST TOWN, ITS OFFICERS, AGENTS, AND EMPLOYEES (COLLECTIVELY REFERRED TO IN THIS SECTION AS "TOWN") FOR DAMAGE TO ANY PROPERTY OR INJURY TO, OR DEATH OF, ANY PERSON ARISING AT ANY TIME AND FROM ANY CAUSE OTHER THAN THE NEGLIGENCE OR WILLFUL MISCONDUCT OF TOWN OR BREACH OF TOWN'S OBLIGATIONS HEREUNDER. SPAN AGREES TO INDEMNIFY AND SAVE HARMLESS TOWN FROM AND AGAINST ANY AND ALL LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING COURT COSTS, REASONABLE ATTORNEYS' FEES AND COSTS OF INVESTIGATION) AND ACTIONS OF ANY KIND BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY SPAN'S NEGLIGENT PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY REASON OF ANY NEGLIGENT ACT OR OMISSION ON THE PART OF SPAN, ITS OFFICERS, DIRECTORS,

SERVANTS, EMPLOYEES, REPRESENTATIVES, CONSULTANTS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE FROM OR ARE ATTRIBUTED TO NEGLIGENCE OF TOWN, IN WHOLE OR IN PART, IN WHICH CASE SPAN SHALL INDEMNIFY TOWN ONLY TO THE EXTENT OR PROPORTION OF NEGLIGENCE ATTRIBUTED TO SPAN AS DETERMINED BY A COURT OR OTHER FORUM OF COMPETENT JURISDICTION). SPAN'S OBLIGATIONS UNDER THIS SECTION SHALL NOT BE LIMITED TO THE LIMITS OF COVERAGE OF INSURANCE MAINTAINED OR REQUIRED TO BE MAINTAINED BY SPAN UNDER THIS AGREEMENT. THIS PROVISION SHALL SURVIVE THE TERMINATION OF THIS AGREEMENT.

6.13 Subject to the requirements of the Texas Public Information Act or as required by Court order, both Parties agree to endeavor to take all reasonable measures to keep in confidence the confidential data and information of any Party that another Party may know or access during performance of this Agreement ("Confidential Information"), and shall not disclose, make available or assign such Confidential Information to any third Party without the prior written consent of the Party providing the information except as required by the Texas Public Information Act or Court order.

6.13. Counterparts. This Agreement may be executed by the Parties hereto in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument. Each counterpart may consist of any number of copies hereof each signed by less than all, but together signed by all the Parties hereto.

6.14. Exhibits. The exhibits attached hereto are incorporated herein and made a part hereof for all purposes.

6.15. Survival of Covenants. Any of the representations, warranties, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination.

[Signature Page to Follow]

EXECUTED this _____ day of _____,2022

FLOWER MOUND, TEXAS

By: _____
Derek France, Mayor

EXECUTED this _____ day of _____,2022

SPAN, INC

By: _____
Michelle McMahon, Executive Director



SPAN, INC. TRANSPORTATION POLICY AND PROCEDURES

FLOWER MOUND

Adopted by Span, Inc.'s Board of Directors on March 30, 2022

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INTRODUCTION

Span, Inc. is a private, non-profit that has been serving the residents of Denton County since 1974. Our mission is “to enable people to live as fully and independently as possible by providing nutrition, transportation and social services to older people, people with disabilities, veterans, and the public.” Our vision is “to eradicate senior hunger and to eliminate gaps in transportation in Denton County.”

It is the policy of Span, Inc. that no person shall on the grounds of race, religion, color, national origin, sexual orientation, gender identity or orientation, physical or mental ability, age, or income status be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination or retaliation under any program or activity administered by Span.

Span reserves the right to modify, make additions to, and/or eliminate portions of these policies and procedures at any time. Updated versions of this document will be posted on Span, Inc.’s website, www.span-transit.org.

DESCRIPTION OF SERVICES

Span provides door-to-door, demand response, shared-ride transportation services to individuals residing within Span’s service area, traveling to and from areas within our service area. **In the Town of Flower Mound, service is provided to seniors (aged sixty five[65] or older – verification of age may be required) and/or to people with disabilities (verification of disability may be required), residing in the Town of Flower Mound traveling to locations in Flower Mound, Lewisville, and Highland Village.** [See *Disability Certification* section for more information.

If traveling for other reasons or to other areas, riders may qualify under our Denton County General policies. Span will also assist clients, when possible, who are traveling to destinations outside of Denton County by coordinating with other transportation providers, such as DART (Dallas Area Rapid Transit) and Trinity Metro. Out-of-county trips may require transfer to another bus or to rail service.

Span uses wheelchair-accessible vehicles to transport clients. Our drivers are available to provide limited assistance upon request. ***Our drivers are not trained to provide medical assistance.***

Examples of driver assistance include:

- The driver will assist passengers from the door of a residence or pick-up location to the vehicle, if needed.
- The driver will attempt to notify passengers of arrival.

- The driver will assist passengers in boarding and exiting the vehicle.
- The driver will take the passenger to the door of his/her destination.
- **The driver is the only person permitted to secure wheelchairs and other mobility devices.**

Examples of assistance our drivers will not provide include:

- Assistance getting in or out of a wheelchair.
- Assistance getting ready for the trip.
- Administering medication or oxygen.
- Assisting clients in wheelchairs going up or down stairs.
- Assisting passengers on ramps deemed unsafe.
- Assisting in carrying personal belongings or purchases.

SPAN IS NOT AN EMERGENCY TRANSPORTATION SERVICE.

SPAN, INC. POLICY DOES NOT ALLOW A DRIVER TO LOSE VISUAL CONTACT WITH THE AGENCY VEHICLE AT ANY TIME, FOR ANY REASON.

DEFINITIONS

Aide – An aide is a social services attendant or personal care assistant (PCA) who travels to assist in the needs of a passenger who, otherwise, would not be able to travel alone.

Companion – A companion is anyone, other than an aide or PCA, who travels with a disability-certified passenger.

Demand Response Service – Non-fixed route transportation service utilizing vans or buses with passengers boarding and alighting at pre-arranged times and locations within the provider's service area. Multiple riders with varying destinations may be on the vehicle at the same time.

Disability - With respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment.

Mobility Device – A mechanism such as a wheelchair, walker, or scooter, designed to aid passengers with mobility impairments. The mechanisms can be manually operated or powered.

Late Cancellation – If a passenger cancels their trip on the day of service but does so more than 3 hours before the pick-up time, it will be considered a late cancellation.

No-Show – A no-show occurs when a passenger fails to cancel their trip at least 3 hours before the scheduled pick-up time OR does not board the Span vehicle within 5 minutes after it arrives (within the 30-minute ready-time window).

ParaPass - Span's electronic fare pass. Funds are applied to a passenger's ParaPass card by phoning Span's main office at 940-382-2224 with a valid credit card, by mail via check or money order, or in person between the hours of 9:00 AM and 4:30 PM, Monday through Friday, at 1800 Malone Street, Denton, TX 76201.

Ready-Time Window – A 30-minute window, beginning 15 minutes before and 15 minutes after the scheduled pick-up time during which a passenger should be ready for pick-up.

Service Animals – Animals that are trained to perform tasks for people with disabilities, such as guiding people who are blind or have low vision, alerting people who are deaf, pulling wheelchairs, alerting a person who is having a seizure, or performing other special tasks. Service animals are working animals, not pets.

Service Area – Span serves residents of the Town of Flower Mound. See *Description of Services* section for parameters.

Subscription Service – An ongoing standing order is entered into Span's schedule for a person traveling to the same place at the same time each week.

Wheelchair – A mobility aid belonging to any class of 3 or 4-wheeled devices, usable indoors, designed for and used by passengers with mobility impairments. The devices may be manually operated or powered.

SERVICE HOURS

Our hours of operation are 6:00 AM to 6:00 PM, Monday through Friday. Currently, there is no weekend service. Service is provided throughout the year, except the following holidays:

- New Year's Day
- Martin Luther King Day
- Good Friday
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Eve
- Christmas Day

APPLICATION PROCESS

To use Span, Inc. services, prospective passengers must complete and submit an application, meet the eligibility criteria, and receive approval by Span, Inc. staff. Please also review the Disability Certification information below prior to submitting an application in case that portion also applies to you and additional documents are needed as part of the application process.

Applications may be obtained in the following ways:

- Call the Span Dispatch Office at 940-382-1900.
- Visit our website to print the application to complete it by hand.
- Complete the document online on our website

Once the application is fully completed, and if not completed online, the signed original should be emailed, mailed, dropped off, or faxed to:

Email address – span@span-transit.org

Fax number – 940-383-8433

Span, Inc.
1800 Malone St.
Denton, TX 76201

Please allow a minimum of 21 days to process the application once it has been received by Span. Properly completed applications will be processed immediately upon receipt. Only completed, signed applications will be considered for review.

Once the application has been reviewed and a decision is reached, dispatch will contact the applicant via phone to notify them. If the application is approved, the dispatcher will provide instructions on how to schedule a trip. If the application was not approved, a letter will be mailed via USPS stating the reason(s).

Span reserves the right to determine on an individual basis whether Span has the capability to safely transport a passenger. In the event safety is compromised, Span may decline transportation and will document why service was declined.

It is the responsibility of the passenger to provide their updated contact information, as well as updated emergency contact information, to the Span Dispatch Office when changes occur.

DISABILITY CERTIFICATION

In the Town of Flower Mound, service is provided to people with disabilities (including some medical conditions) who meet regulatory criteria, at the Flower Mound contracted fare. In addition to the application, applicants whose contracted fare eligibility is contingent on a disability must submit a properly completed Certification Form. Both documents must be received and reviewed during the application process to qualify for the contracted fare due to disability.

A licensed physician or certified human services professional familiar with the applicant's condition must sign the Certification Form verifying the disability and the applicant's functional limitations if applying for service at the contracted fare based upon disability. It is recommended that the Certification Form and Application be submitted at the same time to prevent delay of the application review. Examples of licensed or certified human services professionals include Medical Doctor, Psychiatrist, Psychologist, Social Worker, Rehabilitation Professional, Physical/Occupational Therapist, Physician's Assistant, Registered Nurse, and Nurse Practitioner.

Once all documentation is received, Span personnel will make an evaluation and will request any additional relevant information, if necessary, about the applicant's functional limitations related to transportation. The applicant will be notified either by phone or a letter will be mailed via USPS stating the reason(s) once an eligibility determination has been made.

Notice of Eligibility Determination

An applicant who is determined to be eligible for the contracted fare due to disability will be sent documentation of eligibility via USPS to the address listed on the application. The document will include the name of the eligible individual, the phone number of the Span Dispatch Office, an expiration date for eligibility, and any conditions or limitations on the individual's eligibility including the use of a personal care attendant (PCA).

If the determination is made that an applicant is not eligible for the contracted fare due to disability, the written notification will state the specific reason(s) for the finding. Applicant may still qualify for ridership at the Denton County General fare. All applicants have the right to appeal the initial determination of eligibility (see *Grievance and Appeal Procedures*). Span employees and the Span Board of Directors strive to maintain an accommodation process that is cooperative rather than adversarial in nature, attempt to fulfill disability eligibility requests, when possible, and will document all attempts at reasonable accommodation.

Reapplication Process

Passengers will need to reapply every three (3) years from the date they are initially approved. Reapplication ensures Span's files are accurate and contain up-to-date information. Span will notify passengers when they are due for the reapplication process.

Accessible Materials for Blind or Low Vision Riders

Span will make reasonable accommodations to assist with the application process. If a person with vision issues calls, dispatch will assist in filling out the application and will fax it to their doctor for them.

Individuals with a vision impairment may request Accessible Materials such as large print, braille, audiotape, and electronic files usable with text-to-speech technology (known as screen reader technology). Requests for Accessibility Materials may be made to the Span Dispatch Office. The Span staff will work with individuals who request information to determine the most appropriate alternative formats.

Alternatives to Audio Communications

For individuals who are deaf or hard of hearing, or who have speech impairments, Span can provide accessible information, including "711" relay service. Visual aids may also be provided upon request. Requests can be made to the Span Dispatch Office.

Reasonable Modification

Span will make reasonable modifications in policies or procedures when the modifications are necessary to avoid discrimination on the basis of disability or to provide program accessibility to services, subject to federal limitations. Span staff will work with riders requesting reasonable modifications and follow up on reasonable modification requests within two weeks of the request date.

To make a Reasonable Modification request, individuals must follow these guidelines:

1. Whenever feasible, requests for modifications shall be made and determined in advance of a scheduled trip before Span is expected to provide the modified service.
Modification requests should be made during the application process.
2. Individuals requesting modifications will need to describe what they need to use the service.
3. When a request for modification cannot practicably be made and determined in advance, Span personnel will make a determination as to whether the modification can be provided at the time of the request.

Drivers and other operations personnel may consult with Span management before deciding to grant or deny the request.

HOW TO SCHEDULE A TRIP

Trip Requests

Requests for service can be made from 8:00 AM until 2:00 PM, Monday through Friday, by calling 940-382-1900.

1. At the time of scheduling your reservation, you will need to provide Span with your name, phone number, the addresses of both the pick-up and drop-off locations and the pick-up and drop-off times. It is advisable to over-estimate the length of your appointment, rather than under-estimate it, as part of the determination of your needed pickup time. Please also let the dispatcher know if you will be accompanied by a personal care attendant, companion, or service animal.
2. Span does not provide pick-up service from public schools.
3. Please note that all scheduling requests can be made as early as 14 days prior or as late as one day prior (by 2:00 PM) to the date of service.
4. Same day call-ins, including unscheduled requests or will-calls for return trips, will not be accepted. Bus drivers are not permitted to make unscheduled trips or stops.

Scheduling

1. Span provides demand response service. We are a shared ride, public transportation service. As such, we will attempt to schedule your pick-up time as close to your requested time as possible, **but we are unable to guarantee requested times. This may require an earlier or later pickup, drop-off, or waiting time.**
2. You will receive a call/text from our automated service the evening prior to your ride, between 5:00 PM and 5:30 PM, informing you of your scheduled pick-up time. In addition, you will receive an "On the Way" notification via phone or text the day of your scheduled trip, approximately 20 minutes before the scheduled pick up/arrival time.
3. Due to traffic, weather, and other conditions beyond our control, ***the vehicle may arrive up to 15 minutes before or 15 minutes after your scheduled pick-up time, our 30-minute window.*** Once the bus has arrived, ***the driver will not wait more than 5 minutes*** for the scheduled passenger to board the bus.
4. Whenever possible, Span will attempt to notify passengers that the vehicle will be early or late beyond the 30-minute window, allowing passengers time to make other arrangements if the vehicle is unavoidably detained. If Span does not have a valid phone number for the passenger, we will be unable to notify the passenger of the scheduling issue. **It is the responsibility of the passenger to provide their updated contact**

information, as well as updated emergency contact information, to the Span Dispatch Office when changes occur.

5. Riders should carry any necessary medications with them in the event there is a significant delay. Riders who use oxygen should make sure they have an adequate supply. Riders who are diabetic or hypoglycemic should bring a small snack. Consumption of food and/or drinks on the bus is strictly prohibited, except for rarely encountered, medically necessary reasons. Please speak with the driver before consuming food or drink on the bus.
6. Only trips with scheduled pick-up times will be entered on the daily schedules.
7. Subscription service is available to a limited number of passengers who travel to the same place at the same time every week. If a subscription slot is made available to a passenger, the passenger will automatically be placed on the schedule for those trips. Subscription passengers must notify the Span Dispatch Office if changes need to be made to their subscription schedule or if the subscription service should be cancelled. A change in time, origination, or destination may change your eligibility for a subscription ride.
8. There may be times Span is unable to schedule service due to a variety of factors, including increased rider demand, capacity constraints, and staffing/scheduling limitations. However, we make every attempt to accommodate requested dates and times.

INCLEMENT WEATHER

Span, Inc. reserves the right to suspend, modify, or cancel service during times of hazardous weather conditions that have the potential to jeopardize the safety of our riders, drivers, or vehicles. If the roads are deemed unsafe by the Transportation Manager, we will not transport and you will not receive a confirmation call the night before.

In the event of severe winter weather, please check local news websites for updates.

SPAN FLOWER MOUND FARES

The current fare for the Town of Flower Mound riders is

- \$3.00 per one-way trip

Without exception, Span passengers must pay the one-way fare, to the bus driver PRIOR to the vehicle's departure. ParaPasses and cash are the only forms of payment accepted. Please have your ParaPass or the exact fare amount ready. Since the same bus/driver may not be providing the return trip, advance payments and round-trip payments are not permitted. Passengers shall pay the fare in **exact change** or with a ParaPass. Drivers cannot make change.

If you do not pay the correct fare, the driver is required to contact the Span Dispatch Office. A determination will be made, and the ride may be denied. In that case, a no-show may be notated on your account.

ParaPasses

A ParaPass is Span's electronic fare pass. Funds are applied to a passenger's ParaPass card by phoning Span's main office at 940-382-2224 with a valid credit card, by mail via check or money order, or in person between the hours of 9:00 AM and 4:30 PM, Monday through Friday, at 1800 Malone Street, Denton, TX 76201.

New requests for a ParaPass submitted by mail should include the address to which the ParaPass should be mailed, along with the requested amount of money that should be applied to your account in the form of a check or money order made payable to Span, Inc. Please do not mail cash.

If the ParaPass is lost, please call Span's main office at 940-382-2224 for a replacement.

Gratuities and Tips

Drivers are not allowed to accept gratuities, tips, or gifts.

AIDES, COMPANIONS, AND ANIMALS

Aides/Personal Care Attendants (PCAs)

An aide is a social services attendant or personal care attendant (PCA) who is required to travel with a passenger, based on the disability certification. When an aide is required, the aide rides for free. The aide must be picked up and dropped off at the same address as the passenger. Riders who have a disability certification indicating an aide is required will not be transported if an aide is not accompanying them.

When a trip is scheduled, the Span Dispatch Office must be notified that an aide will be riding, so the aide can be placed on the schedule in addition to the passenger.

Under certain circumstances, Span may request that a passenger ride with an aide. Span does not provide aides.

Companions

A companion is anyone other than an aide who travels with a passenger. A companion will be required to pay a fare equivalent to the fare paid by the registered passenger. When a trip is

scheduled, the Span Dispatch Office must be notified that a companion will be riding, so the companion can be placed on the schedule in addition to the passenger. Last-minute companion additions will be scheduled if there is availability on both the A and B legs.

Animals

Per FTA guidelines, a service animal is: *Any guide dog, signal dog, or other animal individually trained to work or perform tasks for an individual disability, including, but not limited to, guiding individuals with impaired vision, alerting individuals with impaired hearing to intruders or sounds, providing minimal protection or rescue work, pulling a wheelchair, or fetching dropped items.*

Guide dogs and other service animals are permitted on Span vehicles and are allowed to accompany passengers. Other small animals are also allowed, but they must be contained in an approved pet travel kennel and must be restrained in the kennel throughout the trip. When scheduling a trip, passengers must indicate that an animal will be accompanying the passenger. Control of the animal is the responsibility of the rider. If an animal's behavior creates a hazard or direct threat, the rider is responsible for any damages or injuries.

CANCELLATIONS, WAIT TIME, NO-SHOW, LATE CANCELLATION, AND PENALTIES

Span acknowledges that unavoidable situations may arise that result in a passenger needing to cancel or miss a scheduled trip. However, frequent and excessive late cancellation and/or no-show of scheduled trips negatively affects our ability to serve all our riders. Span's goal is to educate passengers on our policies as a means of reducing the incidences of late cancellations and/or no-shows.

Cancellations

If you need to cancel a trip, please call the Span Dispatch Office at 940-382-1900 as soon as possible.

Wait Time

Riders are expected to be ready to ride when the bus arrives. Span bus drivers will not wait longer than five (5) minutes from the arrival time for passengers to board the vehicle. If the vehicle arrives within the 30-minute ready window (15 minutes before to 15 minutes after the scheduled pick-up time), the passenger must board the vehicle within 5 minutes of arrival time. Passengers or their associates may not ask the bus driver to delay this five-minute interval under any circumstances; this is to assure the timely pick-up and transport of all Span passengers. See *Scheduling* section for more information.

No-Show

Failure to meet the vehicle within five (5) minutes from the time of arrival will constitute a no-show. If a passenger fails to cancel their trip within three (3) hours before the scheduled pick-up time, that will also be considered a no-show. A passenger is allowed two (2) no-shows per calendar month without penalty.

Span understands that some no-shows are beyond the rider's control and those instances will not be counted as no-shows. Potential examples of excused no-shows include:

- Family emergency
- The scheduled appointment was canceled or rescheduled for reasons that are not the fault of the rider
- Illness that prevents the rider from being able to call and cancel
- The Personal Care Attendant (PCA) did not arrive in time to assist the rider
- The rider's mobility device failed

Late Cancellation

If a passenger cancels their trip on the day of service but does not do so at least three (3) hours prior to the pick-up time, it will be considered a late cancellation. A passenger is allowed four (4) late cancellations per calendar month without penalty.

Subscription Service Changes

Subscription service riders should contact the Span Dispatch Office at 940-382-1900 as soon as possible if a ride is not needed on a normally scheduled day. Advance notifications allow us to plan changes to our schedules, avoid any no-show notations on your account, and schedule our other riders more efficiently.

Penalties

We would certainly prefer not to have to penalize anyone. However, behavior that inflicts disruption and inconvenience for our riders, drivers, and office staff will not be tolerated.

- Three (3) no-shows in a thirty (30)-day period will result in the suspension of services for one (1) week. In the event there are three (3) no-shows during a thirty (30)-day period a second time, services will be suspended for two (2) weeks. If the problem persists, services may be suspended indefinitely.
- Five (5) late cancellations in a (30)-day period may result in the suspension of services for one (1) week. If the problem persists, services may be suspended indefinitely.

- Span may impose reasonable penalties for any passenger who develops a pattern or practice of missing scheduled trips, including indefinite suspension of services.
- Subscription riders who face penalties may lose their subscription slot.

The suspension will go into effect seven (7) days after notification of the suspension has been made to the rider.

MOBILITY DEVICES

Span vehicles, in compliance with the ADA and the Federal Code of Regulations, are designed to carry passengers utilizing wheelchairs. A wheelchair is defined as a mobility aid belonging to any class of three or more-wheeled devices, usable indoors, designed for and used by individuals with mobility impairments, whether operated manually or powered. *All mobility devices must be secured by the Span driver and the device must face forward during transportation.*

Span reserves the right to deny service if the mobility device is unable to fit safely on the vehicle.

SEATBELTS AND RESTRAINTS

Span policy requires that all passengers wear seatbelts at all times for their own safety, as well as the safety of other passengers. All wheeled mobility devices must be properly secured at all times the Span vehicle is in operation.

CARRY-ON ITEMS

You may only board the vehicle with packages you are able to carry yourself and maintain control of at all times. No bulk items are allowed (i.e., cases of drinks, bulk paper products, large bags of pet food or bags of potting soil). Your packages cannot block the aisle, displace another rider, or otherwise create a safety hazard. Drivers do not assist riders with packages.

Priority Seating

Priority seating is made available on Span vehicles and is designated for the elderly and persons with a disability. Persons sitting in those locations who are not elderly or disabled may be asked to vacate their seat to make room for an individual with a disability. Priority seating and the securement areas are intended to accommodate riders with disabilities.

RIDER COURTESY AND CONDUCT

- Riders shall maintain appropriate, reasonable personal hygiene.
- Shirts and shoes or other footwear must be worn.
- Service animals accompanying other riders should not be pet without the permission of the owner.

To ensure the safety and comfort of all passengers and the driver, the following activities are prohibited on all vehicles. Persons who engage in these activities may be refused service.

- Playing radios or using other devices that make sound, without using headphones
- Smoking, including the use of electronic cigarettes
- Eating or drinking
- Consuming alcoholic beverages
- Using or possessing illegal drugs
- Using obscene or abusive language
- Indecent exposure or sexual conduct
- Harassment or bullying
- Violent, disruptive, or threatening behavior
- Shoving, pushing, or behaving in a disorderly manner
- Interfering with the driver
- Causing actual or potential damage to the vehicle

Span reserves the right to deny service, including removing the passenger from the bus, if the situation is determined to be unsafe for the passenger, other passengers, the driver, or the public.

TERMINATION OF SERVICES

If a passenger does not follow Span Inc.'s policies and guidelines, services will be terminated as follows:

- If feasible, a verbal warning will be given.
- If the verbal warning does not result in compliance, the passenger will receive a detailed, written warning concerning the area(s) of non-compliance and possible sanctions.
- If compliance is not achieved after the written warning, the passenger will be notified in writing that their use of Span's services is suspended for 30 days, with a statement of the reason(s) for suspension.
- Failure to follow Span Inc.'s policies and guidelines an additional time will result in permanent termination of services, effective immediately. The passenger will be

notified in writing that their use of Span's services is permanently terminated, with a statement of the reason(s) for termination.

Span reserves the right to immediately terminate services without prior warning if a passenger poses a safety risk to themselves or any other person.

GRIEVANCE AND APPEAL PROCEDURES

1. Any individual has the option to appeal a suspension, termination, or rate eligibility determination. Appeals must be presented in writing within 30 days. Span's Executive Director will hear first appeals. Span service will not be suspended while the Span Executive Director is considering an appeal unless the suspension or termination resulted from behavior that was determined to pose a risk to the passenger or others. A decision will be made within two weeks (14 days). If the Executive Director upholds the determination, the individual may request that the matter be reviewed by a panel of Span board members, designated by the Span Board Chair.
2. If an individual requests an appeal of the Executive Director's decision, the Span board member panel will review all material submitted. A decision will be made within thirty (30) days. Span service will not be suspended while the Span board panel is considering an appeal unless the suspension or termination resulted from behavior that was determined to pose a risk to the passenger or others.
3. Span will notify the individual, in writing, of the Span board panel's ruling on all appeals. The notification will outline the ruling and the reason(s) for it.
4. Once the individual has been informed of the initial ruling or the ruling from an appeal, the determination will go into effect the following business day.
5. Span requires that all appeals be made within 30 days of notification of sanctions or eligibility determination.
6. All decisions made by the Span board panel are considered final.

Span Employees and the Span Board of Directors will strive to maintain an accommodation process that is cooperative rather than adversarial in nature, attempt to fulfill eligibility requests when possible, and will document all attempts at reasonable accommodations.

CUSTOMER COMPLAINTS

Span takes all complaints seriously and records, investigates, and responds to each complaint, including Americans with Disabilities Act (ADA) complaints. Span is committed to resolving complaints in a prompt and equitable manner.

Span reserves the right to extend the complaint investigation beyond in-person communication to include additional information sources, such as:

- Video recordings from on-board cameras and facility surveillance
- Recordings of telephone calls
- Written communications (paper and/or electronic, including faxed documents)
- System data including location tracking, dispatch records, and reservation notes and data input
- Driver manifests (paper and/or electronic)
- Interviews with transit agency employees or contractors and other riders who may be witnesses to the incident
- Any additional source determined to have relevance

Customer Complaint Process

Complaints concerning Span's demand response transportation service by passengers or caretakers of passengers, or any other authorized representative of the passenger should be reported to the Span Transportation Department by one of the following methods:

- Calling Span at 940-382-1900 and asking to speak to the Transportation Supervisor or Transportation Manager.
- Sending an email to span@span-transit.org.
- Mailing a letter to Span, Inc, Attn: Transportation Manager, 1800 Malone Street, Denton, TX 76201; or
- Sending a fax to the Transportation Supervisor or Transportation Manager at 940-383-8433.

When the complaint is reported, please include as much information as possible; including the nature of the complaint, date and time of the incident, the location where it took place, the names of the people involved (if known), and any other relevant information.

Service Complaint Form

Please see the last page of this document for a copy of our *Span, Inc. Transportation Service Complaint Form*. You can also complete the *Complaint Form* on our website, www.span-transit.org.

TITLE VI

Span operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act. Any person who believes they have been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with Span.

For more information on Span's Title VI program, the procedures to file a complaint, or to file a complaint contact the Executive Director at 940-382-2224; email span@span-transit.org; or visit our administrative office at 1800 Malone Street, Denton, TX 76201. For more information, visit www.span-transit.org.

Span opera sus programas y servicios, sin distinción de raza, color u origen nacional, de conformidad con el Título VI de la Ley de Derechos Civiles. Cualquier persona que cree que él o ella ha sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI, puede presentar una queja con Span.

Para obtener más información sobre Span 's Título VI programa, los procedimientos para presentar una queja, o para presentar una queja contacto el Director Ejecutivo al 940-382-2224; lapso de correo electrónico @ ñol@span-transit.org; o visite nuestra oficina administrativa en 1800 Malone Street, Denton, TX 76201. Para obtener más información, visite www.span-transit.org.

A complaint may also be filed directly with the:

Texas Department of Transportation, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483, or

Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE Washington, DC, 20590.

If information is needed in another language, contact 940-382-2224. Para más información llame a este número 940-382-2224.



Span, Inc. Transportation Service Complaint Form

Date of Complaint _____

This complaint is being made by:

Client _____ Client Representative _____ Driver/Staff _____ Member of the Community _____

If you selected Client Representative, please list the client's name _____

Your Name _____ Telephone Number _____

Street Address _____ City _____ Zip Code _____

Email address _____

Date of issue that resulted in this complaint _____ Approx. time _____

Passenger Name _____ Vehicle Number _____

Driver/Employee Name _____ Route Number _____

Please explain the reason for your complaint and provide as much detail as possible:

Signature _____ Date _____

Mail to Span, Inc., Attn: Transportation Mgr., 1800 Malone St., Denton, TX 76201;

email to span@spantransit.org; or fax to 940-383-8433.

.....
Supervisor/Manager Response/Resolution to Complaint:

Supervisor/Manager Signature _____ Date _____

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT COMMUNITY
DEVELOPMENT BLOCK GRANT FUNDS

1. Statement of Work

During the period October 1, 2022 through September 30, 2023, the Town of Flower Mound may use Community Development Block Grant (CDBG) funds to reimburse SPAN for providing "Demand Response" transit service to the following citizens of the Town of Flower Mound (TOWN):

- Elderly who are 65 years and older
- Severely disabled adults who are 18 years and older and
 - o Use a wheelchair or another special aid for six months or longer; or
 - o Are unable to perform one or more "functional activities" (i.e., seeing, hearing, having one's speech understood, lifting and carrying, walking up a flight of stairs, or walking); or
 - o Need assistance with an "ADL" (i.e., an activity of daily living including getting around inside the home, getting in or out of bed or a chair, bathing, dressing, eating, and toileting); or
 - o Need assistance with an "IADL" (i.e., going outside the home, keeping track of money or bills, preparing meals, doing light housework and using the telephone); or
 - o Are prevented from working at a job or doing housework; or
 - o Have a selected condition including autism, cerebral palsy, Alzheimer's disease, senility or dementia, or mental retardation; or
 - o Are less than 65 years and covered by Medicare or receive Supplemental Social Security Income.

It is expressly agreed and understood that the total amount of CDBG funds to be paid by the TOWN under this Agreement shall not exceed Thirty-Four Thousand Four Hundred Dollars (\$34,400.00). Costs exceeding Thirty-Four Thousand Four Hundred Dollars (\$34,400.00) for providing Demand Response transit service to the above citizens will be paid with TOWN funds in accordance with the Agreement.

The TOWN's obligations under this Agreement are contingent upon the actual receipt of adequate CDBG funds to meet SPAN's liabilities under this Agreement. If adequate CDBG funds are not available to make payments under this Agreement, the TOWN will notify SPAN in writing within a reasonable time after such fact has been determined, so that SPAN can modify its services. The TOWN may, at its option, either reduce the amount of its liability, or terminate the Agreement. It is expressly understood that this Agreement in no way obligates the TOWN's General Fund or any other monies or credits of the TOWN for payment of the CDBG funds.

CDBG grant funds will not be used for any cost or portion thereof of which:

- Has been paid, reimbursed or is subject to payment or reimbursement from any other source;
- Was incurred prior to the beginning date, or after the ending date specified in this Agreement;

- Is not in strict accordance with the terms of this Agreement; or,
- Has not been billed to TOWN within 30 calendar days following termination of the Agreement.

CDBG grant funds reimbursed under this Agreement will not be paid to any party other than SPAN. Upon termination of this Agreement, should any expense for which payment has been made be subsequently disallowed or disapproved as a result of any auditing or monitoring by the TOWN, the Department of Housing and Urban Development, or any other federal agency, SPAN will refund such amount to the TOWN within ten working days of a written notice to SPAN, which specifies the amount disallowed. Refunds of disallowed costs may not be made from these or any funds received from or through the TOWN.

2. Records and Reports

SPAN agrees to maintain records that provide accurate, current, separate, and complete disclosure of the status of the CDBG funds received under this Agreement. SPAN shall retain all records pertinent to expenditures incurred under this Agreement for five years from the date of termination of the Agreement. If there is litigation, claims, audits, negotiations or other actions that involve any of the records cited and that have started before the expiration of the five-year period, then such records must be retained until completion of the actions and resolution of all issues, or the expiration of the five-year period, whichever occurs first.

SPAN agrees to grant access by the TOWN, the U. S. Department of Housing and Urban Development, and the Comptroller General of the United States, or any of their duly authorized representatives to any books, documents, papers, and records of SPAN which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcriptions.

At the time SPAN submits a request to TOWN for reimbursement, SPAN shall provide a report to TOWN identifying the costs by line item and the actual ridership provided, including name, address, age, disability, and race. SPAN will provide TOWN staff access to records necessary to obtain documentation to support CDBG eligibility requirements.

3. Program Income

No program income will be generated under this Agreement.

4. Uniform Administrative Requirements

In regard to CDBG funds provided under this Agreement, SPAN agrees to comply with the requirements of Title 24: Housing and Urban Development of the Code of Federal Regulations (CFR) Part 570.502 concerning Community Development Block Grants (CDBG). The TOWN has a copy available for review or reproduction. SPAN also agrees to comply with all other applicable Federal, state and local laws, regulations, and policies governing the CDBG funds provided under this Agreement.

5. Other Program Requirements

SPAN further agrees to utilize CDBG funds available under this Agreement to supplement rather than supplant funds otherwise available. For example, if an eligible rider's fee is partially paid by other funds, CDBG funds will be used to pay only the difference in cost for the ride. CDBG grant funds will not be used to fund any claims, actions, suits, charges or judgments whatsoever that arise out of SPAN's performance or nonperformance of the services or subject matter called for in the Agreement. SPAN shall:

- Hold harmless, defend, and indemnify TOWN from any and all claims, actions, suits, charges and judgments whatsoever that arise out of SPAN's performance or nonperformance of the services or subject matter called for in the Agreement;
- Comply with the bonding and insurance requirements of OMB Circular A-110 (Flower Mound has a copy available for review or reproduction). Actual losses not covered by insurance as required by this Agreement are not allowable costs under this Agreement and remain the sole responsibility of SPAN;
- Comply with all applicable equal employment opportunity and affirmative action laws or regulations;
- Provide Workers' Compensation Insurance coverage for all of its employees involved in the performance of this Agreement;
- Maintain adequate and continuous liability insurance on all vehicles owned, leased or operated that are used to provide services under this Agreement; and,
- Ensure that all drivers possess a valid Texas driver's license.

6. Conditions for Religious Organizations

SPAN shall provide all services under this Agreement in a manner that is exclusively non-religious in nature and scope. There shall be no religious services, proselytizing, instruction or any other religious preference, influence or discrimination in connection with providing these services.

7. Reversion of Assets

Payment for allowable costs under the terms of the Agreement is on a reimbursement basis. Expenditures will not be reimbursed to SPAN for the purchase of real property or equipment. These are not allowable costs under this Agreement.

SPAN, INCORPORATED

ANNUAL FINANCIAL REPORT

YEAR ENDED SEPTEMBER 30, 2021

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CERTIFIED PUBLIC ACCOUNTANTS

902 NORTH LOCUST
P.O. BOX 977
DENTON, TX 76202-0977

TEL. (940) 387-8563
FAX (940) 383-4746

INDEPENDENT AUDITORS' REPORT

To the Board of Directors
SPAN, Incorporated
Denton, Texas

Report on the Financial Statements

We have audited the accompanying financial statements of SPAN, Incorporated (a nonprofit organization), which comprise the statement of financial position as of September 30, 2021, and the related statements of activities, functional expenses, and cash flows for the year then ended, and the related notes to the financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of SPAN, Incorporated as of September 30, 2021, and the changes in its net assets and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 11, 2022, on our consideration of SPAN, Incorporated's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering SPAN, Incorporated's internal control over financial reporting and compliance.

Hankins, Eastup, Deaton, Tonn & Seay, PC

Hankins, Eastup, Deaton, Tonn & Seay, PC
Denton, Texas

February 11, 2022

FINANCIAL SECTION

SPAN, INCORPORATEDSTATEMENT OF FINANCIAL POSITION
SEPTEMBER 30, 2021ASSETS

Current Assets:

Cash and cash equivalents	\$ 985,346	
Investments	254,436	
Accounts receivable	504,641	
Accrued interest receivable	1,764	
Prepaid expenses	<u>7,570</u>	
Total Current Assets		\$ 1,753,757

Property and equipment:

Land	181,100	
Building	599,323	
Transportation equipment	2,716,013	
Office/Shop furniture and equipment	<u>291,011</u>	
	3,787,447	
Less accumulated depreciation	<u>(2,454,044)</u>	
Net Property and Equipment		<u>1,333,403</u>

Total Assets \$ 3,087,160

LIABILITIES AND NET ASSETS

Current Liabilities:

Accounts payable	\$ 65,295	
Deferred Income	<u>77,297</u>	
Total Current Liabilities		\$ 142,592

Net Assets:

Without donor restriction	2,944,568	
With donor restriction	<u>-</u>	
Total Net Assets		<u>2,944,568</u>

Total Liabilities and
Net Assets \$ 3,087,160

The accompanying notes are an integral part of these financial statements.

SPAN, INCORPORATEDSTATEMENT OF ACTIVITIES
YEAR ENDED SEPTEMBER 30, 2021

	Without Donor Restriction	With Donor Restriction	Total
Support and Revenue:			
Support			
Contributions	\$ 192,715	\$ -	\$ 192,715
Support from local governments	235,872		235,872
Total Support	<u>428,587</u>	<u>-</u>	<u>428,587</u>
Revenue:			
Transportation grants	2,478,903		2,478,903
Transportation contracts	109,117		109,117
Aging grants	539,714		539,714
Aging contracts	71,354		71,354
Transportation program income	77,760		77,760
Meals program income	6,942		6,942
Miscellaneous	2,139		2,139
Gain on disposition of assets	53,745		53,745
Interest income	2,847		2,847
Total Revenue	<u>3,342,521</u>	<u>-</u>	<u>3,342,521</u>
Net assets released from restrictions:			
Satisfaction of usage restrictions	-	-	-
Total Support and Revenue	<u>3,771,108</u>	<u>-</u>	<u>3,771,108</u>
Expenses:			
Functional Expenses:			
Transportation program	2,114,796		2,114,796
Senior citizen meals and other services	738,831		738,831
Management and general	434,725		434,725
Fundraising	39,597		39,597
Total Expenses	<u>3,327,949</u>	<u>-</u>	<u>3,327,949</u>
Change in net assets	<u>443,159</u>	<u>-</u>	<u>443,159</u>
Net Assets, Beginning of Year	<u>2,501,409</u>	<u>-</u>	<u>2,501,409</u>
Net Assets, End of Year	<u>\$ 2,944,568</u>	<u>\$ -</u>	<u>\$ 2,944,568</u>

The accompanying notes are an integral part of these financial statements.

SPAN, INCORPORATEDSTATEMENT OF CASH FLOWS
YEAR ENDED SEPTEMBER 30, 2021

Cash Flows From Operating Activities:

Change in net assets	\$ 443,159	
Adjustments to reconcile change in net assets to net cash provided by operating activities:		
Depreciation	359,839	
Decrease in accounts receivable	154,372	
Decrease in accrued interest receivable	1,933	
Decrease in prepaid expenses	16,448	
Increase in accounts payable	21,259	
Increase in deferred income	77,297	
Gain on disposition of assets	<u>(53,745)</u>	
Net Cash Provided By Operating Activities		\$ 1,020,562

Cash Flows From Investing Activities:

Proceeds from sale of assets	53,745	
Purchase of investment	(34,436)	
Purchase of property and equipment	<u>(607,380)</u>	
Net Cash Used by Investing Activities		<u>(588,071)</u>

Net increase in cash and cash equivalents	432,491
---	---------

Cash and cash equivalents - September 30, 2020	<u>552,855</u>
--	----------------

Cash and cash equivalents - September 30, 2021	<u><u>\$ 985,346</u></u>
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Supplemental disclosure:

Interest paid during the year	\$ -
Income taxes paid during the year	\$ -

The accompanying notes are an integral part of these financial statements.

SPAN, INCORPORATEDSTATEMENT OF FUNCTIONAL EXPENSES
YEAR ENDED SEPTEMBER 30, 2021

	<u>Transportation</u>	<u>Senior Citizen Meal and Other Services</u>	<u>Management and General</u>	<u>Fundraising</u>	<u>Total</u>
Salaries and Wages	1,006,466	182,289	338,374	26,029	1,553,158
Payroll taxes	80,813	14,806	26,960	2,089	124,668
Workers compensation ins.	39,600	14,933	15,523	1,194	71,250
Health insurance	87,673	16,365	29,613	2,278	135,929
Retirement	8,483	3,050	3,283	252	15,068
Travel	98	2,051	-	-	2,149
Occupancy	36,754	12,705	3,243	1,351	54,053
Insurance	61,103	3,692	1,463	365	66,623
Telephone	6,066	2,191	734	184	9,175
Office expense	25,279	6,567	3,640	910	36,396
Conferences and meetings	9,520	2,263	608	152	12,543
Advertising	12,759	4,605	-	-	17,364
Professional fees	18,553	3,463	1,649	797	24,462
Computer & equipment expenses	59,338	13,593	5,274	2,829	81,034
Fundraising expenses	-	-	-	1,167	1,167
Fuel and oil	160,791	-	-	-	160,791
Licensing	7,431	-	-	-	7,431
Vehicle repairs & maintenance	116,022	-	-	-	116,022
Communications	11,862	-	-	-	11,862
Health testing	4,162	-	-	-	4,162
Uniforms	2,487	-	-	-	2,487
Miscellaneous	7,137	2,869	2,501	-	12,507
Cost of meals	-	443,462	-	-	443,462
Equipment maintenance/supplies	-	4,347	-	-	4,347
Total expenses before deprec.	<u>1,762,397</u>	<u>733,251</u>	<u>432,865</u>	<u>39,597</u>	<u>2,968,110</u>
Depreciation of property & equip	<u>352,399</u>	<u>5,580</u>	<u>1,860</u>	<u>-</u>	<u>359,839</u>
Total expenses	<u>2,114,796</u>	<u>738,831</u>	<u>434,725</u>	<u>39,597</u>	<u>3,327,949</u>

The accompanying notes are an integral part of these financial statements.

SPAN, INCORPORATEDNOTES TO THE FINANCIAL STATEMENTS
SEPTEMBER 30, 2021**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES****A. Nature of Activities**

SPAN, Incorporated (SPAN) is a not-for-profit agency established to provide transportation, meals and other services to senior citizens and others within the community.

B. Financial Statement Presentation

The accompanying financial statements have been prepared on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States. Net assets and revenues, expenses, gains, and losses are classified based on the existence or absence of donor-imposed restrictions. Accordingly, net assets of the Organization and changes therein are classified and reported as follows:

Net assets without donor restriction - Net assets that are not subject to donor-imposed stipulations.

Net assets with donor restriction - Net assets subject to donor-imposed stipulations that may or will be met, either by actions of the Organization and/or the passage of time. When a restriction expires, net assets with donor restriction are reclassified to net assets without donor restriction and reported in the statement of activities as net assets released from restrictions.

C. Description of Programs

Transportation - SPAN provides transportation programs for citizens throughout Denton County. Programs include demand response transportation in Denton County for senior citizens, persons with disabilities, and the general public. Funding for these programs is provided through Federal and State transportation grants and contracts; fares and donations received from riders; and local public and private support.

Senior Citizen Meals and Other Services - Daily (Monday through Friday) hot meals are served to senior citizens at thirteen sites throughout Denton County. The program also includes home delivered meals to qualifying home-bound senior citizens. In March 2020, SPAN temporarily closed all of the congregate meal locations in response to the coronavirus pandemic. At that time, SPAN began home-delivery of meals to the effected individuals. In August 2021, SPAN reopened all congregate meal locations. Funding for the meal programs is provided by Federal and State aging grants and contracts, donations from meal recipients and local public and private support. SPAN also provides a variety of programs for senior citizens including information and referral and recreational activities at senior centers.

D. Contributions

Contributions, including unconditional promises to give, are recorded as made. All contributions are available for unrestricted use unless specifically restricted by the donor. Conditional promises to give are recognized when the conditions on which they depend are substantially met. Unconditional promises to give due in the next year are recorded at their net realizable value. Unconditional promises to give due in subsequent years are reported at the present value of their net realizable value, using risk-free interest rates applicable to the years in which the promises are to be received.

SPAN, INCORPORATEDNOTES TO THE FINANCIAL STATEMENTS
SEPTEMBER 30, 2021**NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)****E. Property and Equipment**

Expenditures for property and equipment are stated at cost. Donated property and equipment is recorded at its estimated fair market value at the date of donation. The organization capitalizes property and equipment purchases that exceed \$500.

Depreciation of property and equipment is calculated on the straight-line method over the following estimated useful lives:

Buildings	31.5 years
Vehicles	4-10 years
Equipment	4-8 years
Furniture and fixtures	7-10 years

F. Contributed Services and Materials

SPAN receives donated services from a variety of unpaid volunteers assisting SPAN in its programs. No amounts have been recognized in the accompanying statement of activities because the criteria for recognition of such volunteer effort under SFAS No. 116 have not been satisfied.

G. Income Taxes

SPAN is organized as a Texas nonprofit corporation and has been recognized by the IRS as exempt from Federal income taxes under IRC Section 501(a) as an organization described in IRC Section 501(c)(3), qualifies for the charitable contribution deduction under IRC Section 170(b)(1)(A)(vi) and (viii), and has been determined not to be a private foundation under IRC Sections 509(a)(1) and (3), respectively. SPAN is annually required to file a Return of Organization Exempt from Income Tax (Form 990) with the IRS. In addition, SPAN is subject to income tax on net income that is derived from business activities that are unrelated to their exempt purposes. We have determined that SPAN is not subject to unrelated business income tax and has not filed an Exempt Organization Business Tax Return (Form 990-T) with the IRS.

H. Functional Allocation of Expenses

The costs of providing SPAN's various programs and supporting services have been reported on a functional basis in the statement of activities in order to present the natural classification detail of expenses by function. Accordingly, certain costs have been allocated among the programs and supporting services benefited.

SPAN, INCORPORATED**NOTES TO THE FINANCIAL STATEMENTS
SEPTEMBER 30, 2021****NOTE 1 – SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)****I. Cash Equivalents**

For purposes of the statement of cash flows, SPAN considers all cash and other highly liquid investments with initial maturities of three months or less to be cash equivalents.

J. Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts of assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates, and those differences could be material.

NOTE 2 – CONCENTRATIONS OF RISK

SPAN maintains several bank accounts at two banks and one credit union. Accounts at an institution are insured by the Federal Deposit Insurance Corporation (FDIC) up to \$250,000. Cash held at Wells Fargo Bank exceeded Federally insured limits at certain times during the year. At September 30, 2021, cash balances at Wells Fargo Bank were \$743,304.

SPAN receives a significant portion of its revenues under transportation grants from Texas Department of Transportation (TXDOT) and North Central Texas Council of Governments (NCTCOG). Revenue from these grants were \$1,666,565 from TXDOT and \$757,438 from NCTCOG during the year ended September 30, 2021.

SPAN also received \$564,763 in aging and transportation grants from the Area Agency on Aging.

NOTE 3 – INVESTMENTS

Investments consist of a certificate of deposit at a bank. The certificate of deposit is stated at cost, which approximates fair value. The certificate of deposit matures in December 2021.

NOTE 4 – RETIREMENT PLAN

SPAN sponsors a retirement plan for its employees. The plan is a salary reduction retirement plan under Internal Revenue Code Section 403(b). Under the plan, employees can elect to contribute to the plan, up to Internal Revenue Code limits. SPAN matches eligible employee's contributions up to three percent of the employee's compensation. During the fiscal year ended September 30, 2021, SPAN contributed \$15,068 in matching contributions to the plan.

NOTE 5 – FAIR VALUE OF FINANCIAL INSTRUMENTS

The carrying amounts of cash and cash equivalents, investments, accounts receivable, accrued interest receivable, and accounts payable reported in the statement of financial position approximate fair values because of the short maturities of those instruments.

SPAN, INCORPORATED**NOTES TO THE FINANCIAL STATEMENTS
SEPTEMBER 30, 2021****NOTE 6 – SUBSEQUENT EVENTS**

Management has reviewed events subsequent to September 30, 2021 through February 11, 2022, which is the date the financial statements were available to be issued. No subsequent events were identified that were required to be recorded or disclosed in the financial statements.

NOTE 7 – LIQUIDITY AND AVAILABILITY

Financial assets available for general expenditure without donor restrictions limiting their use, within one year of the balance sheet date, comprise the following:

Cash and cash equivalents-unrestricted	\$	985,346
Investments		254,436
Accounts receivable		504,641
Accrued interest receivable		<u>1,764</u>
		<u>1,746,188</u>

FEDERAL AWARDS SECTION

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CERTIFIED PUBLIC ACCOUNTANTS

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INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

To the Board of Directors
SPAN, Incorporated
Denton, Texas

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of SPAN, Incorporated (a nonprofit organization), which comprise the statement of financial position as of September 30, 2021, and the related statements of activities, functional expenses, and cash flows for the year then ended, and the related notes to the financial statements, and have issued our report thereon dated February 11, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered SPAN, Incorporated's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of SPAN, Incorporated's internal control. Accordingly, we do not express an opinion on the effectiveness of the Organization's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether SPAN, Incorporated's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the organization's internal control or on compliance. This report is an integral part of the audit performed in accordance with *Government Auditing Standards* in considering the organization's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Hankins, Eastup, Deaton, Tonn & Seay, PC

Hankins, Eastup, Deaton, Tonn & Seay, PC
Denton, Texas

February 11, 2022

Members:
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 CERTIFIED PUBLIC
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 TEXAS SOCIETY OF CERTIFIED
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**HANKINS, EASTUP, DEATON,
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INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL
 PROGRAM AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE IN
 ACCORDANCE WITH THE UNIFORM GUIDANCE

To the Board of Directors
 SPAN, Incorporated
 Denton, Texas

Report on Compliance for Each Major Federal Program

We have audited SPAN, Incorporated's compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of SPAN, Incorporated's major federal programs for the year ended September 30, 2021. SPAN, Incorporated's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of finding and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to its federal programs.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for each of SPAN, Incorporated's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Costs Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about SPAN, Incorporated's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of SPAN, Incorporated's compliance.

Opinion on Each Major Federal Program

In our opinion, SPAN, Incorporated complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2021.

Report on Internal Control Over Compliance

Management of SPAN, Incorporated is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered SPAN, Incorporated's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of SPAN, Incorporated's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Hankins, Eastup, Deaton, Tonn & Seay, PC

Hankins, Eastup, Deaton, Tonn & Seay, PC
Denton, Texas

February 11, 2022

SPAN, INCORPORATED**SCHEDULE OF FINDINGS AND QUESTIONED COSTS
YEAR ENDED SEPTEMBER 30, 2021****I. Summary of Auditors' Results****Financial Statements**

Type of auditors' report issued:	Unmodified
Internal control over financial reporting:	
Material weakness(es) identified?	No
Significant deficiencies identified that are not considered to be material weaknesses?	None reported.
Noncompliance material to financial statements noted?	No

Federal Awards

Internal control over major federal programs:	
Material weakness(es) identified?	No
Significant deficiencies identified that are not considered to be material weaknesses?	None reported.
Type of auditors' report issued on compliance for major federal programs:	Unmodified
Any audit findings disclosed which are required to be reported in accordance with 2 CFR 200.516(a)?	No
Identification of major programs:	
Public Transportation for Nonurbanized Areas	FALN 20.509
Dollar threshold used for distinguishing between Type A and Type B federal programs?	\$750,000
Auditee qualified as low-risk auditee?	Yes

II. Financial Statement Findings

None

III. Federal Awards Findings and Questioned Costs

None

SPAN, INCORPORATED**SCHEDULE OF STATUS OF PRIOR FINDINGS
YEAR ENDED SEPTEMBER 30, 2021****PROGRAM****DESCRIPTION**

No findings were noted in the prior year.

SPAN, INCORPORATED**CORRECTIVE ACTION PLAN
YEAR ENDED SEPTEMBER 30, 2021**

PROGRAM**DESCRIPTION**

None required.

SPAN, INCORPORATEDSCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED SEPTEMBER 30, 2021

Federal Grantor/Pass-Through Grantor/Program Title	Federal FALN Number	Agency or Pass-Through Number	Federal Expenditures
<u>U.S. Department of Health and Human Services</u>			
Pass-through Texas Department on Aging: Contracted through the North Central Texas Council of Governments Area Agency on Aging:			
Aging Cluster:			
Title III, Part B – Supporting Services and Senior Centers *	93.044	088995790	\$ 117,601
Title III, Part C – Nutrition Services *	93.045	088995790	259,289
Title III, Part E – National Family Caregiver Support *	93.052	088995790	147,215
Nutrition Services Incentive Program *	93.053	088995790	31,675
Subtotal – Aging Cluster			<u>555,780</u>
Total U.S. Department of Health and Human Services			<u>555,780</u>
<u>U.S. Department of Transportation</u>			
Pass-through Texas Department of Transportation:			
Public Transportation for Nonurbanized Areas	20.509	RPT-1901(26)39-19	320,197
	20.509	RPT-2101(26)045-20	279,089
	20.509	CAF-2001(26)072-20	53,081
	20.509	CAF-2101(26)072-20	292,850
	20.509	DIS-2102(33)129-20	91,593
Total FALN 20.509			<u>1,036,810</u>
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	ED-1905(33)074-19	<u>30,851</u>
Bus and Bus Facilities Formula Program**	20.526	BBF-2002(33)069-20	<u>158,558</u>
Subtotal			<u>1,226,219</u>

SPAN, INCORPORATEDSCHEDULE OF EXPENDITURES OF FEDERAL AWARDS (CONTINUED)
YEAR ENDED SEPTEMBER 30, 2021

Federal Grantor/Pass-Through Grantor/Program Title	Federal FALN Number	Agency or Pass-Through Number	Federal Expenditures
<u>U.S. Department of Transportation (continued)</u>			
Pass-through North Central Texas Council of Governments:			
Federal Transit – Formula Grants (Urbanized Area Formula Program) **	20.507	TX-2017-058-00	<u>584,963</u>
Enhanced Mobility of Seniors And Individuals with Disabilities	20.513	TX-2017-073-01	41,125
	20.513	TX-2017-073-02	57,020
	20.513	TX-2020-080-00	<u>74,330</u>
Total FALN 20.513			<u>172,475</u>
Subtotal			<u>757,438</u>
Total U.S. Department of Transportation			<u>1,983,657</u>
Total Expenditures of Federal Awards			<u>\$ 2,539,437</u>

* Clustered Programs – Aging Cluster

** Clustered Programs – Federal Transit Cluster

SPAN, INCORPORATED**NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED SEPTEMBER 30, 2021**

NOTE 1 – BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal grant activity of SPAN, Incorporated ("SPAN") under programs of the federal government for the year ended September 30, 2021. The information in this schedule is presented in accordance with the requirements of the Uniform Guidance. Because the schedule presents only a selected portion of the operations of SPAN, it is not intended to and does not present the financial position, changes in net assets or cash flows of SPAN.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

SPAN accounts for all awards under federal programs using the accrual basis of accounting in accordance with accounting principles generally accepted in the United States. This basis of accounting recognizes revenue in the accounting period in which they are earned, and expenses in the accounting period in which the liability is incurred. Expenses are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenses are not allowable.

Span Incorporated

Statement of Financial Position

May 31, 2022

ASSETS

Current Assets

Cash and Cash Equivalents	\$ 957,977
Investments	254,436
Accounts Receivable	631,089
Accrued Interest Receivable	1,764
Prepaid Expenses	100,318
Total Current Assets	<u>\$ 1,945,585</u>

Property and Equipment

Land	\$ 181,100
Building	606,430
Transportation Equipment	2,716,013
Office/Shop Furniture and Equipment	293,526
	<u>\$ 3,797,069</u>
Less: Accumulated Depreciation	(2,454,044)
Net Property and Equipment	<u>\$ 1,343,025</u>

Total Assets

\$ 3,288,610

LIABILITIES AND NET ASSETS

Current Liabilities

Accounts Payable	\$ 80,690
Payroll Related Payables	4,332
Deferred Income	84,972
Total Current Payables	<u>\$ 169,994</u>

Net Assets

Without Donor Restrictions	
Beginning Balance	\$ 2,914,980
Current Earnings	203,636
Purchase of Vehicles	
Total Without Donor Restrictions	<u>\$ 3,118,616</u>
With Donor Restrictions	-
Total Net Assets	<u>\$ 3,118,616</u>

Total Liabilities and Net Assets

\$ 3,288,610

Span Incorporated

Statement of Activities

For eight months ending May 31, 2022

Support and Revenue	Budget to Date	Actual to Date	Variance	%
Support				
Contributions	\$ 60,333	\$ 70,445	\$ 10,112	117%
Support from Local Governments	\$ 162,180	142,198	(19,982)	88%
Total Support	<u>\$ 222,513</u>	<u>\$ 212,644</u>	<u>\$ (9,870)</u>	<u>96%</u>
Revenue				
Transportation Grants	\$ 1,738,015	\$ 1,793,748	\$ 55,733	103%
Transportation Contracts	\$ 16,000	13,252	\$ (2,748)	83%
Aging Grants	\$ 412,395	477,049	\$ 64,654	116%
Aging Contracts	\$ 5,000	10,808	\$ 5,808	216%
Meals Program Income	\$ 60,667	72,063	\$ 11,396	119%
Miscellaneous	\$ 2,000	84	\$ (1,916)	4%
Fund Reserves	\$ 35,133	29,588	\$ (5,545)	84%
Fundraising	\$ 111,050	52,657	\$ (58,393)	47%
Income/Loss on Disposal of Assets	\$ 16,667	82,258	\$ 65,591	494%
Insurance Claim Income	\$ -	-	\$ -	0%
Interest Income	\$ 233	251	\$ 17	107%
Total Revenue	<u>\$ 2,397,160</u>	<u>\$ 2,531,757</u>	<u>\$ 134,597</u>	<u>106%</u>
Total Support and Revenue	<u>\$ 2,619,673</u>	<u>\$ 2,744,401</u>	<u>\$ 124,727</u>	<u>105%</u>
Expenses				
Functional Expenses				
Transportation Program Expenses	\$ 1,834,012	\$ 1,770,102	\$ 63,910	97%
Senior Meals and Other Services	\$ 774,595	742,193	32,402	96%
Fundraising	\$ 11,066	28,470	(17,404)	257%
Total Functional Expenses	<u>\$ 2,619,673</u>	<u>\$ 2,540,765</u>	<u>\$ 78,908</u>	<u>97%</u>
Capital Expenses				
Purchase of Vehicles	-	-	-	
Total of Capital Expenses	<u>-</u>	<u>-</u>	<u>-</u>	
Total Expenses	<u>\$ 2,619,673</u>	<u>\$ 2,540,765</u>	<u>\$ 78,908</u>	<u>97%</u>
Change in Net Assets	<u>\$ 0</u>	<u>\$ 203,636</u>	<u>\$ 203,637</u>	
Net Assets, Beginning of Year		\$ 2,944,568		
Net Assets, End of Year		<u><u>\$ 3,148,204</u></u>		

Span Incorporated
Detail of Expenses
For eight months ending May 31, 2022

	Transportation Program Expenses	Senior Meals and Other Services	Fundraising	Total Expenses	Budget Total	%
ADVERTISING & PROMOTION	\$ 5,443	\$ 1,553		\$ 6,997	\$ 8,333	84%
BANK SERVICE FEES	4,573	801		5,374	2,867	187%
BOARD EXPENSES	2,088	1,489		3,577	267	1341%
BUILDING MAINTENANCE	15,845	3,933		19,779	12,333	160%
CATERED AND PURCHASED MEALS		373,185		373,185	327,333	114%
COMPUTER EQUIPMENT	138	21		158	3,333	5%
COMPUTER SOFTWARE	49,599	8,370		57,969	27,333	212%
CONSULTANTS	14,603	5,539		20,143	26,333	76%
DRIVER BENEFITS	36,235	-		36,235	45,587	79%
DRIVER DRUG SCREENING	2,515	-		2,515	5,000	50%
DRIVER PHYSICALS-SEARCHES	5,367	-		5,367	6,667	81%
DRIVERS	436,198	-		436,198	565,601	77%
DUES AND MEMBERSHIPS	708	746		1,454	533	273%
EMPLOYEE APPRECIATION	3,528	1,360		4,887	2,333	209%
EMPLOYER SHARE OF RETIREMENT	7,152	2,886		10,038	15,333	65%
EQUIPMENT LEASING	3,261	759		4,020	2,667	151%
FEES & PERMITS	601	210		810	2,800	29%
FUEL & LUBRICANTS	170,192	683		170,875	134,867	127%
FUND DEVELOPMENT EXPENSE		-	3,119	3,119	500	624%
FUNDRAISER EXPENSE -Home Delivered Meals		-	25,351	25,351	10,566	240%
GENERAL ADMIN BENEFITS	23,345	7,136		30,481	29,872	102%
GENERAL ADMINISTRATION	294,202	89,985		384,188	379,261	101%
GROUPS MAINTENANCE	2,679	1,008		3,687	5,000	74%
GROUP MEDICAL	88,918	20,341		109,259	106,667	102%
HD CLIENTS PET MEALS		919		919	4,000	23%
INSURANCE - VEHICLE	27,851	-		27,851	33,333	84%
INSURANCE CLAIMS EXPENSE NON-BUDGET	989	-		989	2,667	37%
LEGAL & ACCOUNTING	11,989	4,548		16,537	13,333	124%
LIABILITY INSURANCE	12,831	3,780		16,612	31,333	53%
LICENSING	4,315	-		4,315	5,333	81%
MECHANICS	72,627	-		72,627	64,855	112%
MECHANICS BENEFITS	5,896	-		5,896	5,161	114%
MEETINGS/CONFERENCES	236	3,619		3,855	2,267	170%
MILEAGE	348	2,219		2,567	1,000	257%
MISC. (OTHER)	2,256	1,812		4,068	1,333	305%
OFF SITE REPAIRS	44,565	-		44,565	46,667	95%
OFFICE EQUIPMENT	8,943	747		9,689	5,067	191%
OFFICE SUPPLIES	6,089	3,106		9,195	8,667	106%
PARTS	20,746	-		20,746	26,667	78%
POSTAGE	1,276	369		1,645	3,000	55%
PRINTING	78	744		822	3,333	25%
SENIOR SERVICES ADMINISTRATION		52,074		52,074	61,013	85%
SENIOR SERVICES BENEFITS		4,080		4,080	4,801	85%
SR CENTER BENEFITS		9,815		9,815	13,272	74%
SR CTR MGRS		109,427		109,427	157,187	70%
TABLETS - PTT	7,245	-		7,245	10,000	72%
TELEPHONE - GENERAL	4,239	1,608		5,846	7,333	80%
TIRES	10,275	-		10,275	13,333	77%
TOLLS	15,417	-		15,417	13,333	116%
TRAINING	3,746	534		4,280	3,667	117%
TRANSP ADMIN BENEFITS	20,968	-		20,968	20,331	103%
TRANSPORTATION ADMIN	261,264	-		261,264	257,066	102%
UNIFORMS	4,930	-		4,930	3,333	148%
UTILITIES	6,020	2,283		8,303	10,000	83%
VOLUNTEER EXPENSES		2,433		2,433	5,000	49%
WORKERS COMP INSURANCE	47,771	18,073		65,844	60,600	109%
Totals	\$ 1,770,102	\$ 742,193	\$ 28,470	\$ 2,540,765	\$ 2,619,673	97%



TOWN COUNCIL AGENDA ITEM NO. 6 CONSENT ITEM

DATE: August 22, 2022

FROM: Dale Crown, P.E., Senior Project Engineer

ITEM: Consider approval of a Professional Services Agreement with ECS Southwest, LLP to provide construction materials engineering and testing for the Lopo Road Reconstruction and Wood Creek Circle Reconstruction project, in the amount of \$78,025.00; and authorization for the Mayor to execute same on behalf of the Town.

BACKGROUND INFORMATION: The Professional Services Agreement includes construction materials engineering and testing for the Lopo Road Reconstruction and Wood Creek Circle Reconstruction project. The construction project was awarded to Urban Infraconstruction, LLC on August 8, 2022.

The project includes reconstruction of Lopo Road, Lopo Circle, and Wood Creek Circle which consists of approximately 5,000 SY of concrete pavement, 1,500 SY of concrete sidewalk, 5,275 SY of treated subgrade, 2 storm curb inlets, 1,345 LF of 8" sewer main, 370 LF of 6" CIPP sewer, 13 sewer manholes, 1,600 LF of 6" and 8" water main, and associated appurtenances.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: Materials testing is required as part of the recently awarded construction project.

FISCAL IMPACT: \$78,025.00

Proposed Expenditure/(Revenue):	Account Number(s):
\$25,000	316-560-78041-6160
\$25,000	316-560-78042-6160
\$14,025	630-960-78041-6170
\$14,000	630-960-78041-6180

Finance Review by: Tammy Wilson, Chief Financial Officer *tw*

Total project cost Lopo Road Reconstruction is \$ 1,645,000. Funding sources are:

- Dedicated Sales Tax \$ 940,000
- Utility Debt \$ 705,000

Total project cost Wood Creek Circle Reconstruction is \$700,000. Funding sources are:

- Dedicated Sales Tax \$ 500,000
- Utility Debt \$ 200,000

LEGAL REVIEW: The Town's standard Professional Services Agreement form documents, prepared by Taylor, Olson, Adkins, Sralla, & Elam L.L.P., were used to draft this agreement. No alteration to the legal content of this form document was made in preparation of these documents.

ATTACHMENTS:

1. Professional Services Agreement

DRAFT MOTION: Move to approve as presented in the agenda caption.

THE STATE OF TEXAS §
COUNTY OF DENTON §

**PROFESSIONAL SERVICES AGREEMENT WITH
ECS SOUTHWEST, LLP**

This contract is entered into on this 22nd day of August, 2022, by and between the **TOWN OF FLOWER MOUND, TEXAS**, a municipal corporation located in Denton County, Texas, (hereinafter referred to as “TOWN”), acting by and through its Mayor, and **ECS SOUTHWEST, LLP**, (“hereinafter referred to as “CONSULTANT”) whose address is 2621 White Settlement Road, Fort Worth, TX 76107

RECITALS

WHEREAS, TOWN desires to obtain professional services from CONSULTANT relative to construction materials engineering and testing and other services for the Lopo Road Reconstruction and Wood Creek Circle Reconstruction project; and

WHEREAS, CONSULTANT is a construction materials engineering and testing firm qualified to provide such services and is willing to undertake the performance of such services for TOWN in exchange for fees hereinafter specified;

TERMS OF AGREEMENT

NOW, THEREFORE, in consideration of the covenants and agreements hereinafter contained and subject to the terms and conditions hereinafter stated, the parties hereto do mutually agree as follows:

I.

Employment of Consultant

CONSULTANT will perform as an independent contractor all services under this Contract to the prevailing professional standards consistent with the level of care and skill ordinarily exercised by members of the architectural, engineering and planning professions, both public and private, currently practicing in the same locality under similar conditions including but not limited to the exercise of reasonable, informed judgments and prompt, timely action. If CONSULTANT is representing that it has special expertise in one or more areas to be utilized in this Contract, then CONSULTANT agrees to perform those special expertise services to the appropriate local, regional and national professional standards.

II.

Scope of Services

CONSULTANT shall perform such services as are necessary to provide the Lopo Road Reconstruction and Wood Creek Circle Reconstruction Construction Materials

Engineering and Testing specifically including, but not necessarily limited to, the tasks enumerated more fully in Appendix "A" hereto entitled "Scope of Work" (hereafter referred to as the "Project"). Appendix "A" is hereby incorporated herein by reference and made a part hereof as if written word for word. However, in case of conflict in the language of Appendix "A" and this Contract, the terms and conditions of this Contract shall be final and binding upon both parties hereto.

III. **Payment for Services**

Total payment for services described herein shall be a sum not to exceed Seventy Eight Thousand Twenty Five and No/100 Dollars (\$78,025.00). This total payment for services includes CONSULTANT's ordinary expenses. Additional expenses and charges, which are extraordinary in nature, must be approved in advance by TOWN in writing signed by the parties. Such extraordinary expenses may be paid as incurred and billed to the TOWN pursuant to this Contract over and above the total payment amount identified in this provision. Any extraordinary expenses or charges not approved in writing in advance by the TOWN shall remain the sole responsibility of the CONSULTANT.

CONSULTANT will bill TOWN on an hourly basis for certain services provided combined with a flat fee for specific tests performed in accordance with Appendix "B"; provided however that this Contract shall control in the event of any conflict between the language in Appendix "B" and the language in this Contract. If additional services, trips or expenses are requested, CONSULTANT will not provide such additional services until authorized by TOWN in writing to proceed. The scope of services shall be strictly limited. TOWN shall not be required to pay any amount in excess of the amount identified in the preceding paragraph unless TOWN shall have approved in writing in advance (prior to the performance of additional work) the payment of additional amounts.

Each month CONSULTANT will submit to TOWN an invoice for actual services performed and reimbursable expenses incurred by CONSULTANT during the previous month for which payment is sought. Each invoice shall be itemized to show the amount of work performed that month broken down by the identity of the person(s) performing such work, the amount of time expended by such person(s) in performing that work, the billing rate for each such person, and a brief summary of the work or testing performed by each such person. Each invoice shall also state the percentage of work completed on the Project, the total of the current invoice amount and a running total balance for the Project to date.

Assuming that TOWN agrees with the invoice, that TOWN has not determined any of the work to be unsatisfactory, or that TOWN otherwise does not dispute any of the amounts billed, within thirty (30) days of receipt of each such monthly invoice TOWN shall make monthly payments in the amount shown by CONSULTANT's approved monthly statements and other documentation submitted.

Nothing contained in this Contract shall require TOWN to pay for any work that TOWN has determined has not been successfully completed or is unsatisfactory as determined by TOWN, or which is not otherwise submitted in compliance with the terms of this Contract, nor shall failure to withhold payment pursuant to the provisions of this section constitute a waiver of any right, at law or in equity, which TOWN may have if CONSULTANT is in default, including the right to bring legal action for damages or for specific performance of this Contract. Waiver of any default under this Contract shall not be deemed a waiver of any subsequent default.

IV.

Revisions of the Scope of Services

TOWN reserves the right to revise or expand the scope of services after due approval by TOWN as TOWN may deem necessary, but in such event TOWN shall pay CONSULTANT equitable compensation for such services. In any event, when CONSULTANT is directed to revise or expand the scope of services under this Section of the Contract, CONSULTANT shall provide TOWN a written proposal for the entire costs involved in performing such additional services. Prior to CONSULTANT undertaking any revised or expanded services as directed by TOWN under this Contract, TOWN must authorize in writing the nature and scope of the services and accept the method and amount of compensation and the time involved in all phases of the Project.

It is expressly understood and agreed by CONSULTANT that any compensation not specified in Paragraph III herein above may require Flower Mound Town Council approval and is subject to the current budget year limitations.

V.

Term

This Contract shall begin on the date first written above, and shall terminate when TOWN has approved the Project as being final or otherwise terminates this Contract as provided herein.

VI.

Contract Termination Provision

Notwithstanding any other provision of this Contract, this Contract may be terminated at any time by TOWN for any reason, with or without cause, by providing CONSULTANT thirty (30) days written notice of such termination. Upon receipt of such notice, CONSULTANT shall immediately terminate working on, placing orders or entering into contracts for supplies, assistance, facilities or materials in connection with this Contract and shall proceed to promptly cancel all existing contracts insofar as they are related to this Contract.

VII.

Ownership of Documents

All materials and documents prepared or assembled by CONSULTANT under this Contract shall become the sole property of TOWN and shall be delivered to TOWN without restriction on future use. CONSULTANT may retain in its files copies of all drawings, specifications and all other pertinent information for the work. CONSULTANT shall have no liability for changes made to any materials or other documents by others subsequent to the completion of the Contract.

VIII.

Insurance

A. CONSULTANT shall, at its own expense, purchase, maintain and keep in force during the term of this Contract such insurance as set forth below. CONSULTANT shall not commence work under this Contract until CONSULTANT has obtained all the insurance required under this Contract and such insurance has been approved by TOWN, nor shall CONSULTANT allow any subcontractor to commence work on its own subcontract until all similar insurance of the subcontractor has been obtained and approved. All insurance policies provided under this Contract shall be written on an “occurrence” basis save and except the Professional Liability Insurance which may be written on a “claims-made” basis, provided that “tail coverage” or continuation coverage is provided. The insurance requirements shall remain in effect throughout the term of this Contract.

The CONSULTANT shall furnish to TOWN certificates of insurance executed by the insurer or its authorized agent stating coverages, limits, expiration dates and compliance with all applicable required provisions. Certificates shall reference the Project and be addressed as follows:

Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, TX 75028
Email: purchasing@flower-mound.com

The following policies and coverage shall be required:

1. Worker's Compensation Insurance (as required by law) with the policy endorsed to provide a waiver of subrogation as to TOWN; such policy to provide for Employers' Liability Insurance of not less than \$100,000.00 for each accident, \$100,000.00 disease-each employee, \$500,000.00 disease-policy limit;
2. Commercial General Liability Insurance including, but not limited to, Premises/Operations, Personal & Advertising Injury, Products/Completed Operations, Independent Contractor's and Contractual Liability, including but not limited to coverage for all of the indemnification obligations of

CONSULTANT under this Contract, and fully insuring CONSULTANT's liability for injury to or death of employees of TOWN and of third parties, extended to include personal injury liability coverage and for damage to property of third parties, with minimum combined single limits of \$1,000,000 per occurrence, \$1,000,000 Products/Completed Operations Aggregate and \$1,000,000 general aggregate per occurrence. Coverage must be written on an occurrence form. The General Aggregate shall apply on a per project basis;

3. Business Automobile Liability Insurance, covering owned, hired and non-owned vehicles, with a minimum combined bodily injury and property damage limit of \$1,000,000.00 per occurrence; and
4. Professional Liability Insurance: CONSULTANT shall obtain and maintain at all times during the prosecution of the work under this Contract professional liability insurance, which may be written on a claims made form provided that "tail coverage" or continuation coverage is provided. Limits of liability shall be \$1,000,000.00 per claim, \$1,000,000.00 annual aggregate. The coverage under this policy shall include a contractual liability endorsement.

If any of the foregoing insurance is written on a claims-made form, coverage shall be continuous (by renewal or extended reporting period) for not less than thirty-six (36) months following completion of the Contract and acceptance by the TOWN. All such insurance shall be purchased from an insurance company that meets a financial rating of B+VI or better as assigned by A.M. Best Company or equivalent.

B. Each insurance policy to be furnished by CONSULTANT shall include the following conditions by endorsement to the policy:

1. The TOWN shall be named as an additional insured on the Commercial General Liability policy, by using endorsement CG2026 or broader;
2. The TOWN shall also be named as an additional insured as to all other applicable coverage save and except the Worker's Compensation Insurance and Professional Liability Insurance;
3. Each policy will require that thirty (30) days prior to the expiration, cancellation, nonrenewal or any material change in coverage, a notice thereof shall be given to TOWN by certified mail to:

Dale Crown, P.E.
 Town of Flower Mound
 2121 Cross Timbers Road
 Flower Mound, Texas 75028
 972-874-6302 Telephone

However, if the policy is canceled for nonpayment of premium, only ten (10) days advance written notice to TOWN is required. CONSULTANT shall also notify TOWN within twenty-four (24) hours after receipt of any notices of expiration, cancellation, nonrenewal or any material change in coverage it receives from its insurer(s);

4. The term "Owner" or "TOWN" shall include all authorities, boards, bureaus, commissions, divisions, departments and offices of TOWN and the individual members, employees and agents thereof in their official capacities, and/or while acting on behalf of TOWN;
5. The policy phrase "Other Insurance" shall not apply to TOWN where TOWN is an additional insured on the policy; and
6. All provisions of the Contract concerning liability, duty and standards of care together with the indemnification provision shall be underwritten by contractual liability coverage sufficient to include such obligations within applicable policies.

C. Concerning insurance to be furnished by CONSULTANT, it is a condition precedent to acceptability thereof that:

1. Any policy submitted shall not be subject to limitations, conditions or restrictions deemed inconsistent with the intent of the insurance requirements to be fulfilled by CONSULTANT. The TOWN's decision(s) thereon shall be final;
2. All policies are to be written through companies duly approved to transact that class of insurance in the State of Texas; and
3. All liability policies required herein, save and except Professional Liability Insurance, shall be written with an "occurrence" basis coverage trigger.

D. CONSULTANT agrees to the following:

1. CONSULTANT hereby waives subrogation rights for loss or damage to the extent same are covered by insurance. Insurers shall have no right of recovery or subrogation against TOWN, it being the intention that the insurance policies shall protect all parties to this Contract and be primary coverage for all losses covered by the policies;
2. Companies issuing the insurance policies and CONSULTANT shall have no recourse against TOWN for payment of any premiums, or assessments for any deductible, as all such premiums are the sole responsibility and risk of CONSULTANT;

3. Approval, disapproval or failure to act by TOWN regarding any insurance supplied by CONSULTANT (or any subcontractors) shall not relieve CONSULTANT of full responsibility or liability for damages and accidents as set forth in the Contract documents. Neither shall the insolvency or denial of liability by the insurance company exonerate CONSULTANT from liability; and
4. No special payments shall be made for any insurance that the CONSULTANT and subcontractors are required to carry; all are included in the contract price and the contract unit prices.

Any of the insurance policies required under this section may be written in combination with any of the others, where legally permitted, but none of the specified limits may be lowered thereby.

IX.

Right to Inspect Records

CONSULTANT agrees that TOWN shall have access to and the right to examine any directly pertinent books, documents, papers and records of CONSULTANT involving transactions relating to this Contract. CONSULTANT agrees that TOWN shall have access during normal working hours to all necessary CONSULTANT facilities and shall be provided adequate and appropriate work space in order to conduct audits in compliance with the provisions of this section. TOWN shall give CONSULTANT reasonable advance notice of intended audits.

CONSULTANT further agrees to include in subcontract(s), if any, a provision that any subcontractor or engineer agrees that TOWN shall have access to and the right to examine any directly pertinent books, documents, papers and records of such engineer or sub-contractor involving transactions to the subcontract, and further, that TOWN shall have access during normal working hours to all such engineer or sub-contractor facilities and shall be provided adequate and appropriate work space, in order to conduct audits in compliance with the provisions of the paragraph. TOWN shall give any such engineer or sub-contractor reasonable advance notice of intended audits.

X.

Successors and Assigns

TOWN and CONSULTANT each bind themselves and their successors, executors, administrators and assigns to the other party to this Contract and to the successors, executors, administrators and assigns of such other party in respect to all covenants of this Contract. Neither TOWN nor CONSULTANT shall assign or transfer its interest herein without the prior written consent of the other.

XI.
CONSULTANT's Liability

Acceptance of the final plans by the TOWN shall not constitute nor be deemed a release of the responsibility and liability of CONSULTANT, its employees, associates, agents or consultants for the accuracy and competency of their designs, working drawings, specifications or other documents and work; nor shall such acceptance be deemed an assumption of responsibility by TOWN for any defect in the designs, working drawings, specifications or other documents and work; nor shall such acceptance be deemed an assumption of responsibility by TOWN for any defect in the designs, working drawings, specifications or other documents and work prepared by said CONSULTANT, its employees, associates, agents or sub-consultants. In this regard, CONSULTANT acknowledges that TOWN is retaining CONSULTANT to provide the services described herein, in reliance upon CONSULTANT's specialized expertise and experience, and in reliance thereon.

XII.
Indemnification

THE PROVISIONS OF THIS SECTION ARE SUBJECT TO THE LIMITATIONS OF TEXAS LOCAL GOVERNMENT CODE SECTION 271.904 AND SHALL BE CONSTRUED TO THAT EFFECT. THE CONSULTANT AS ALLOWED BY TEXAS LOCAL GOVERNMENT CODE SECTION 271.904 WILL STILL NAME TOWN AS ADDITIONAL INSURED IN ITS GENERAL LIABILITY POLICY AND PROVIDE ANY DEFENSE AS ALLOWED BY THE POLICY. CONSULTANT DOES HEREBY COVENANT AND CONTRACT TO WAIVE ALL CLAIMS, RELEASE, INDEMNIFY AND HOLD HARMLESS TOWN AND ALL OF ITS OFFICIALS, OFFICERS, AGENTS, EMPLOYEES AND INVITEES, IN BOTH THEIR PUBLIC AND PRIVATE CAPACITIES, FROM ANY AND ALL LIABILITY, CLAIMS, SUITS, DEMANDS OR CAUSES OF ACTION, INCLUDING ALL EXPENSES OF LITIGATION AND/OR SETTLEMENT, THAT MAY ARISE BY REASON OF DEATH OR INJURY TO PERSONS OR DAMAGE TO OR LOSS OF USE OF PROPERTY OCCASIONED BY ANY WRONGFUL INTENTIONAL ACT OR OMISSION OF CONSULTANT AS WELL AS ANY NEGLIGENT OMISSION, ACT OR ERROR OF CONSULTANT, ITS OFFICIALS, OFFICERS, AGENTS, EMPLOYEES AND INVITEES, OR OTHER PERSONS FOR WHOM CONSULTANT IS LEGALLY LIABLE WITH REGARD TO THE PERFORMANCE OF THIS CONTRACT, REGARDLESS OF WHETHER SUCH LIABILITY, CLAIMS, SUITS, DEMANDS OR CAUSES OF ACTION IS THE RESULT IN PART OF TOWN'S NEGLIGENCE OR FAULT, AND CONSULTANT WILL, AT ITS OWN COST AND EXPENSE, DEFEND AND PROTECT TOWN AGAINST ANY AND ALL SUCH CLAIMS AND DEMANDS.

XIII.
Independent Contractor

CONSULTANT's status shall be that of an Independent Contractor and not an agent, servant, employee or representative of TOWN in the performance of this Contract. No term or provision of or act of CONSULTANT or TOWN under this Contract shall be construed as changing that status. CONSULTANT will have exclusive control of and the exclusive right to control the details of the work performed hereunder, and shall be liable for the acts and omissions of its officers, agents, employees, contractors, subcontractors and engineers and the doctrine of respondeat superior shall not apply as between TOWN and CONSULTANT, its officers, agents, employees, contractors, subcontractors and engineers, and nothing herein shall be construed as creating a partnership or joint enterprise between TOWN and CONSULTANT.

XIV.
Default

If at any time during the term of this Contract, CONSULTANT shall fail to commence the work in accordance with the provisions of this Contract, or fail to diligently provide services in an efficient, timely and careful manner and in strict accordance with the provisions of this Contract, or fail to use an adequate number or quality of personnel to complete the work or fail to perform any of its obligations under this Contract, then TOWN shall have the right, if CONSULTANT shall not cure any such default after thirty (30) days written notice thereof, to terminate this Contract for cause. Any such act by TOWN shall not be deemed a waiver of any other right or remedy of TOWN. If after exercising any such remedy due to CONSULTANT's nonperformance under this Contract, the cost to TOWN to complete the work to be performed under this Contract is in excess of that part of the Contract sum which has not theretofore been paid to CONSULTANT hereunder, CONSULTANT shall be liable for and shall reimburse TOWN for such excess. CONSULTANT'S liability under this provision shall be limited to the total dollar amount of this Contract, except to the extent that such liability is covered by CONSULTANT's insurance, whether maintained as a requirement of this Contract or otherwise.

TOWN's remedies for CONSULTANT's default or breach under this Contract shall be limited to one or more of the following remedies which may be exercised separately or in combination at TOWN's sole exclusive choice:

- (a) Specific performance of the Contract;
- (b) Re-performance of this Contract at no extra charge to TOWN; or
- (c) Monetary damages in an amount not to exceed:

(1) The amount of any applicable insurance coverage CONSULTANT is required to purchase and maintain under this Contract plus any deductible amount to be paid by CONSULTANT in conjunction with said coverage regardless of whether CONSULTANT has actually purchased and maintained said coverage, plus any additional insurance maintained by CONSULTANT in excess or in addition to the coverage required under this Contract; plus

(2) The total dollar amount of this Contract.

XV.

Provisions Surviving Termination

The terms of Sections XII entitled Indemnification, and XVIII entitled Confidential Information shall survive termination of this Contract.

XVI.

Changes

TOWN may, from time to time, require changes in the scope of services to be performed under this Contract. Such changes as are mutually agreed upon by and between TOWN and CONSULTANT shall be incorporated by written modification to this Contract.

XVII.

Conflicts of Interest

CONSULTANT covenants and agrees that CONSULTANT and its associates and employees will have no interest, and will acquire no interest, either direct or indirect, which will conflict in any manner with the performance of the services called for under this Contract. All activities, investigations and other efforts made by CONSULTANT pursuant to this Contract will be conducted by employees, associates or subcontractors of CONSULTANT.

No officer or employee of TOWN shall have any personal, financial interest, direct or indirect, in this Contract nor have any direct financial interest in the sale to TOWN of any land, materials, supplies, or services under this Contract, except on behalf of TOWN as a TOWN officer or employee. Any violation of this prohibition with knowledge, expressed or implied, of the person or corporation contracting with TOWN shall render the Contract voidable by the Director or the Town Council.

XVIII.

Confidential Information

CONSULTANT hereby acknowledges and agrees that its representatives may have access to or otherwise receive information during the furtherance of its obligations in

accordance with this Contract, which is of a confidential, non-public or proprietary nature. CONSULTANT shall treat any such information received in full confidence and will not disclose or appropriate such Confidential Information for its own use or the use of any third party at any time during or subsequent to this Contract. As used herein, "Confidential Information" means all oral and written information concerning TOWN, its affiliates and subsidiaries, and all oral and written information concerning TOWN or its activities, that is of a non-public, proprietary or confidential nature including, without limitation, information pertaining to customer lists, services, methods, processes and operating procedures, together with all analyses, compilation, studies or other documents, whether prepared by CONSULTANT or others, which contain or otherwise reflect such information. The term "Confidential Information" shall not include such materials that are or become generally available to the public other than as a result of disclosure of CONSULTANT, or are required to be disclosed by a governmental authority or by law, as determined by TOWN's attorney.

XIX.

Notice Information

All notices and communications under this CONTRACT to be mailed to TOWN shall be sent to the address of TOWN's agent as follows, unless and until CONSULTANT is otherwise notified:

Dale Crown, P.E.
Town of Flower Mound
2121 Cross Timbers Road
Flower Mound, Texas 75028
Telephone: 972-874- 6302

Notices and communications to be mailed or delivered to CONSULTANT shall be sent to the address of CONSULTANT as follows, unless and until TOWN is otherwise notified:

Vince Elizarde, P.E.
ECS Southwest, LLP
3033 Kellway Drive, Suite 110
Carrollton, Texas 75006
Telephone: 972-392-3222
Email: VELizarde@ecslimited.com

Any notices and communications required to be given in writing by one party to the other shall be considered as having been given to the addressee on the date the notice or communication is posted, faxed or personally delivered by the sending party.

XX.
Applicable Law

The Contract is entered into subject to the Flower Mound Town Charter and ordinances of TOWN, as same may be amended from time to time, and is subject to and is to be construed, governed and enforced under all applicable State of Texas and federal laws. CONSULTANT will make any and all reports required per federal, state or local law including, but not limited to, proper reporting to the Internal Revenue Service, as required in accordance with CONSULTANT's income. Situs of this Contract is agreed to be Denton County, Texas, for all purposes, including performance and execution.

XXI.
Non-Discrimination

CONSULTANT shall not discriminate against any employee, applicant for employment, contractor, or sub-contractor because of the race, age, color, religion, sex, or national origin of such person. Engineer shall take affirmative action to insure that all such persons are treated equally during their employment without regard to their race, age, color, religion, sex, or national origin. If CONSULTANT fails to comply with the federal or state laws relating to Equal Employment Opportunity, it is agreed that TOWN, at its option, may do either or both of the following:

- (a) Cancel, terminate, or suspend the Contract in whole or in part; or
- (b) Declare CONSULTANT ineligible for future TOWN contracts until it is determined to be in compliance.

XXII.
Arbitration

CONSULTANT agrees not to enter into any agreement to arbitrate arising out of, or relating to, this Contract which would subject TOWN to being a party to any arbitration without TOWN's prior written consent.

XXIII.
No Waiver of Governmental Immunity

Nothing in this Contract shall be construed as a waiver of TOWN'S governmental immunity, or of any applicable limitation on damages, or any other legal protection or defense or privilege of TOWN, except to the extent expressly provided otherwise herein.

XXIV.
Severability

If any of the terms, provisions, covenants, conditions or any other part of this Contract are for any reason held to be invalid, void or unenforceable, the remainder of

the terms, provisions, covenants, conditions or any other part of this Contract shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

XXV.
Remedies

No right or remedy granted herein or reserved to the parties is exclusive of any other right or remedy herein by law or equity provided or permitted; but each shall be cumulative of every other right or remedy given hereunder. No covenant or condition of this Contract may be waived without written consent of the parties. Forbearance or indulgence by either party shall not constitute a waiver of any covenant or condition to be performed pursuant to this Contract.

XXVI.
Entire Agreement

This Contract embodies the entire agreement of the parties hereto, superseding all oral or written previous and contemporaneous agreements between the parties relating to matters herein, and except as otherwise provided herein cannot be modified without written agreement of the parties.

XXVII.
Non-Waiver

It is further agreed that one (1) or more instances of forbearance by TOWN in the exercise of its rights herein shall in no way constitute a waiver thereof.

XXVIII.
Headings

The headings of this Contract are for the convenience of reference only and shall not affect any of the terms and conditions hereof in any manner.

XXIX.
Venue

This Contract is fully performable in Denton County, Texas, and the parties to this Contract agree and covenant that this Contract will be enforceable in Flower Mound, Texas; and that if legal action is necessary to enforce this Contract, exclusive venue will lie in Denton County, Texas.

XXX.
No Third Party Beneficiary

For purposes of this Contract, including its intended operation and effect, the parties (TOWN and CONSULTANT) specifically agree and contract that: (1) the Contract

only affects matters/disputes between the parties to this Contract, and is in no way intended by the parties to benefit or otherwise affect any third person or entity notwithstanding the fact that such third person or entity may be in contractual relationship with TOWN or CONSULTANT or both; and (2) the terms of this Contract are not intended to release, either by contract or operation of law, any third person or entity from obligations owing by them to either TOWN or CONSULTANT.

[The remainder of this page left blank intentionally]

IN WITNESS WHEREOF, the parties hereto have caused this document to be executed as of the date first above written.

THE TOWN OF FLOWER MOUND, TEXAS

By: _____
The Honorable Derek France
Mayor, Town of Flower Mound

Date Signed: _____

Attest:

Town Secretary

**CONSULTANT:
ECS SOUTHWEST, LLP**

By: 
 Name: Vince Elizarde
 Title: Vice President / Principal Engineer
 Date Signed: 08/08/22

State of Texas §

County of Dallas §

This instrument was acknowledged before me on the 8th day of August, 2022, by Vince Elizarde in his capacity as Vice President of ECS Southwest, a LLP Corporation, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged that he executed the same on behalf of and as the act of Vice President.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE 8th DAY OF August, 2022.


 Notary Public, State of Texas

My Commission Expires:

11/25/2023



APPENDIX A: SCOPE OF SERVICES

Our construction materials engineering & testing services scope is limited to providing periodic testing and/or observations for the expected general construction activities for this project. We understand that the client or their designated representative will be scheduling our services, and the number of hours and level of effort that we based our proposal on should be considered approximate for budgetary purposes since it is not based on a published construction schedule or contractor material quantities. If a schedule becomes available, we can review this schedule against our assumptions and be more definitive in our proposed scope of services.

Unless otherwise noted, we agree to provide an engineering technician(s) or an engineer to perform our construction materials field testing, sampling, and observation services as noted in the following sections. *To most effectively serve the client and facilitate the construction process, our services should be scheduled 24-hours in advance. We understand that the construction process incorporates a large degree of variability and as such, we will do our best to accommodate scheduling calls made on the same day as our services are needed but we cannot guarantee that we can satisfy service requests made after-hours or on the same day as the services are needed to be performed.*

We anticipate the following services for this project:

Earthwork

Perform as-scheduled earthwork (soils) observation, sampling, and testing services including:

1. Obtain (pick up) soil samples and perform laboratory soil tests generally including moisture/density relationship (Standard Proctor) tests, soil classification tests (Atterberg Limits and percent finer than the no. 200 sieve) for each requested soil-type. Additional soil testing may be required depending on project-specific requirements.
2. Perform in-place moisture/density tests on placed and compacted backfill soils and prepared subgrades.
3. Perform cement-stabilized laboratory and in-field testing for pavement subgrades.

Cast-In-Place Concrete

Perform as-scheduled observation, sampling, and testing services for concrete placement events including:

1. Perform concrete field tests and associated measurements including: slump, air content, unit weight, and ambient air & concrete temperature. Sample placed concrete materials.
2. Pick up concrete sample cylinders the following work-day and transport them to the ECS concrete laboratory for processing, moisture curing, and subsequent compressive strength testing. *Appropriate onsite storage areas (curing boxes, shades, etc) for initial sample curing and any other field curing of concrete samples shall be provided by the contractor.*

Project Administration, Clerical, & Dispatching

Project Administrators / Clerical Staff will work on the project as follows:

1. Perform Field Services Dispatching.
2. Perform additional administrative and clerical duties to aid in project execution.

Project Management

Project Managers and Principal Engineers will manage the project as follows:

1. Coordinate with Client's field and office staff.
2. Attend the Pre-Construction meeting (if held) and periodic site meetings (as requested).
3. Coordinate field and lab services with the project general contractor and dispatch our field staff as scheduled.
4. Process, finalize, and distribute all field and laboratory reports.
5. Manage our project operation and services delivery as well as provide general material engineering consultation.

Our field staff or project professionals will provide documentation of events in the field and notify the project general contractor and the client (as needed) upon recognition of deficiencies.

ADDITIONAL SERVICES

The following services are not included in the Scope of Services and will be considered as *Additional Services*, if and when they are required, requested, or occur:

1. Additional construction material samples for laboratory testing including early test samples or additional sample sets beyond the frequency required in the project documents.*
2. Service cancellations while our staff is in transit to the project site or once at the project site.*
3. Onsite delays and standby time.*
4. Failed Tests.*
5. Field (on site) curing facilities and/or storage for the cementitious samples.
6. Attend project meetings or routine construction meetings throughout the duration of the construction process.
7. Observation and testing of non-structural or temporary components.
8. Any additional services not specifically included in the above Scope of Services for this project.*

* Including all associated time, materials, and vehicle charges.

The additional services noted above are not factored into our scope and estimated fees and will be invoiced as additional services to be addressed by the Town of Flower Mound with the contractor. *These additional services will be invoiced as Task 2 charges.* Unless defined specifically, all additional services will be invoiced at their standard rates (subject to overtime modification, where applicable) shown on the “Standard Fee Schedule” provided in Appendix B.

Beyond the scope of services presented in this proposal for this project, ECS offers the following construction materials engineering and testing services, locally, that could prove beneficial to the client and the project in general:

- Erosion Control Status Observation
- Ground Penetrating Radar (GPR)
- Concrete Coring and Core Sample Testing
- Asphalt Coring

APPENDIX B: ESTIMATED FEES & STANDARD FEE SCHEDULE

ESTIMATED FEES

Description of Services	Detail	Estimate	Quantity	Unit	Rate	Total
Earthwork						
Engineering Technician	<i>Sample Pickups</i>	<i>2 events</i>	12	hours	\$ 55.00	\$ 660.00
Engineering Technician	<i>Utility Lines</i>	<i>12 events</i>	72	hours	\$ 55.00	\$ 3,960.00
Engineering Technician	<i>Utility Structures</i>	<i>15 events</i>	45	hours	\$ 55.00	\$ 2,475.00
Engineering Technician	<i>Pavement - Road</i>	<i>21 events</i>	90	hours	\$ 55.00	\$ 4,950.00
Engineering Technician	<i>Gradations / Depth</i>	<i>10 events</i>	45	hours	\$ 55.00	\$ 2,475.00
Engineering Technician	<i>Sidewalks & Ramps</i>	<i>15 events</i>	50	hours	\$ 55.00	\$ 2,750.00
Nuclear Gauge Fee	<i>Nuclear Gauge Fee</i>		27	events	\$ 75.00	\$ 2,025.00
Lime / Cement Gradations	<i>Gradations</i>		25	each	\$ 15.00	\$ 375.00
Lime / Cement Depth Checks	<i>Depth Check</i>		25	each	\$ 15.00	\$ 375.00
St. Proctor (Moist./Dens. Rel.)	<i>Standard Proctor</i>		6	each	\$ 140.00	\$ 840.00
Atterberg Limits Tests	<i>Plasticity Index</i>		6	each	\$ 80.00	\$ 480.00
Washed Sieve (- #200 Sieve)	<i>Percent Fines</i>		6	each	\$ 60.00	\$ 360.00
Vehicle Charge			75	trips	\$ 55.00	\$ 4,125.00
Subtotal:						\$ 25,850.00
Concrete						
Engineering Technician	<i>Utility Structures</i>	<i>17 events</i>	40	hours	\$ 55.00	\$ 2,200.00
Engineering Technician	<i>Pavement - Road</i>	<i>12 events</i>	130	hours	\$ 55.00	\$ 7,150.00
Engineering Technician	<i>Pvmt - Driveway</i>	<i>11 events</i>	55	hours	\$ 55.00	\$ 3,025.00
Engineering Technician	<i>Sidewalks & Ramps</i>	<i>15 events</i>	60	hours	\$ 55.00	\$ 3,300.00
Conc. Cylinders (Comp. Str.)			305	each	\$ 18.00	\$ 5,490.00
Material Sample Pickup			55	trips	\$ 165.00	\$ 9,075.00
Vehicle Charge			55	trips	\$ 55.00	\$ 3,025.00
Subtotal:						\$ 33,265.00
Project Management						
Administrator / Clerical / Dispatch			33	hours	\$ 50.00	\$ 1,650.00
Project Manager			66	hours	\$ 120.00	\$ 7,920.00
Project Principal			49	hours	\$ 185.00	\$ 9,065.00
Vehicle Charge			5	trips	\$ 55.00	\$ 275.00
Subtotal:						\$ 18,910.00
PROJECT TOTAL:						\$ 78,025.00

General Assumptions:

Based on the general project information and our scope of services outlined above, the general assumptions utilized in the preparation of our estimated fees are listed below:

1. All material sample pickups and transport to our Laboratory are separate trips, independent of scheduled services.
2. Utility trench excavation backfilling will be completed at a rate of 2 lifts per day for a length of 100 linear feet per day.
3. Utility structures includes box culverts, headwalls, storm structures, inlets, manholes, light pole bases, etc.
4. Subgrade preparation (stabilization/compaction) will be completed and concrete for road pavement will be placed at a rate of roughly 200 linear feet per event (pour). Two sets of concrete sample cylinders are expected for each concrete placement event.
5. Subgrade preparation (stabilization/compaction) will be completed and concrete for sidewalks will be placed at a rate of 50-100 linear feet per event (pour). One 1 set of concrete sample cylinders is expected for each concrete placement event.
6. Concrete for curbs will be completed at a rate of 200 linear feet per event (pour) in two phases for joints.
7. Subgrade preparation (compaction) and concrete for sidewalks will be completed each with each individual section completed on separate/independent events at a minimum.
8. Subgrade preparation (compaction) and concrete for driveways will be completed each with one to two completed on separate/independent events at a minimum.
9. Concrete sample sets will consist of 4 sample cylinders measuring 6 inches in height by 12 inches in diameter and will be tested: 2 at 7 Days, 2 at 28 Days.
10. Overtime is not expected due to the project location and construction work hours constraints.
11. For budgeting purposes, all onsite services (example: earthwork and concrete) are estimated to be performed on separate trips and independent of each other.
12. Reinforcing steel will be observed by the Town of Flower Mound Inspectors.

STANDARD FEE SCHEDULE

Description of Services	Notes	Unit Rate
Field Services		
• Engineering Technician		\$ 55.00 / hour
• Senior Engineering Technician		\$ 60.00 / hour
• Specialty Engineering Technician		\$ 75.00 / hour
• Structural Steel Technician		\$ 80.00 / day
• Nuclear Gauge Fee		\$ 75.00 / day
• Core Drilling (Crew)		\$ 100.00 / hour
• Core Drilling (Equip. & Matls)		\$ 15.00 / each
Project Management & Engineering Services		
• Administrator / Clerical / Dispatch		\$ 50.00 / hour
• Project Manager		\$ 120.00 / hour
• Project Principal		\$ 185.00 / hour
• Concrete Mix Design Review		\$ 300.00 / each
• Certification Letter		\$ 325.00 / each
Laboratory Services		
• St. Proctor (Moist./Dens. Rel.)	ASTM D-698	\$ 140.00 / each
• Mod. Proctor (Moist./Dens. Rel.)	ASTM D-1557	\$ 140.00 / each
• Atterberg Limits Tests	ASTM D-4318	\$ 80.00 / each
• Washed Sieve (- #200 Sieve)	ASTM D-1440	\$ 60.00 / each
• Lime Series	ASTM D-6276	\$ 160.00 / each
• Lime Gradations	ASTM D-6913	\$ 15.00 / each
• Free-Swell Test	ASTM D-4546	\$ 100.00 / each
• Conc. Cylinders (Comp. Str.)	ASTM C-39	\$ 18.00 / each
• Conc. Cores (Comp. Str.)	ASTM C-39	\$ 50.00 / each
• Grout Prisms (Comp. Str.)	ASTM C-1019	\$ 30.00 / each
• Mortar Cubes (Comp. Str.)	ASTM C-270	\$ 18.00 / each
• Masonry Block Prisms (Comp. Str.)	ASTM C-1314	\$ 300.00 / each
Mobilization & Transportation		
• Core Drilling (Mobilization)		\$ 350.00 / each
• Floor Flatness (Mobilization)		\$ 300.00 / hour
• Material Sample Pickup		\$ 165.00 / trip
• Vehicle Charge		\$ 55.00 / trip

General Notes:

1. There will be no minimum charge for services rendered on this project; billing will be based on specific unit rates reflecting only the actual time spent and tests performed on this project.
2. Hourly unit rates are based on a normal 10 hour work day, Monday through Friday (non-holidays), between normal business hours of 7:00 a.m. to 5:00 p.m. Hourly rates outside normal hours (excluding travel time and report preparation/lab time), and on Saturday, Sunday, and Holidays, will be invoiced at a rate of 1.5 times the normal hourly rate indicated above.
3. All vehicle charges account for a round trip from the **ECS Southwest, LLP Fort Worth, Texas** office to the project site.



TOWN COUNCIL AGENDA ITEM NO. 7 CONSENT ITEM

DATE: August 22, 2022

FROM: Tammy Wilson, Chief Financial Officer

ITEM: Consider approval of an ordinance adopting the 2022-2023 annual update to the River Walk Public Improvement District No. 1 (PID) Service and Assessment Plan (SAP) and Assessment Roll.

BACKGROUND INFORMATION: The Riverwalk Public Improvement District No. 1 (PID) was created on April 19, 2013, to finance certain improvement projects for the benefit of the property in the PID. A service and assessment plan (SAP) was prepared when the PID was created and pursuant to Chapter 372, Texas Local Government Code, must be reviewed and updated annually. The Town also adopted an assessment roll that identifies the assessment on each parcel within the PID. The annual update to the SAP also updates the Assessment Roll.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: Betsy Elam, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the ordinance and SAP as to form and legality.

ATTACHMENTS:

1. Ordinance
2. Annual Service Plan Update

DRAFT MOTION: Move to approve as presented in the agenda caption.

TOWN OF FLOWER MOUND, TEXAS

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, APPROVING THE ANNUAL UPDATE OF THE SERVICE AND ASSESSMENT PLAN AND ASSESSMENT ROLL(S) FOR THE RIVERWALK PUBLIC IMPROVEMENT DISTRICT NO. 1 IN ACCORDANCE WITH TEXAS LOCAL GOVERNMENT CODE §372.013 AS AMENDED; CONTAINING A CUMMULATIVE CLAUSE; CONTAINING A SAVINGS AND SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on August 19, 2013, the Town Council of the Town of Flower Mound, Texas ("TOWN") approved Ordinance No. 20-13 establishing the Riverwalk Public Improvement District No. 1 ("the PID") in accordance with the provisions of Chapter 372 of the Texas Local Government Code (the "Public Improvement District Assessment Act" or "the PID Act"); and

WHEREAS, the Town has heretofore levied assessments against property within the PID, pursuant to Ordinance No. 27-14 which ordinance also approved the Riverwalk Public Improvement District No. 1 Service and Assessment Plan and Assessment Roll, dated as of May 15, 2014 (the "Service and Assessment Plan and Assessment Roll"); and

WHEREAS, the Service and Assessment Plan and Assessment Roll is required to be reviewed and updated annually as described in Sections 372.013 and 372.014 of the PID Act (the "Annual Service Plan Update"); and

WHEREAS, the Annual Service Plan Update, attached hereto as Exhibit A, including the Assessment Roll attached thereto, update the Service and Assessment Plan and Assessment Roll to reflect prepayments, property divisions and changes to the budget allocation for the PID that occur during the year, if any; and

WHEREAS, the Town Council desires and finds it to be in the public interest to adopt this Ordinance approving and adopting the Annual Service Plan Update and the updated Assessment Roll attached thereto, in compliance with the PID Act.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

All of the above premises are hereby found to be true and correct legislative and factual findings of the Town of Flower Mound, and they are hereby approved and incorporated into the body of this Ordinance as if copied in their entirety.

SECTION 2

The Riverwalk Public Improvement District No. 1 Annual Service Plan Update, attached hereto as "Attachment 1" and incorporated herein by reference, inclusive of the updated

ORDINANCE NO. _____

Assessment Roll contained therein and made a part thereof, are hereby accepted and approved.

SECTION 3

The provisions of this ordinance are to be cumulative of all other ordinances or parts of ordinances governing or regulating the same subject matter as that covered herein; provided, however, that all prior ordinances or parts of ordinances inconsistent with or in conflict with any of the provisions of this ordinance are hereby expressly repealed to the extent of any such inconsistency or conflict.

SECTION 4

Should any sentence, paragraph, subdivision, clause, phrase or section of this Ordinance be adjudged or 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, and shall not affect the validity of the Ordinance as a whole.

SECTION 4

This Ordinance shall take effect immediately after its passage and the publication of the caption, as the law and charter in such case provide. The Town Secretary shall cause this Ordinance to be filed with the county clerk in each county in which all or a part of the PID is located not later than seven (7) days after the date the governing body of the Town approves this Annual Service Plan Update.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, ON THIS 22nd DAY OF AUGUST, 2022.

APPROVED:

Derek France, MAYOR

ATTEST:

Theresa Scott, TOWN SECRETARY

**RIVERWALK
PUBLIC IMPROVEMENT DISTRICT NO. 1
TOWN OF FLOWER MOUND, TEXAS**

**ANNUAL SERVICE PLAN UPDATE
(ASSESSMENT YEAR 9/1/22 - 8/31/23)**

**AS APPROVED BY TOWN COUNCIL ON:
AUGUST 22, 2022**

PREPARED BY:

MUNICAP, INC.
— PUBLIC FINANCE —

RIVERWALK PUBLIC IMPROVEMENT DISTRICT No. 1

ANNUAL SERVICE PLAN UPDATE (ASSESSMENT YEAR 9/1/22 – 8/31/23)

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I. INTRODUCTION

The Riverwalk Public Improvement District No. 1 (the “PID”) was created pursuant to the PID Act and a resolution of the Town Council on April 19, 2013 to finance certain public improvement projects for the benefit of the property in the PID. The Town of Flower Mound, Texas Special Assessment Revenue Bonds, Series 2014 (Riverwalk Public Improvement District No. 1) (the “Series 2014 Bonds”) in the aggregate principal amount of \$16,000,000 were issued to finance, refinance, provide or otherwise assist in the acquisition, construction and maintenance of the public improvements provided for the benefit of the property in the PID. The Town of Flower Mound, Texas Special Assessment Revenue Refunding Bonds, Series 2021 (Riverwalk Public Improvement District No. 1) (the “Series 2021 Refunding Bonds”) in the aggregate principal amount of \$14,635,000 were issued to refinance the Series 2014 Bonds.

A service and assessment plan (the “Service and Assessment Plan”) was prepared at the direction of the Town identifying the public improvements (the “Authorized Improvements”) to be provided by the PID, the costs of the Authorized Improvements, the indebtedness to be incurred for the Authorized Improvements, and the manner of assessing the property in the PID for the costs of the Authorized Improvements. The Service and Assessment Plan was updated for the Series Refunding 2021 Bonds on February 9, 2021 (the “Updated Service and Assessment Plan”). Pursuant to Chapter 372, Texas Local Government Code, the Updated Service and Assessment Plan must be reviewed and updated annually. This document is the annual update of the Updated Service and Assessment Plan for 2022-23 (the “Annual Service Plan Update”).

The Town also adopted an assessment roll (the “Assessment Roll”) identifying the Assessments on each Parcel within the PID, based on the method of assessment identified in the Updated Service and Assessment Plan. This Annual Service Plan Update also updates the Assessment Roll for 2022-23.

Effective September 1, 2021, the Texas legislature passed House Bill 1543 as an amendment to the PID Act, requiring, among other things, (i) all Service and Assessment Plans and Annual Service Plan Updates be approved through Town ordinance or order to be filed with the county clerk of each county in which all or part of the PID is located within seven days and (ii) include a copy of the notice form required by Section 5.014 of the Texas Property Code (the “PID Assessment Notice”) as disclosure of the obligation to pay PID Assessments. In light of these amendments to the PID Act, this Annual Service Plan Update includes a copy of the PID Assessment Notice as Appendix E and a copy of this Annual Service Plan Update will be filed with the county clerk in each county in which all or a part of the PID is located not later than seven (7) days after the date the governing body of the Town approves this Annual Service Plan Update.

Section 372.013 of the PID Act, as amended, stipulates that a person who proposes to sell or otherwise convey real property that is located in the PID, except in certain situations described in the PID Act, shall first give to the purchaser of the property a copy of the completed PID Assessment Notice. The PID Assessment Notice shall be given to a prospective purchase before the execution of a binding contract of purchase and sale, either separately or as an addendum or

paragraph of a purchase contract. In the event a contract of purchase and sale is entered into without the seller providing the required notice, the purchaser, subject to certain exceptions described in the PID act, is entitled to terminate the contract.

The PID Assessment Notice shall be executed by the seller and must be filed in the real property records of the County in which the property is located at the closing of the purchase and sale of the property.

Capitalized terms not otherwise defined herein shall have the meanings assigned to such terms in the Updated Service and Assessment Plan as updated from time to time.

(The remainder of this page is intentionally left blank.)

II. UPDATE OF THE SERVICE PLAN

A. UPDATED SOURCES AND USES FOR PUBLIC IMPROVEMENTS

According to the Developer's Quarterly Improvement Implementation Report dated as of December 30, 2020, the actual costs of the Authorized Improvements were equal to \$12,910,000.

As described in the Developer's Quarterly Improvement Implementation Report dated as of December 30, 2020, the Authorized Improvements were accepted by the Town on December 8, 2020.

Table II-A-1 on the following page summarizes the updated sources and uses of funds required to (1) construct the Authorized Improvements, (2) establish the PID, and (3) issue the Series 2014 Bonds.

For additional PID development-related information, refer to the link below:

<https://emma.msrb.org/P11616629-P11246324-P11670397.pdf>

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Table II-A-1
Sources and Uses of Funds

Sources of Funds	Final Budget	Actual Costs ¹	Variance
Bond par amount	\$16,000,000	\$16,000,000	\$0
Other funding sources	\$0	\$0	\$0
Total Sources	\$16,000,000	\$16,000,000	\$0
Uses of Funds			
Authorized Improvements			
Road improvements	\$7,210,000	\$7,210,000	\$0
Water distribution system improvements	\$1,190,000	\$1,190,000	\$0
Sanitary sewer improvements	\$830,000	\$830,000	\$0
Storm drainage improvements	\$2,065,000	\$2,065,000	\$0
Miscellaneous	\$1,615,000	\$1,615,000	\$0
<i>Subtotal</i>	<i>\$12,910,000</i>	<i>\$12,910,000</i>	<i>\$0</i>
Bond issuance costs	\$3,090,000	\$3,090,000	\$0
Total Uses	\$16,000,000	\$16,000,000	\$0

1 – According to the Developer's Quarterly Improvement Implementation Report dated as of December 31, 2020.

Authorized Improvement Cost Variances

As stated in Table II-A-1 above, there are no significant variances to be reported at this time.

B. FIVE YEAR SERVICE PLAN

According to the PID Act, a service plan must cover a period of five years.

For additional PID development and improvement related information, refer to the link provided in Section II.A. of this report.

The actual budget for the Authorized Improvements is shown in Section II.A of this report and the Annual Installments expected to be collected for these costs are shown by Table II-B-1 on the following page.

Table II-B-1
Projected Annual Installments (2014-2028)

Assessment Year ending 09/01	Annual Projected Cost	Annual Projected Indebtedness	Sources other than Bonds	Projected Annual Installments^{1,2}
2014-2022	\$16,000,000	\$14,635,000	\$0	\$10,304,000
2023	\$0	\$0	\$0	\$1,001,221
2024	\$0	\$0	\$0	\$1,005,962
2025	\$0	\$0	\$0	\$1,003,694
2026	\$0	\$0	\$0	\$1,001,178
2027	\$0	\$0	\$0	\$1,003,415
2028	\$0	\$0	\$0	\$1,001,960
Total	\$16,000,000	\$14,635,000	\$0	\$16,321,430

1 – Assessment years ending 2014 through 2023 reflect actual Annual Installments and are net of capitalized interest and include applicable investment fund income and applicable credits, if any. Assessment years 2024 through 2028 reflect projected Annual Installments and will be updated in future Annual Service Plan Updates.

2 – Projected Annual Installments for Assessments Years ending 2014-2021 were for the Series 2014 Bonds and projected Annual Installments for Assessment Years 2022-2028 are for the Series 2021 Refunding Bonds.

C. STATUS OF DEVELOPMENT

According to the Developer's Quarterly Improvement Implementation Report dated June 30, 2022, 330 single family lots and 358 multifamily units are completed within the PID. Three hundred and sixty (360) single family homes and 358 multifamily units are expected to be constructed in the PID.

See Table II-C-1 below for the status of completed single family homes and multifamily units within the PID according to the Developer's Quarterly Improvement Implementation Report dated June 30, 2022.

Table II-C-1
Completed Homes

Completed Units	As of June 30, 2021¹	As of June 30, 2022²
Single Family	269	330
Multifamily	358	358

1 – According to the Developer's Quarterly Improvement Implementation Report dated as of June 30, 2021.

2 – According to the Developer's Quarterly Improvement Implementation Report dated as of June 30, 2022.

See Appendix C for 2022 assessed values of all Parcels within the PID.

D. SERIES 2021 REFUNDING ANALYSIS

The Series 2021 Refunding Bonds were issued in February 2021 refunding the Series 2014 Bonds. At the time of refunding, the total projected outstanding principal, interest, and additional interest reserve amounts for the Series 2014 Bonds were \$14,600,000, \$13,592,500, and \$989,800, respectively. The total projected outstanding principal, interest, and additional interest reserve amounts for the Series 2021 Refunding Bonds are \$14,335,000, \$7,348,206, and \$346,075, respectively. As a result, the total projected savings from the 2021 refunding of the Series 2014 Bonds is \$7,153,019. See Table II-D-1 below for a summary of the refunding savings.

Table II-D-1
Refunding Savings Analysis (Cumulative)

	Principal	Interest	Additional Interest Reserve	Total
Series 2014 Bonds	\$14,600,000	\$13,592,500	\$989,800	\$29,182,300
Series 2021 Refunding Bonds ¹	\$14,335,000	\$7,348,206	\$346,075	\$22,029,281
Net Refunding Related Savings	\$265,000	\$6,244,294	\$643,725	\$7,153,019

¹ – Totals include projected principal, interest, and additional interest reserve amounts from assessment year ending 9/1/2022 through 9/1/2043.

The projected average Annual Installment savings per Equivalent Unit for outstanding projected Annual Installments is shown in Table II-D-2 on the following page.

(The remainder of this page is intentionally left blank)

Table II-D-2
Summary of Refunding Savings (Per Equivalent Unit)

Assessment Year ending 08/31	Series 2014 Projected Annual Installments^{1,2}	Series 2021 Projected Annual Installments^{1,3}	Projected Annual Installment Savings
2023	\$2,067	\$1,536	\$530
2024	\$2,038	\$1,541	\$497
2025	\$2,153	\$1,537	\$615
2026	\$2,114	\$1,534	\$580
2027	\$2,075	\$1,537	\$538
2028	\$2,037	\$1,535	\$502
2029	\$2,149	\$1,539	\$610
2030	\$2,100	\$1,536	\$565
2031	\$2,049	\$1,539	\$511
2032	\$1,998	\$1,541	\$457
2033	\$2,097	\$1,539	\$558
2034	\$2,035	\$1,537	\$499
2035	\$2,125	\$1,541	\$583
2036	\$2,052	\$1,536	\$516
2037	\$2,131	\$1,538	\$592
2038	\$2,048	\$1,541	\$507
2039	\$2,113	\$1,534	\$579
2040	\$2,016	\$1,541	\$475
2041	\$2,063	\$1,539	\$525
2042	\$2,099	\$1,534	\$565
2043	\$1,980	\$1,535	\$445
Total	\$43,539	\$32,291	\$11,249

1 – Projected Annual Installment amounts include principal, interest, additional interest for reserves, and collection costs.

2 – The Series 2014 Bonds Annual Installments include interest calculated at an average effective interest rate of 6.67 percent.

3 - The Series 2021 Refunding Bonds Annual Installments include interest calculated at an average effective interest rate of 3.81 percent.

E. ANNUAL BUDGET

Annual Installments

The Assessment imposed on any Parcel may be paid in full at any time. If not paid in full, the Assessment shall be payable in thirty (30) Annual Installments of principal and interest beginning

with the tax year following the issuance of the Series 2014 Bonds. The Series 2021 Refunding Bonds were issued in February 2021 to refund the Series 2014 Bonds. Twenty-one (21) Annual Installments remain outstanding for the Series 2021 Refunding Bonds.

Pursuant to the Updated Service and Assessment Plan, each Assessment shall bear interest at the rate on the Series Bonds commencing with the issuance of the Series Bonds. The effective interest rate on the Bonds is 3.53 percent for 2022-23. The Additional Interest Reserve was fully funded at the closing of the Series 2021 Refunding Bonds and the Town will not begin collecting Additional Interest until it is required to be collected pursuant to Section 6.7(b) of the applicable Indenture. These payments, the “Annual Installments” of the Assessments, shall be billed by the Town, or any other party designated by the Town, in 2022 and will be delinquent on February 1, 2023.

Pursuant to the Updated Service and Assessment Plan, the Annual Service Plan Update shall show the remaining balance of the Assessments, the Annual Installment due for 2022-23 and the Annual Collection Costs to be collected from each Parcel. Annual Collection Costs shall be allocated to each Parcel pro rata based upon the amount the Annual Installment on a Parcel bears to the total amount of Annual Installments in the PID as a whole that is payable at the time of such allocation. Each Annual Installment shall be reduced by any credits applied under an applicable Assessment Ordinance or Indenture of Trust, such as capitalized interest and interest earnings on any account balances and by any other funds available to the PID.

Annual Budget for the Repayment of Indebtedness

Debt service on the Series Bonds will be paid from the collection of the Annual Installments. In addition, Annual Collection Costs are to be collected with the Annual Installments to pay expenses related to the collection of the Annual Installments and other district administration expenses. The additional interest collected with the Annual Installments will be used to pay the prepayment and delinquency reserve amounts as described in the Updated Service and Assessment plan and applicable Indenture of Trust.

Annual Installments to be Collected for 2022-23

The budget for the PID will be paid from the collection of Annual Installments of the Assessments on the Assessed Property collected for 2022-23 as shown by Table II-E-1 on the following page.

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Table II-E-1
Budget for the Annual Installments
to be Collected for 2022-23

Descriptions	<u>Series 2021 Refunding</u> <u>Bonds</u>
Interest payment on March 1, 2023	\$243,610
Interest payment on September 1, 2023	\$243,610
Principal payment on September 1, 2023	\$480,000
<i>Subtotal debt service on bonds</i>	<i>\$967,221</i>
Annual collection costs	\$39,000
<i>Subtotal Expenses</i>	<i>\$1,006,221</i>
Available reserve fund income	\$0
Available capitalized interest account	\$0
Available Administrative Expense Fund	(\$5,000)
<i>Subtotal funds available</i>	<i>(\$5,000)</i>
Annual Installment to be collected	\$1,001,221

Debt Service Payments

Annual Installments to be collected for principal and interest include interest due on March 1, 2023 in the amount of \$243,610 and on September 1, 2023, in the amount of \$243,610, which equal interest on the outstanding Assessments balance of \$13,808,638 for six months each and an effective interest rate of 3.53 percent. Annual Installments to be collected include a principal amount of \$480,000 due on September 1, 2023. As a result, the total principal and interest due in 2022-23 is estimated to be equal to \$967,221.

Annual Collection Costs

Annual Collection Costs for the PID include the annual administrative expenses. The administrative expenses include the Trustee, Dissemination Agent, Administrator, and contingency fees. As shown in Table II-E-2 below, the total administrative expenses to be collected for 2022-23 are estimated to be \$39,000.

Table II-E-2
Administrative Budget Breakdown

Description	2022-23 Estimated Budget (9/1/22-8/31/23)
Administrator	\$26,000
Trustee	\$7,000
Dissemination Agent	\$3,500
Contingency	\$2,500
Total	\$39,000

Available Reserve Fund Income

As of July 31, 2022, the balance in the Reserve Fund was \$319,504, which includes the Bond Reserve Requirement of \$319,504. As a result, there is not a significant excess balance available to pay the Series 2021 Refunding Bonds debt service.

Available Capitalized Interest Account

As of July 31, 2022, the Trustee reported that the Capitalized Interest Fund been fully expended. As a result, there is no credit to reduce the Annual Installment.

Available Administrative Expense Account

As of July 31, 2022, there were \$31,238 in administrative expense funds available. Approximately \$26,238 is anticipated to be used for the payment of current year administrative expenses through January 31, 2022. As a result, there are \$5,000 funds available in the Administrative Expense Fund to reduce the 2022-23 Annual Installment.

F. ANNUAL INSTALLMENTS PER UNIT

According to the Updated Service and Assessment Plan, the Annual Installments shall be collected in an amount sufficient to pay (i) principal and interest on the Bonds, (ii) to fund the Prepayment Reserve Account and the Delinquency Reserve Account, and (iii) to cover administrative expenses of the PID.

According to the revised development plan, 662.76 total Equivalent Units were estimated to be built within the PID. According to the Trustee, twelve Parcels representing 11.02 Equivalent Units have prepaid their Assessments in full, lowering the total outstanding Equivalent Units to 651.74 (i.e. $662.76 - 11.02 = 651.74$). Accordingly, the principal and interest portion of Annual Installment to be collected from each Equivalent Unit will be \$1,484.05 (i.e. $\$967,221 \div 651.74 = \$1,484.05$) and the Annual collection costs to be collected from each Equivalent Unit will be \$52.17 (i.e. $(\$39,000 - \$5,000) \div 651.74 = \$52.17$). As a result, the total Annual Installment to be collected from each Equivalent Unit within the PID will be \$1,536.22 (i.e. $\$1,484.05 + \$52.17 = \$1,536.22$). The Annual Installment to be collected from each Parcel within the PID is calculated by multiplying the Annual Installment for each Equivalent Unit of \$1,536.22 by the total estimated Equivalent Units for each Parcel in the PID as shown in Appendix D.

The Annual Installment due to be collected from each Land Use Class in the PID for 2022-23 is shown in Table II-F-1 on the following page.

Table II-F-1
Annual Installment per Unit

Land Use Class	Annual Installment Per Equivalent Unit	Equivalent Unit Factor	Annual Installment Per Unit
1 - Single Family Villa	\$1,536.22	1.00	\$1,536.22
2 - Interior Townhome	\$1,536.22	0.90	\$1,375.96
3 - Multi-Family	\$1,536.22	0.24	\$368.69
4 - Assisted Living	\$1,536.22	0.21	\$322.61
6 – Retail ¹	\$1,536.22	0.69	\$1,059.99
7 - Office ¹	\$1,536.22	0.46	\$706.66
8 - Hotel	\$1,536.22	0.20	\$307.24
9 - Periphery Townhome	\$1,536.22	0.76	\$1,173.11

¹ – Retail and office lots are billed on a per 1,000 square foot basis.

The list of Parcels within the PID, the number of units to be developed on the current residential Parcels, the corresponding total Equivalent Units, the total outstanding Assessment, the annual principal and interest, the Annual Collection Costs, and the Annual Installment to be collected for 2022-23 are shown in the Assessment Roll Summary attached hereto as Appendix D.

G. BOND REDEMPTION RELATED UPDATES

The Series 2014 Bonds were refunded in February 2021 and the Series 2021 Refunding Bonds were issued to refinance the Series 2014 Bonds. Pursuant to Section 4.3 of the Indenture of Trust for the Series 2021 Refunding Bonds, the Town reserves the right and option to redeem Series 2021 Refunding Bonds maturing on or after September 1, 2036, before their scheduled maturity dates, in whole or in part, on any date on or after **September 1, 2031**, such redemption date or dates to be fixed by the Town, at the Redemption Price of par plus accrued and unpaid interest to the date of redemption.

The Administrator has conducted a preliminary evaluation of the current refunding market conditions, recent PID bond refunding transactions, and other relevant factors. Based on this preliminary evaluation, the Administrator believes a refunding of the Series 2021 Refunding Bonds does not appear viable at this time. The Administrator will continue to monitor the refunding market conditions, applicable PID bond refunding transactions, and other relevant factors to determine if refunding becomes viable in the future and will inform the Town accordingly.

III. UPDATE OF THE ASSESSMENT PLAN

The Updated Service and Assessment Plan adopted by the Town Council provided that the PID Costs shall be allocated to the Assessed Property equally on the basis of the number of residential dwelling units anticipated to be built on each Parcel once such property is fully developed, and that such method of allocation will result in the imposition of equal shares of the PID Costs to Parcels similarly benefited.

According to the Developer, the initial plan for a single category of townhomes in the PID has been revised to include two townhome categories based on the location of such townhomes with respect to the amenity area. As a result, Land Use Class 2 has been updated as follows and a new land use class ("Land Use Class 9") has been created for the second category of townhomes as follows:

"Land Use Class 2" means lots identified as such on the Assessment Roll, which are referred to as townhomes in the CBD and being generally lots for an attached single-family dwelling unit on individually platted lots adjacent to the River Walk amenity area.

"Land Use Class 9" means lots identified as such on the Assessment Roll, which are referred to as townhomes in the CBD and being generally lots for an attached single-family dwelling unit on individually platted lots located along the outer periphery of the CBD.

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IV. UPDATE OF THE ASSESSMENT ROLL

Pursuant to the Updated Service and Assessment Plan, the Assessment Roll shall be updated each year to reflect:

The identification of each Parcel as Benefited Property, Assessed Property, and Non-Assessed Property; (ii) the Assessment for each Parcel, including any adjustments authorized by the Updated Service and Assessment Plan or in the Act; (iii) the Principal Portion of the Assessment for each Parcel, including any adjustments authorized by this Updated Service and Assessment Plan or in the Act; (iv) the Annual Installment for the Parcel for the year (if the Assessment is payable in installments); and (v) payments of the Assessment, if any, as provided by Section VI.C of the Updated Service and Assessment Plan.

The Assessment Roll summary is shown in Appendix D. Each Parcel in the PID is identified, along with the Assessment on each Parcel and the Annual Installment to be collected from each Parcel. Assessments are to be reallocated for the subdivision of any Parcels.

A. PARCEL UPDATES

According to the Updated Service and Assessment Plan, upon the subdivision of any Parcel, the Administrator shall reallocate the Assessment for the Parcel prior to the subdivision among the new subdivided Parcels according to the following formula:

$$A = B \times (C \div D)$$

Where the terms have the following meanings:

- A = the Assessment for each new subdivided Parcel.
- B = the Assessment for the Parcel prior to subdivision.
- C = the equivalent units to be built on each newly subdivided Parcel
- D = the sum of the equivalent units to be built on all of the new subdivided Parcels

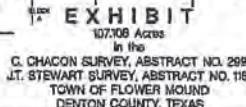
The calculation of the estimated number of units to be built on a Parcel shall be performed by the Administrator and confirmed by the Town Council based on the information available regarding the use of the Parcel. The estimate as confirmed shall be conclusive. The number of units to be built on a Parcel may be estimated by net land area and reasonable density ratios.

B. PREPAYMENT OF ASSESSMENTS

According to the Trustee, twelve Parcels have prepaid their Assessments in full as of July 31, 2022. Please see Appendix B for a complete list of Parcels that have prepaid their Assessments in full.

The complete Assessment Roll is available for review at Flower Mound Town Hall, located at 2121 Cross Timbers Road, Flower Mound, Texas 75028.

APPENDIX A
PID MAP

[illegible]

APPENDIX B
PREPAID PARCELS

Appendix B
Prepaid Parcels

Parcel ID	Prepayment Date	Amount	Full/Partial
652972	03/20/19	\$23,386	Full
652930	02/05/19	\$23,386	Full
652931	03/27/18	\$23,840	Full
667648	01/17/18	\$21,353	Full
667645	01/02/19	\$20,946	Full
667418	07/26/19	\$20,946	Full
667635	02/06/20	\$20,537	Full
693521	04/28/20	\$20,537	Full
652932	01/29/21	\$22,471	Full
652959	7/1/2021	\$21,048	Full
675223	8/20/2021	\$16,155	Full
675239	2/15/2022	\$15,445	Full
Total		\$250,049	

APPENDIX C
ASSESSED VALUE

Appendix C
Riverwalk Public Improvement District No. 1
2022 Value of the PID

PID	Parcels¹	2022 Assessed Value^{2,3}
Riverwalk PID No. 1	430	\$301,196,345
Total	430	\$301,196,345

1 - Parcels include 359 residential lots, 12 un-subdivided parent parcels and commercial lots, and 59 open space and other unassessed lots.

2 - Parcel assessed values are in accordance with Denton Central Appraisal District online records as of 8/9/2022.

3 - Values shown reflect the 2022 assessed values.

APPENDIX D
ASSESSMENT ROLL SUMMARY – 2022-23

Riverwalk PID No. 1

Assessment Roll Summary 2022-23

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
715531	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715532	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715533	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715534	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715535	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715536	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715537	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715538	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715539	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715540	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715541	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715542	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715543	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715544	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715545	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715546	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715547	0.00	\$0	\$0.00	\$0.00	\$0.00
715548	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715549	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715550	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715551	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715552	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715553	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715554	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715555	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715556	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715557	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715558	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715559	0.00	\$0	\$0.00	\$0.00	\$0.00
715560	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715561	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715562	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715563	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715564	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715565	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715566	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715567	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715568	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715569	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715570	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715571	0.00	\$0	\$0.00	\$0.00	\$0.00
715572	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715573	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715574	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715575	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715576	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715577	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715578	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715579	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715580	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715581	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715582	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
715583	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715584	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715585	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715586	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715587	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715588	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715589	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715590	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715591	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715592	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715593	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715594	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715595	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715596	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715597	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715598	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715599	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715600	0.00	\$0	\$0.00	\$0.00	\$0.00
715601	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715602	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715603	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715604	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715605	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715606	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715607	0.00	\$0	\$0.00	\$0.00	\$0.00
715608	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715609	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715610	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715611	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715612	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715613	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715614	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715615	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715616	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715617	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715618	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
715619	0.00	\$0	\$0.00	\$0.00	\$0.00
715620	0.00	\$0	\$0.00	\$0.00	\$0.00
715621	0.00	\$0	\$0.00	\$0.00	\$0.00
715622	0.00	\$0	\$0.00	\$0.00	\$0.00
563269	25.39	\$537,986	\$37,683.01	\$1,324.64	\$39,007.65
966339	34.64	\$733,883	\$51,404.53	\$1,806.99	\$53,211.52
711952	52.50	\$1,112,329	\$77,912.64	\$2,738.81	\$80,651.45
655447	85.92	\$1,820,406	\$127,509.60	\$4,482.25	\$131,991.85
757923	19.80	\$419,507	\$29,384.20	\$1,032.92	\$30,417.12
757922	37.50	\$794,577	\$55,655.85	\$1,956.43	\$57,612.28
757921	13.68	\$289,843	\$20,301.94	\$713.66	\$21,015.60
757920	16.74	\$354,605	\$24,838.15	\$873.12	\$25,711.27
705216	23.69	\$501,925	\$35,157.15	\$1,235.85	\$36,393.01
705217	0.00	\$0	\$0.00	\$0.00	\$0.00
705218	0.00	\$0	\$0.00	\$0.00	\$0.00
705219	0.00	\$0	\$0.00	\$0.00	\$0.00

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
705220	0.00	\$0	\$0.00	\$0.00	\$0.00
705222	4.14	\$87,715	\$6,143.97	\$215.97	\$6,359.94
705223	0.00	\$0	\$0.00	\$0.00	\$0.00
744741	8.97	\$190,049	\$13,311.93	\$467.94	\$13,779.88
744738	0.00	\$0	\$0.00	\$0.00	\$0.00
655450	0.00	\$0	\$0.00	\$0.00	\$0.00
744739	0.00	\$0	\$0.00	\$0.00	\$0.00
744740	14.49	\$307,003	\$21,503.89	\$755.91	\$22,259.80
744742	0.00	\$0	\$0.00	\$0.00	\$0.00
667423	0.00	\$0	\$0.00	\$0.00	\$0.00
652930	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
652931	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
652932	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
652933	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652934	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652935	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652936	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652937	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652938	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652939	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652940	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652941	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652942	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652943	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652944	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652945	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652946	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652947	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652948	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652949	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652950	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652951	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652952	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652953	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652954	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652955	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652956	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652957	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652958	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652959	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
744723	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
744724	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
744725	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652963	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652964	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652965	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652966	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652967	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652968	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652969	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652970	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652971	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652972	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
652973	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652974	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652975	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652976	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652977	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652978	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652979	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652980	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652981	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652982	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652987	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652988	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652989	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652990	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652991	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652992	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652993	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652994	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652995	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652996	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652997	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652998	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652999	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653000	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653001	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653002	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653003	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653004	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653005	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653006	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653007	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653011	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653012	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653013	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653014	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653015	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653016	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653017	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653018	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653019	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653020	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653021	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653022	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653023	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653024	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653025	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653027	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653028	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653029	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653030	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653031	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653032	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
653033	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
653034	1.00	\$21,187	\$1,484.05	\$52.17	\$1,536.22
652983	0.00	\$0	\$0.00	\$0.00	\$0.00
652984	0.00	\$0	\$0.00	\$0.00	\$0.00
652985	0.00	\$0	\$0.00	\$0.00	\$0.00
652986	0.00	\$0	\$0.00	\$0.00	\$0.00
653008	0.00	\$0	\$0.00	\$0.00	\$0.00
653009	0.00	\$0	\$0.00	\$0.00	\$0.00
653010	0.00	\$0	\$0.00	\$0.00	\$0.00
653026	0.00	\$0	\$0.00	\$0.00	\$0.00
653035	0.00	\$0	\$0.00	\$0.00	\$0.00
653036	0.00	\$0	\$0.00	\$0.00	\$0.00
653037	0.00	\$0	\$0.00	\$0.00	\$0.00
653038	0.00	\$0	\$0.00	\$0.00	\$0.00
675215	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675216	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675217	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675218	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675219	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675220	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675221	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675222	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675223	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
675227	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675228	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675229	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675230	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675231	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675232	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675233	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675234	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675237	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675238	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675239	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
675240	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675241	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675242	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675243	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675245	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675246	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675247	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675248	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675249	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675250	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675251	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675252	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675256	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675257	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675258	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675259	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675260	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675261	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675262	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675263	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
675264	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675265	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675266	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675267	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675268	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675269	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675270	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675275	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675276	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675277	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675278	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675279	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675280	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675281	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675282	0.76	\$16,179	\$1,133.27	\$39.84	\$1,173.11
675224	0.00	\$0	\$0.00	\$0.00	\$0.00
675225	0.00	\$0	\$0.00	\$0.00	\$0.00
675226	0.00	\$0	\$0.00	\$0.00	\$0.00
675235	0.00	\$0	\$0.00	\$0.00	\$0.00
675236	0.00	\$0	\$0.00	\$0.00	\$0.00
675244	0.00	\$0	\$0.00	\$0.00	\$0.00
675253	0.00	\$0	\$0.00	\$0.00	\$0.00
675254	0.00	\$0	\$0.00	\$0.00	\$0.00
675255	0.00	\$0	\$0.00	\$0.00	\$0.00
675271	0.00	\$0	\$0.00	\$0.00	\$0.00
675272	0.00	\$0	\$0.00	\$0.00	\$0.00
675273	0.00	\$0	\$0.00	\$0.00	\$0.00
675274	0.00	\$0	\$0.00	\$0.00	\$0.00
675283	0.00	\$0	\$0.00	\$0.00	\$0.00
675284	0.00	\$0	\$0.00	\$0.00	\$0.00
675285	0.00	\$0	\$0.00	\$0.00	\$0.00
667598	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667599	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667600	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667601	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667602	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667603	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667604	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667605	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667606	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667607	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667608	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667609	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667610	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667611	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667612	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667613	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667614	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667615	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667618	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667619	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667620	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667621	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
667622	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667623	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667624	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667625	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667626	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667627	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667628	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667629	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667630	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667631	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667632	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667633	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667634	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667635	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
667637	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667638	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667639	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667640	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667641	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667642	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667643	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667644	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667645	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
667646	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667647	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667648	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
667649	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667650	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667651	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667652	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667653	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667654	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667656	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667657	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667658	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667659	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667660	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667661	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667662	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667663	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667664	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667665	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667666	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667667	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667668	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667669	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667670	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667671	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667672	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667673	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
667616	0.00	\$0	\$0.00	\$0.00	\$0.00
667617	0.00	\$0	\$0.00	\$0.00	\$0.00
667636	0.00	\$0	\$0.00	\$0.00	\$0.00

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
667655	0.00	\$0	\$0.00	\$0.00	\$0.00
667674	0.00	\$0	\$0.00	\$0.00	\$0.00
667675	0.00	\$0	\$0.00	\$0.00	\$0.00
693466	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693467	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693468	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693469	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693470	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693471	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693472	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693473	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693474	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693475	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693476	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693477	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693478	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693479	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693480	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693481	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693482	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693483	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693484	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693485	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693486	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693487	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693488	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693489	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693490	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693491	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693492	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693493	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693494	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693495	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693496	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693498	0.00	\$0	\$0.00	\$0.00	\$0.00
693499	0.00	\$0	\$0.00	\$0.00	\$0.00
693500	0.00	\$0	\$0.00	\$0.00	\$0.00
693501	0.00	\$0	\$0.00	\$0.00	\$0.00
693502	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693503	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693504	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693505	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693506	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693507	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693508	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693509	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693510	0.00	\$0	\$0.00	\$0.00	\$0.00
693511	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693512	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693513	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693514	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693515	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693516	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693517	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693518	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693519	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95

Parcel	Estimated EU	Outstanding Assessments	Annual Assessment (Principal and Interest)	Annual Collection Costs	Annual Installments - 2022-23
693520	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693521	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
693522	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693523	0.90	\$18,977	\$1,329.22	\$46.73	\$1,375.95
693524	0.00	\$0	\$0.00	\$0.00	\$0.00
667418	PREPAID	PREPAID	PREPAID	PREPAID	PREPAID
Total	651.74	\$13,808,637.53	\$967,220.67	\$34,000.00	\$1,001,220.67

APPENDIX E
PID ASSESSMENT NOTICE

PID Assessment Notice

NOTICE OF OBLIGATION TO PAY PUBLIC IMPROVEMENT DISTRICT ASSESSMENT TO
THE TOWN OF FLOWER MOUND, TEXAS
CONCERNING THE FOLLOWING PROPERTY

[insert property address]

As the purchaser of the real property described above, you are obligated to pay assessments to the Town of Flower Mound, Texas (the "Town"), for the costs of a portion of a public improvement or services project (the "Authorized Improvements") undertaken for the benefit of the property within the Riverwalk Public Improvement District (the "District") created under Subchapter A, Chapter 372, Local Government Code.

AN ASSESSMENT HAS BEEN LEVIED AGAINST YOUR PROPERTY FOR THE AUTHORIZED IMPROVEMENTS, WHICH MAY BE PAID IN FULL AT ANY TIME. IF THE ASSESSMENT IS NOT PAID IN FULL, IT WILL BE DUE AND PAYABLE IN ANNUAL INSTALLMENTS THAT WILL VARY FROM YEAR TO YEAR DEPENDING ON THE AMOUNT OF INTEREST PAID, COLLECTION COSTS, ADMINISTRATIVE COSTS, AND DELINQUENCY COSTS.

The exact amount of the assessment may be obtained from the Town. The exact amount of each annual installment will be approved each year by the Town Council in the Annual Service Plan Update for the District. More information about the assessments, including the amounts and due dates, may be obtained from the Town or MuniCap, Inc., the District Administrator for the Town, located at 600 E. John Carpenter Fwy, Suite 150, Irving, Texas 75062 and available by telephone at (469) 490-2800 or (866) 648-8482 (toll free) and email at txpid@municap.com.

Your failure to pay any assessment or any annual installment may result in penalties and interest being added to what you owe or in a lien on and the foreclosure of your property.

Date: _____

Signature of Seller

Signature of Seller

The undersigned purchaser acknowledges receipt of this notice before the effective date of a binding contract for the purchase of the real property at the address described above.

Date: _____

Signature of Purchaser

Signature of Purchaser

STATE OF TEXAS

§

§

COUNTY OF _____

§

The foregoing instrument was acknowledged before me by _____
and

_____, known to me to be the person(s) whose name(s) is/are subscribed to the foregoing instrument, and acknowledged to me that he or she executed the same for the purposes therein expressed, in the capacity stated and as the act and deed of the above-referenced entities as an authorized signatory of said entities.

Given under my hand and seal of office on this _____, 20__.

Notary Public, State of Texas



TOWN COUNCIL AGENDA ITEM NO. 8

CONSENT ITEM

DATE: August 22, 2022

FROM: Jeff Garner, Director of Facilities Management

ITEM: Consider approval to increase the contract funding for additional grounds maintenance and landscape services performed by American Landscape

BACKGROUND INFORMATION: The Town currently contracts with American Landscape Services to perform landscape maintenance for the grounds of Town owned facilities. This request is to increase the contract amount for services performed by American Landscape Services as the costs have increased to replace plants, sod, or trees, and to repair irrigation systems. The cost to perform inspections of the irrigation systems is included in the cost of services, however the cost to make irrigation system repairs, replace plants, sod, or trees is not included in the cost of services.

On June 4, 2018, Town Council approved a contract and amount not to exceed \$170,000. On October 19, 2020, Town Council approved an additional \$80,000 to increase the scope of services for new buildings making the total annual amount not to exceed \$250,000. An additional \$70,000 is needed due to increasing costs to perform irrigation system repairs, and replacement of plants, sod, and trees making the total annual amount not to exceed \$320,000.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: \$320,000.00

Proposed Expenditure/(Revenue):	Account Number(s):
\$320,000.00	100-655-59200-5110

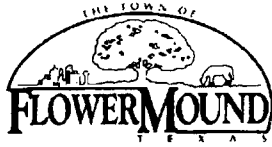
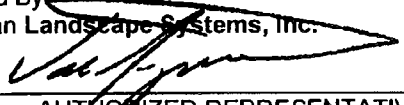
Finance Review by: Tammy Wilson, Chief Financial Officer *tw*

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Change Order 3

DRAFT MOTION: Move to approve as presented in the agenda caption.

 TOWN OF FLOWER MOUND CONTRACT CHANGE ORDER ISSUED BY: Purchasing Division 2121 Cross Timbers Road Flower Mound, Texas 75028		Contract No.: 2018-56-A
		Change Order #: 3
		Amendment Effective: When Signed by Both Parties.
Contract Title: Best Value Bid for Municipal Grounds Maintenance		
Contractor Name/Address: Attn: Joseph Angelone, Vice President American Landscape Systems, Inc. 1780 Midway Rd. Lewisville, TX 75056		Reference Documents: See attached proposal from American Landscape Systems, Inc.
Contract Adjustment: The Contract Amount is: ☒ Increased ☐ Decreased ☐ Not Changed In the Amount of: See below Description		Contract Term: The Contract Time is: ☐ Increased ☐ Decreased ☒ Not Changed By: Contract Expiration Date: 6/4/2022 thru 6/4/2023
Description of Change: This Change Order No. 3 is to acknowledge Town of Flower Mound's acceptance of American Landscape Systems, Inc. contract funding for additional grounds maintenance and landscape services performed for \$320,000, and to confirm the contract extension from 6/4/2022 thru 6/4/2023. *****All other items remain unchanged***** Per the Director of Facilities Management, the contract funding for additional services has increased to replace plants, sod, or trees, and to repair irrigation systems. The cost to perform inspections of the irrigation systems is included in the cost of services, however the cost to make irrigation system repairs, replace plants, sod, or trees is not included in the cost of services.		
No claims for further compensation or extensions of time, whether for delay, overhead, profit, fees, acceleration, force majeure, disruption, or any other reason, shall be made by the Contractor because of the changes contained in this Change Order, as payment specified hereunder constitutes compensation in full for the Work as altered herein.		
Accepted By:  American Landscape Systems, Inc. By: _____ AUTHORIZED REPRESENTATIVE Date: <u>August 11, 2022</u>		Accepted By: TOWN OF FLOWER MOUND By:  AUTHORIZED REPRESENTATIVE Date: <u>8/11/2022</u>
Print/Type Name and Title: Joseph Angelone, Vice President		Marquita Shamlin – Buyer Purchasing Division
CONTRACTOR'S RECEIPT OF AN EXECUTED COPY OF THIS FORM SHALL SERVE AS A CONTRACTOR'S OFFICIAL NOTICE TO PROCEED WITH THE CHANGE TO WORK INCLUDED HEREIN.		



TOWN COUNCIL AGENDA ITEM NO. 9 CONSENT ITEM

DATE: August 22, 2022

FROM: Dale Crown, P.E., Senior Project Engineer

ITEM: Consider approval of a Construction Agreement with XIT Paving & Construction, Inc., for the 2022 Street Reconstruction project, in the amount of \$855,073.00; and authorization for the Mayor to execute same on behalf of the Town.

BACKGROUND INFORMATION: On July 19, 2022, bids were received and opened for the 2022 Street Reconstruction project (Bid # 2022-58-B), which consists of five projects shown on the 5-Year CIP Plan as Melody Court Reconstruction, Timber Creek Road at College Parkway Intersection Reconstruction, ADA Transition Plan and Implementation, Melody Court Water Line Replacement and Melody Court Sewer Line Replacement. XIT Paving & Construction, Inc. submitted the lowest qualified bid of the three responding bidders at a bid amount of \$855,073.00.

The project includes reconstruction of Melody Court and the Timber Creek Road at College Parkway intersection, which consists of approximately 2,000 SY of concrete pavement, 1,100 SY of concrete sidewalk, 2,200 SY of treated subgrade, 170 LF of 8" sewer main, 2 sewer manholes, 160 LF of 8" water main, and associated appurtenances.

BOARD REVIEW/CITIZEN FEEDBACK: A public meeting to provide residents with project information will be held prior to start of construction.

ALTERNATIVES/OPTIONS: The existing concrete streets have experienced pavement failures. The existing water and sewer lines along Melody Court have had past maintenance issues. Sections of the sidewalk between the Timber Creek Road at College Parkway intersection and Whitney Lane do not meet ADA standards. A decision not to approve the construction agreement would result in pavement failures worsening over time, continued maintenance/service issues with the existing water and sewer lines and continued accessibility issues along sidewalks.

FISCAL IMPACT: \$855,073.00

Proposed Expenditure/(Revenue):	Account Number(s):
\$236,890.00	316-560-78044-6160
\$442,811.00	316-560-78043-6160
\$60,000.00	630-970-98832-6170
\$60,000.00	630-970-98832-6180
\$55,372.00	505-220-70050-6160

Finance Review by: Tammy Wilson, Chief Financial Officer *tw*

Total project cost Timber Creek Road @ College Parkway Intersection Reconstruction is \$600,000. Funding sources are:

- Dedicated Sales Tax \$ 600,000

Total project cost Melody Court Reconstruction is \$300,000. Funding sources are:

- Dedicated Sales Tax \$ 300,000

Total project cost Melody Court Water Line is \$60,000. Funding sources are:

- Utility Debt \$ 60,000

Total project cost Melody Court Sewer Line is \$60,000. Funding sources are:

- Utility Debt \$ 60,000

Total project cost ADA Transition Plan & Implementation is \$150,000 annually. Funding sources are:

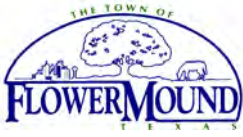
- Other \$ 150,000 annually

LEGAL REVIEW: The Town's standard construction agreement form documents, prepared by Taylor, Olson, Adkins, Sralla, & Elam L.L.P., were used to draft this agreement. No alteration to the legal content of this form document was made in preparation of these documents.

ATTACHMENTS:

1. Bid Tabulation
2. Construction Agreement

DRAFT MOTION: Move to approve as presented in the agenda caption.



Town of Flower Mound
Bid Tabulation

Bid No: 2022-58-B -Melody Court & Timber Creek Road @ College Parkway Intersection

Bid Opening: 7/19/2022 at 11:00 AM

Company	Base Bid	Alternate Bid	Base Bid & Alternate Bid (with deduction of Alternate Bid associated items)
Rebcon, LLC	\$ 1,160,861.00	\$ 84,458.00	\$ 1,160,855.00
Urban Infracontracting, LLC	\$ 890,114.00	\$ 141,161.00	\$ 943,155.00
XIT Paving & Construction, Inc.	\$ 895,953.00	\$ 89,762.00	\$ 855,073.00

****All bids/proposals submitted for the designated project are reflected on this tabulation sheet. However, the listing of the bid/proposal on this tabulation sheet shall not be construed as a comment on the responsiveness of such bid/proposal or as any indication that the agency accepts such bid/proposal as being responsive. The agency will make a determination as to the responsiveness of the vendor responses submitted based upon compliance with all applicable laws, purchasing guidelines and project documents, including but not limited to the project specifications and contract documents. The agency will notify the successful vendor upon award of the contract and, as according to the law, all bid/proposal responses received will be available for inspection at that time.**

Certified By: Marquita Shamlin
Purchasing - Buyer
Town of Flower Mound, Texas

Date: August 4, 2022

TOWN OF FLOWER MOUND**2022 STREET RECONSTRUCTION**

MELODY COURT &

TIMBER CREEK ROAD @ COLLEGE PARKWAY INTERSECTION

Bid # 2022-58-B**CONSTRUCTION AGREEMENT**

THIS CONSTRUCTION AGREEMENT (the "Agreement"), made and entered into this ____ day of _____, 2022, by and between the Town of Flower Mound, County of Denton, Texas, hereinafter referred to as the "Town," and XIT Paving & Construction, Inc., a corporation, hereinafter referred to as the "Contractor." For and in consideration of the payment, agreements, and conditions hereinafter mentioned, and under the conditions expressed in the bonds herein, Contractor hereby agrees to complete the construction of improvements described as follows:

**2022 STREET RECONSTRUCTION MELODY COURT &
TIMBER CREEK ROAD @ COLLEGE PARKWAY INTERSECTION
Bid # 2022-58-B**

in the Town of Flower Mound, Texas, and all extra work in connection therewith, under the terms as stated in this Agreement, and under the terms of the Contract Documents; and at his, her, or their own proper cost and expense to furnish all superintendence, labor, insurance, equipment, tools, and other accessories and services necessary to complete the said construction in accordance with all the Contract Documents, incorporated herein as if written word for word, and in accordance with the Plans, which include all maps, plats, blueprints, and other drawings and printed or written explanatory manner therefore, and the Conditions and Specifications as prepared by the Town or its consultant hereinafter called "Engineer", who has been identified by the endorsement of the Contractor's written proposal, and the General Conditions, Supplemental Conditions, and Special Provisions of this Agreement, and the payment, performance, and maintenance bonds hereto attached; all of which are made a part hereof and collectively evidence and constitute the entire Agreement.

ARTICLE 1. The Contract Documents shall consist of the following documents:

- A. The Construction Agreement;
- B. Properly executed Change Orders and Field Orders in writing and executed by the Town, the last in time being first in precedence;
- C. Any listed and numbered addenda;
- D. Special Provisions;

- E. Supplementary Conditions;
- F. Construction Drawings or Plans;
- G. Technical Specifications;
- H. Town's Standard Construction Details;
- I. The most current edition of the *Town of Flower Mound Design Criteria and Construction Standards* (by reference);
- J. *Occupational Safety and Health Standards – Excavation*, 20 CFR Part 1926 (by reference);
- K. *Texas Manual on Uniform Traffic Control Devices (TMUTCD)* (by reference);
- L. The General Conditions;
- M. *Public Works Construction Standards - North Central Texas, as amended* (by reference);
- N. Notice to Bidders;
- O. Instructions to Bidders;
- P. The Town's written notice to proceed to Contractor;
- Q. The Contractor's Bid Proposal;
- R. The Performance Bond, Payment Bond and Maintenance Bond; and
- S. Bid materials distributed by the Town that relate to the Project.

These Contract Documents are incorporated by reference into this Agreement as if set out in their entirety. The Contract Documents are intended to be complementary; what is called for by one document shall be as binding as if called for by all Contract Documents. It is specifically provided; however, that in the event of any inconsistency in the Contract Documents, the inconsistency shall be resolved by giving precedence to the Contract Documents in the order in which they are listed herein above. If, however, there exists a conflict or inconsistency between the Technical Specifications and the Construction Drawings, it shall be the Contractor's obligation to seek clarification as to which requirements or provisions control before undertaking any work on that component of the project. Should the Contractor fail or refuse to seek a clarification of such conflicting or inconsistent requirements or provisions prior to any work on that component of the project, the Contractor shall be solely responsible for the costs and expenses - including additional time - necessary to cure, repair, and/or correct that component of the project.

ARTICLE 2. For performance of the Work in accordance with the Contract Documents, the Town shall pay the Contractor in current funds an amount not to exceed **Eight Hundred Fifty Five Thousand Seventy Three Dollars and Zero cents (\$855,073.00)** taking into consideration additions to or deductions from the Total Bid through properly executed change orders by reason of alterations or modifications of the original quantities or by reason of “Extra Work” authorized under this Agreement in accordance with the provisions of the Contract Documents. It is hereby mutually agreed that for and in consideration of the payments as provided for herein to the Contractor by the Town, the said Contractor shall furnish all labor, equipment, and material (except as otherwise specified above) and shall perform all work necessary to complete the improvements in a good and workmanlike manner, ready for use, within the specified time for substantial completion of One-Hundred Twenty (120) calendar days, and final completion of One-Hundred Fifty (150) calendar days ready for final payment, as measured from the Effective Start Date shown in the Notice to Proceed. The work shall be in strict accordance with this Agreement, a copy of which is filed pursuant to law in the office of the legal representative of the Town.

ARTICLE 3. Before commencing work, the Contractor shall, at its own expense, procure, pay for, and maintain the insurance coverage required by the Contract Documents written by companies approved by the State of Texas and acceptable to the Town of Flower Mound. Contractor shall provide the Town Purchasing Manager with certificates of insurance indicating coverage’s required by the Contract Documents. The certificates are to be signed by a person authorized by that insurer to bind coverage on its behalf. Certificate of Insurance similar to the ACORD Form are acceptable. Town will not accept Memorandums of Insurance or Binders as proof of insurance. The Town reserves the right to require complete, certified copies of all required insurance policies at any time.

ARTICLE 4. The Contractor shall procure and pay for performance and payment bonds applicable to the work in the amount of the total bid price. The Contractor shall also procure and pay for a maintenance bond applicable to the work in the amount of one hundred percent (100%) of the total bid price. The period of the Maintenance Bond shall be two years from the date of acceptance of all work done under the contract, to cover the guarantee as set forth in the Special Conditions. The performance, payment, and maintenance bonds shall be issued on the forms attached to this Construction Agreement. Other performance, payment, and maintenance bond forms shall not be accepted. Among other things, these bonds shall apply to any work performed during the two-year warranty period after acceptance as described in this Construction Agreement.

The performance, payment, and maintenance bonds shall be issued by a corporate surety, acceptable to and approved by the Town, authorized to do business in the State of Texas, pursuant to Chapter 2253 of the Texas Government Code. Further, the Contractor shall supply capital and surplus information concerning the surety and reinsurance information concerning the performance, payment, and maintenance bonds upon Town request. In addition to the foregoing requirements if the amount of the bond exceeds One Hundred Thousand and Zero/One Hundredths Dollars (\$100,000.00) the bond must be issued by a surety that is qualified as a surety on obligations permitted or required under federal law

as indicated by publication of the surety's name in the current U.S. Treasury Department Circular 570. In the alternative, an otherwise acceptable surety company (not qualified on federal obligations) that is authorized and admitted to write surety bonds in Texas must obtain reinsurance on any amounts in excess of One Hundred Thousand and Zero/One Hundredths Dollars (\$100,000.00) from a reinsurer that is authorized and admitted as a reinsurer in Texas who also qualifies as a surety or reinsurer on federal obligations as indicated by publication of the surety's or reinsurer's name in the current U.S. Treasury Department Circular 570.

ARTICLE 5. It is hereby further agreed that in consideration of the faithful performance of the work by the Contractor, the Town shall pay the Contractor the compensation due him by reason of said faithful performance of the work in accordance with the provisions of this Agreement. As it completes portions of the Work, the Contractor may request progress payments from the Town. Progress payments shall be made by the Town based on the Town's estimate of the value of the Work properly completed by the Contractor since the time the last progress payment was made. The "estimate of the value of the work properly completed" shall include the net invoice value of acceptable, non-perishable materials actually delivered to and currently at the job site only if the Contractor provides to the Town satisfactory evidence that material suppliers have been paid for these materials.

No progress payment shall be due to the Contractor until the Contractor furnishes to the Town:

1. copies of documents reasonably necessary to aid the Town in preparing an estimate of the value of Work properly completed;
2. full releases of liens, including releases from subcontractors providing materials or delivery services relating to the Work, in a form acceptable to the Town releasing all liens or claims relating to goods and services provided up to the date of the most recent previous progress payment;
3. an updated and current schedule clearly detailing the project's critical path elements; and
4. any other documents required under the Contract Documents.

Progress payments shall not be made more frequently than once every thirty (30) calendar days unless the Town determines that more frequent payments are appropriate. Further, progress payments are to be based on estimates and these estimates are subject to correction through the adjustment of subsequent progress payments and the final payment to Contractor. If the Town determines after final payment that it has overpaid the Contractor, then Contractor agrees to pay to the Town the overpayment amount specified by the Town within thirty (30) calendar days after it receives written demand from the Town.

The fact that the Town makes a progress payment shall not be deemed to be an admission by the Town concerning the quantity, quality, or sufficiency of the Contractor's work.

Progress payments shall not be deemed to be acceptance of the Work nor shall a progress payment release the Contractor from any of its responsibilities under the Contract Documents.

After determining the amount of a progress payment to be made to the Contractor, the Town shall withhold a percentage of the progress payment as retainage. The amount of retainage withheld from each progress payment shall be set depending upon the value of the Contract Work on the effective date of the Contract:

<u>Contract Amount</u>	<u>Retainage Percentage</u>
Up to \$25,000.00	15%
\$25,000.00 to \$400,000.00	10%
Over \$400,000.00	5%

Retainage shall be withheld and may be paid to:

1. ensure proper completion of the Work. The Town may use retained funds to pay replacement or substitute contractors to complete unfinished or defective work;
2. ensure timely completion of the Work. The Town may use retained funds to pay liquidated damages; and
3. provide an additional source of funds to pay claims for which the Town is entitled to indemnification from Contractor under the Contract Documents.

Retained funds shall be held by the Town in accounts that shall not bear interest. Retainage not otherwise withheld in accordance with the Contract Documents shall be returned to the Contractor as part of the final payment.

ARTICLE 6. The Town may withhold payment of some or all of any progress or final payment that would otherwise be due if the Town determines, in its discretion, that the Work has not been performed in accordance with the Contract Documents. The Town may use these funds to pay replacement or substitute contractors to complete unfinished or defective Work.

The Town may withhold payment of some or all of any progress or final payment that would otherwise be due if the Town determines, in its discretion, that it is necessary and proper to provide an additional source of funds to pay claims for which the Town is entitled to indemnification from Contractor under the Contract Documents. Amounts withheld under this section shall be in addition to any retainage.

ARTICLE 7. When the erosion control measures have been completed, the Contractor shall request that the Town perform a final inspection. The Town shall inspect the Work. If the Town determines that the Work has been completed in accordance with the Contract Documents and per TPDES General Construction Permit, it shall issue a written Notice of Acceptance of the Work. If the Town determines that the Work has not been completed in accordance with the Contract Documents or TPDES General Construction Permit, then it shall provide the Contractor with a verbal or written list of items to be completed before another final inspection shall be scheduled.

ARTICLE 8. When the Work is completed, the Contractor shall request that the Town perform a final inspection. The Town shall inspect the Work. If the Town determines that the Work has been completed in accordance with the Contract Documents, it shall issue a written notice of acceptance of the Work. If the Town determines that the Work has not been completed in accordance with the Contract Documents, then it shall provide the Contractor with a written list of items to be completed before another final inspection shall be scheduled.

It is specifically provided that Work shall be deemed accepted on the date specified in the Town's written notice of acceptance of the Work. The Work shall not be deemed to be accepted based on "substantial completion" of the Work, use or occupancy of the Work, or for any reason other than the Town's written Notice of Acceptance. Further, the issuance of a certificate of occupancy for all or any part of the Work shall not constitute a Notice of Acceptance for that Work.

In its discretion, the Town may issue a Notice of Acceptance covering only a portion of the Work. In this event, the notice shall state specifically what portion of the Work is accepted.

ARTICLE 9. After all Work required under the Contract Documents has been completed, inspected, and accepted, the Town shall calculate the final payment amount promptly after necessary measurements and computations are made. The final payment amount shall be calculated to:

1. include the estimate of the value of Work properly completed since the date of the most recent previous progress payment;
2. correct prior progress payments; and
3. include retainage or other amounts previously withheld that are to be returned to Contractor, if any.

Final payment to the Contractor shall not be due until the Contractor provides original full releases of liens, or other evidence satisfactory to the Town to show that all sums due for labor, services, and materials furnished for or used in connection with the Work have been paid or shall be paid with the final payment. To ensure this result, Contractor consents to

the issuance of the final payment in the form of joint checks made payable to Contractor and others. The Town may, but is not obligated to, issue final payment using joint checks.

Final payment to the Contractor shall not be due until the Contractor has supplied to the Town copies of all documents that the Town determines are reasonably necessary to ensure both that the final payment amount is properly calculated and that the Town has satisfied its obligation to administer the Agreement in accordance with applicable law.

Subject to the requirements of the Contract Documents, the Town shall pay the Final Payment within thirty (30) calendar days after the date specified in the Notice of Acceptance. This provision shall apply only after all Work called for by the Contract Documents has been accepted.

ARTICLE 10. CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE TOWN, ITS TOWN COUNCIL, OFFICERS, EMPLOYEES, AND AGENTS FROM AND AGAINST ALL CITATIONS, CLAIMS, COSTS, DAMAGES, DEMANDS, EXPENSES, FINES, JUDGMENTS, LOSSES, PENALTIES, OR SUITS, WHICH IN ANY WAY ARISE OUT OF, RELATE TO, OR RESULT FROM THE PERFORMANCE OF THE WORK OR WHICH ARE CAUSED BY THE INTENTIONAL ACTS OR NEGLIGENT ACTS OR OMISSIONS OF CONTRACTOR, ITS SUBCONTRACTORS, ANY OFFICERS, AGENTS, OR EMPLOYEES OF EITHER CONTRACTOR OR ITS SUBCONTRACTORS, AND ANY OTHER THIRD PARTIES FOR WHOM OR WHICH CONTRACTOR IS LEGALLY RESPONSIBLE (THE "INDEMNIFIED ITEMS").

BY WAY OF EXAMPLE, THE INDEMNIFIED ITEMS MAY INCLUDE PERSONAL INJURY AND DEATH CLAIMS AND PROPERTY DAMAGE CLAIMS, INCLUDING THOSE FOR LOSS OF USE OF PROPERTY.

INDEMNIFIED ITEMS SHALL INCLUDE ATTORNEYS' FEES AND COSTS, COURT COSTS, AND SETTLEMENT COSTS. INDEMNIFIED ITEMS SHALL ALSO INCLUDE ANY EXPENSES, INCLUDING ATTORNEYS' FEES AND EXPENSES, INCURRED BY AN INDEMNIFIED INDIVIDUAL OR ENTITY IN ATTEMPTING TO ENFORCE THIS INDEMNITY.

In its sole discretion, the Town shall have the right to approve counsel to be retained by Contractor in fulfilling its obligation to defend and indemnify the Town. Contractor shall retain approved counsel for the Town within seven business days after receiving written notice from the Town that it is invoking its right to indemnification under this Agreement. If Contractor does not retain counsel for the Town within the required time, then the Town shall have the right to retain counsel and the Contractor shall pay the attorneys' fees and expenses.

The Town retains the right to provide and pay for any or all costs of defending indemnified items, but it shall not be required to do so. To the extent that Town elects to provide and pay for any such costs, Contractor shall indemnify and reimburse Town for such costs.

ARTICLE 11. The Contractor understands and agrees that time is of the essence in performing and completing the Work. The Town and Contractor acknowledge that the actual damages the Town may sustain if the Contractor fails to complete the Work on time are uncertain and will be difficult to ascertain. The Contractor agrees that the sum of Two-Hundred Forty and Zero/One Hundredths Dollars (\$240.00) per day or portion of a day in Liquidated Damages will be deducted from the Contract price by the Town for each calendar day or portion thereof that the work is not substantially complete beyond the Substantially Complete Contract time, or within such extra time as may have been allowed by an extension approved by the Town. The Contractor also agrees that the sum of Two-Hundred Forty and Zero/One Hundredths Dollars (\$240.00) per day or portion of a day in Liquidated Damages for each calendar day or portion thereof the work has not been finally completed by the Contractor beyond the Contract time for final completion, or within such extra time as may have been allowed by an extension approved by the Town. The Town and the Contractor agree that this amount is payable as reasonable and just compensation for failure to complete the Work on time. This amount is payable as liquidated damages and not as a penalty.

ARTICLE 12. For a two-year period after the date specified in a written notice of acceptance of Work and authorization to make final payment by the Flower Mound Town Council, Contractor shall provide and pay for all labor and materials that the Town determines are necessary to correct all defects in the Work arising because of defective materials or workmanship supplied or provided by Contractor or any subcontractor. This shall also include areas of vegetation that did meet TPDES General Construction Permit during final close out but have since become noncompliant.

Forty-five (45) to sixty (60) calendar days before the end of the two-year warranty period, the Town may make a warranty inspection of the Work. The Town shall notify the Contractor of the date and time of this inspection so that a Contractor representative may be present. After the warranty inspection, and before the end of the two-year warranty period, the Town shall mail to the Contractor a written notice that specifies the defects in the Work that are to be corrected.

The Contractor shall begin the remedial work within ten (10) calendar days after receiving the written notice from the Town. If the Contractor does not begin the remedial work timely or prosecute it diligently, then the Town may pay for necessary labor and materials to effect repairs and these expenses shall be paid by the Contractor, the maintenance bond surety, or both.

If the Town determines that a hazard exists because of defective materials and workmanship, then the Town may take steps to alleviate the hazard, including making repairs. These steps may be taken without prior notice either to the Contractor or its surety.

Expenses incurred by the Town to alleviate the hazard shall be paid by the Contractor, the maintenance bond surety, or both.

Any Work performed by or for the Contractor to fulfill its warranty obligations shall be performed in accordance with the Contract Documents. By way of example only, this is to ensure that Work performed during the warranty period is performed with required insurance and the maintenance and payment bonds still in effect.

Work performed during the two-year warranty period shall itself be subject to a one-year warranty. This warranty shall be the same as described in this section.

The Town may make as many warranty inspections as it deems appropriate.

ARTICLE 13. The Contractor shall be responsible for ensuring that it and any subcontractors performing any portion of the Work required under the Contract Documents comply with all applicable federal, state, county, and municipal laws, regulations, and rules that relate in any way to the performance and completion of the Work. This provision applies whether or not a legal requirement is described or referred to in the Contract Documents.

Ancillary/Integral Professional Services: In selecting an architect, engineer, land surveyor, or other professional to provide professional services, if any, that are required by the Contract Documents, Contractor shall not do so on the basis of competitive bids but shall make such selection on the basis of demonstrated competence and qualifications to perform the services in the manner provided by Section 2254.004 of the Texas Government Code and shall so certify to the Town the Contractor's agreement to comply with this provision with Contractor's bid.

ARTICLE 14. The Contractor shall sign the Construction Agreement, and deliver signed performance, payment, and maintenance bonds and proper insurance policy endorsements (and/or other evidence of coverage) within fifteen (15) calendar days after the Town makes available to the Contractor copies of the Contract Documents for signature. Six copies of the Contract Documents shall be signed by an authorized representative of the Contractor and returned to the Town.

The Construction Agreement "effective date" shall be the date on which the Town Council acts to approve the award of the Contract for the Work to Contractor. It is expressly provided; however, that the Town Council delegates the authority to the Town Manager or his designee to rescind the Contract award to Contractor at any time before the Town delivers to the Contractor a copy of this Construction Agreement that bears the signature of the Mayor or Town Manager and Town Secretary or their authorized designees. The purpose of this provision is to ensure that:

1. the Contractor timely delivers to the Town all bonds and insurance documents; and

2. the Town retains the discretion not to proceed if the Town Manager or his designee determines that information indicates that the Contractor was not the lowest responsible bidder or that the Contractor cannot perform all of its obligations under the Contract Documents.

THE CONTRACTOR AGREES THAT IT SHALL HAVE NO CLAIM OR CAUSE OF ACTION OF ANY KIND AGAINST THE TOWN, INCLUDING A CLAIM FOR BREACH OF CONTRACT, NOR SHALL THE TOWN BE REQUIRED TO PERFORM UNDER THE CONTRACT DOCUMENTS, UNTIL THE DATE THE TOWN DELIVERS TO THE CONTRACTOR A COPY OF THE CONSTRUCTION AGREEMENT BEARING THE SIGNATURES JUST SPECIFIED.

Contractor stipulates that the Town is a political subdivision of the State of Texas, and, as such, may enjoy immunities from suit and liability under the Constitution and laws of the State of Texas. By entering into this Agreement, the Town does not waive any of its immunities from suit and/or liability, except as otherwise expressly and specifically provided herein or as specifically provided by law.

Payments under this Contract are due and payable in accordance with the provisions of Texas Government Code Section 2251.022. Interest on unpaid and overdue amounts shall accrue in accordance with Texas Government Code Section 2251.025.

Attention is called to the Government Code, Chapter 2258, Prevailing Wage Rates. Contractor and any subcontractor shall pay not less than the prevailing rates of per diem wages in the locality at the time of construction to all laborers, workmen, and mechanics employed by them in the execution of this Agreement. The Town has determined the general prevailing rate of per diem wages in the locality in which the public work is to be constructed by using the prevailing wage rates as determined by the United States Department of Labor in accordance with the Davis-Bacon Act as applicable to this Project. Contractor or a subcontractor who violates this provision shall be liable for the penalty specified in Texas Government Code Section 2258.023, which as of the date of this Agreement is \$60 for each worker employed for each calendar day or part of the day that the worker is paid less than the wage rates stipulated in the contract. Town reserves the right to receive and review payroll records, payment records, and earnings statements of employees of Contractor, and of Contractor's Subcontractors, and of Sub-Subcontractors to verify payments made to same. However, no Claim for additional compensation shall be considered by Town because of payments of wage rates in excess of the applicable rate provided herein.

It is distinctly understood that by virtue of this Contract, no mechanic, contractor, materialmen, artisan, laborer, or subcontractor, whether skilled or unskilled, shall ever in any manner have, claim, or acquire any lien upon the project of whatever nature or kind so erected or to be erected by virtue of this Contract, nor upon any of the land upon which said improvements are so erected, built, or situated, such property being public property belonging to a political subdivision of the State of Texas.

The Contractor represents and warrants the following to the Town (in addition to the other representations and warranties contained in the Contract Documents), as an inducement to the Town to execute this Contract, which representations and warranties shall survive the execution and delivery of the Contract and the Final Completion of the Work:

1. that it is financially solvent, able to pay its debts as they mature, and possessed of sufficient working capital to complete the Work and perform its obligations under the Contract Documents;
2. that it is able to furnish the tools, materials, supplies, equipment and labor required to timely complete the Work and perform its obligations hereunder and has sufficient experience and competence to do so;
3. that it is authorized to do business in the State of Texas and properly licensed by all necessary governmental, public and quasi-public authorities having jurisdiction over it, the Work, or the site of the Project; and
4. that the execution of the Contract and its performance thereof are within its duly-authorized powers.

The Contract Documents shall be construed and interpreted by applying Texas law. Exclusive venue for any litigation concerning the Contract Documents shall be Denton County, Texas.

Although the Construction Agreement has been drafted by the Town, should any portion of the Construction Agreement be disputed, the Town and Contractor agree that it shall not be construed more favorably for either party.

The Contract Documents are binding upon the Town and Contractor and shall inure to their benefit as well as that of their respective successors and assigns.

If Town Council approval is not required for the Construction Agreement under applicable law, then the Construction Agreement "effective date" shall be the date on which the Mayor or Town Manager and Town Secretary or their designees have signed the Construction Agreement. If the Mayor or Town Manager and Town Secretary sign on different dates, then the later date shall be the effective date.

IN WITNESS WHEREOF, the Town and the Contractor, respectively, have caused this Agreement to be duly executed in the day and year first herein written in two copies, all of which to all intents and purposes shall be considered as the original.

This Agreement will be effective on the ____ day of _____, 2022.

TOWN OF FLOWER MOUND

CONTRACTOR

Derek France, MAYOR

(Signature)

(Printed Name)

(Position)

(CORPORATE SEAL)

(CORPORATE SEAL)

ATTEST: _____
Theresa Scott, TOWN SECRETARY

ATTEST: _____ (Signature)

(Position)



TOWN COUNCIL AGENDA ITEM NO. 10

CONSENT ITEM

DATE: August 22, 2022

FROM: Theresa Scott, Town Secretary

ITEM: Consider approval of a resolution establishing a Flower Mound Historical Commission Task Force for the Town of Flower Mound, including defining procedures, duties, and terms, and declaring an effective date.

BACKGROUND INFORMATION: The topic of creating a Flower Mound Historical Commission was discussed at the June 16, 2022, Town Council Strategic Planning Session in the interest of preserving the history and historical sites of the Town. There was discussion as to whether it would be more effective to form a Flower Mound Historical Commission and/or support the formation of a Flower Mound Historical non-profit organization.

On August 8 Town Council was presented options based on staff research from benchmark and other Texas cities. Direction was given to come back with a resolution that creates a temporary (two years) historical commission task force. This group would have the initial tasks of researching how they could be of service to the Town as it relates to historical preservation, including offering a recommendation that would define their goals and objectives.

FISCAL IMPACT: N/A

LEGAL REVIEW: Bryn Meredith, of Taylor, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the Resolution as to form and legality.

ATTACHMENTS:

1. Draft Resolution

DRAFT MOTION: Provide direction regarding options presented, including other alternatives.

TOWN OF FLOWER MOUND, TEXAS**RESOLUTION NO. __22****A RESOLUTION ESTABLISHING THE HISTORICAL COMMISSION TASK FORCE OF THE TOWN OF FLOWER MOUND; DEFINING THE DUTES AND TERMS OF THE COMMISSION; AND DECLARING AN EFFECTIVE DATE.**

WHEREAS, the Town of Flower Mound is a home rule municipality acting under its charter adopted by the electorate pursuant to Article XI, Section 5, of the Texas Constitution and Chapter 9 of the Local Government Code; and,

WHEREAS, the history of Flower Mound begins as a settlement in the late 1830s, the community grew throughout the 1800s and 1900s, and was officially incorporated as the Town of Flower Mound in 1961; and,

WHEREAS, the Town Council finds that it is important to understand and record the history of our community and the contributions made by dedicated individuals who helped develop the community; and,

WHEREAS, historic preservation is an effective tool for fostering local pride and maintaining community character; and,

WHEREAS, the Town Council of the Town of Flower Mound wishes to create a temporary Historical Commission Task Force (Commission) to explore and evaluate options and opportunities that would be beneficial to the Town in preserving its heritage; and,

WHEREAS, the purpose of the Commission is to recommend a plan of action to the Town Council in the interest of preserving the Town's history.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

There is hereby established the Town of Flower Mound Historical Commission Task Force ("Commission").

Structure and Organization

- a) The Commission shall consist of seven (7) members appointed by a majority vote of the Town Council in accordance with established procedures.
- b) Members shall be designated as place numbers one through seven.
- c) The terms of office for all members shall be for two years, ending September 30, 2024.
- d) Members shall be current or past resident citizens.
- e) Other qualifications for membership shall include persons who are generally interested in the preservation of Flower Mound history and have the time to devote to this service.
- f) Members shall serve at the pleasure of the Town Council and may be removed before their terms of office expire.
- g) Members shall serve without compensation.

Procedures

- h) At the first scheduled Commission meeting in October of each year, or as soon thereafter as practicable, the first item of business shall be the selection of the Commission's chairperson, vice-chairperson, and secretary from among the membership of the Commission.

- i) The chair shall preside over the meetings. In the absence of the chair, the vice-chair shall assume the duties of the chair. Chair and vice-chair members shall have the right to vote.
- j) In the absence of both the chair and vice-chair, any member of the Commission may be selected as acting chairperson for a particular meeting by majority vote of the members present.
- k) The secretary will create action item minutes and retain them in accordance with the Town's records retention policy.
- l) The Commission shall meet at least quarterly at a Town facility that can accommodate the public.
- m) The Chair shall present recommendations as decided by the Commission to the Town Council for consideration, with an in person update on or before October 2023.
- n) Commission meetings shall be conducted in accordance with the Open Meetings Act.
- o) The Town Secretary shall serve as the staff point of contact for the purpose of posting meeting agendas and minutes, as well as making room reservations at Town facilities.
- p) The Commission shall determine its own rules of procedure.

Duties and Responsibilities

- q) The Commission shall act in an advisory capacity to the Town Council.
- r) The Commission shall have the following duties and responsibilities:
 1. Conduct a needs assessment by identifying historical places, artifacts, people, and events of importance that shaped the history of Flower Mound.
 2. Hold at least two public input sessions for the purpose of gauging community interest and gathering public feedback on the topic of historical preservation.
 3. Identify and understand the structure and differences between a Town appointed Historical Commission versus a stand-alone 501(C)(3) Historical Society.
 4. Assess whether the Town would be best served by having a Historical Commission or a stand-alone 501(C)(3) Historical Society, or a completely different approach.
 5. Prepare and submit a recommendation to the Town Council on or before October 1, 2024, regarding any Commission approved approaches or methods for preserving the Town's history, including possible duties and responsibilities, or possible budget allocations.

SECTION 2

This resolution shall become effective on and after its date of adoption.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, ON THIS THE 22ND DAY OF AUGUST, 2022.

APPROVED:

Derek France
MAYOR

ATTEST:

Theresa Scott
TOWN SECRETARY



TOWN COUNCIL AGENDA ITEM NO. 11 REGULAR ITEM

DATE: August 22, 2022

FROM: Chuck Jennings, Director of Parks and Recreation

ITEM: **Public Hearing to consider an ordinance amending the Master Plan (MPA21-0010 - Parks and Trails Plan) by removing and replacing Section 5.0, "Parks and Trails Plan," and adopting the 2022 Trails and Bikeways Master Plan. (The Parks Board recommended approval by a vote of 7 to 0 at its June 2, 2022, meeting.) (The Transportation Commission recommended approval by a vote of 6 to 0 at its June 14, 2022, meeting.) (PZ recommended approval by a vote of 6 to 0 at its June 27, 2022, meeting.) (The Town Council tabled this item to a date not certain by a vote of 4 to 0 at its July 18, 2022, meeting.)**

BACKGROUND INFORMATION: The Town adopted its first comprehensive parks and trails master plan in 1989, which was updated in 1994, 2001, 2010 and 2017. These plans briefly touched on trails and did not cover bikeways. This Trails and Bikeways Master Plan is a comprehensive study that is only focusing on these two areas. The plan will serve as a roadmap to guide short and long-range priorities for the trails and bikeways network in Flower Mound over the next 10+ years. As part of the planning process, an assessment of existing conditions and future needs was conducted for off-street trails, on-street bikeways, equestrian trails, and nature trails.

The Town of Flower Mound entered into a Professional Services Agreement with Halff Associates on February 1, 2021, which was broken into five phases: Phase 1 – Community Understanding, Phase 2 – Community Visioning, Phase 3 – Needs Assessment, Phase 4 – Proposed Network, and Phase 5 – Action Plan. Staff held a kickoff meeting on February 23, 2021, with Halff regarding the master plan and the consultant toured many of the Town's trails and bikeways in March and April of 2021.

Throughout the months of May and June of 2021, the consulting team conducted a community input survey which had close to 1,000 responses. The team hosted visioning meetings on May 4 and 5 that included three stakeholder listening sessions, a Steering Committee meeting, Technical Working Group meeting, and a public open house at the Community Activity Center, where over 80 people attended including some from the Town Council and various Town Boards and Commissions. For residents that could not attend these meetings, the Town offered residents the opportunity to visit a virtual engagement room which mimicked the items discussed and questions asked at the public open house. Some questions that were asked of different groups and of the public at the different meetings included the following:

- What is your vision for the future of trails and bikeways in Flower Mound?
- What are some of the challenges related to trails and bikeways in Flower Mound today?
- What is the most important action item that should result from this plan?
- What word would you use to describe Trails & Bikeways in Flower Mound Today?
- What one word would you use to describe how you envision Trails and Bikeways in Flower Mound in the Future?
- Where are trails and bikeways most needed in Flower Mound?
- Where do barriers to walking, running, cycling, or horseback riding exist in Flower Mound today?

Key take away from the engagement included:

- Creating more of an east/west connection
- Filling in gaps in the system
- Providing a variety of trail types throughout the Town

- Providing more connections to the USACE trails
- More designated bikeway accommodations
- Additional trail access points, trailheads, and trail amenities
- Completing the loops for equestrian trails

Halff was also tasked with performing a deep assessment on five different corridors within Flower Mound. The consultant toured these areas in July and August to fully understand the opportunities, constraints, and feasibility of constructing trail or bikeways. The five areas studied were Cross Timbers E/W Connection, Shiloh Dr., Long Prairie Rd. (Veloweb corridor), Gaston Park/Long Prairie Rd., and Timber Creek trail connection. The study of the five corridors will be included in the overall master plan and will address crossings, overhead clearance, utility conflicts, property ownership and estimates of probable costs.

As part of the master plan process Halff Associates contracted with Civic Brand to develop a project brand identity package to be used throughout the planning process and in marketing pieces. In addition to the project branding, Civic Brand was responsible for the creation and updating of the project webpage (www.flowermoundtrailsplan.com). The website will remain active three months after the completion of the project. Civic Brand worked with Halff and Town staff to create three short, informative videos regarding trails and bikeways to generate excitement about the plan. Lastly, Civic Brand worked with staff to develop trail branding considerations. Signage is typically provided at trailheads and at key decision-making points along a trail. Signage can mark access points to the trail, provide directional and distance guidance for trail users, direct users to locations of key amenities along the trails, and provide brand recognition of the trail system. Halff has incorporated their recommendations into the draft master plan.

Work Sessions were held to review a draft of the Master Plan:

- o April 7 Parks Board / Transportation Commission
- o April 21 Town Council
- o April 25 Planning & Zoning Commission

The Master Plan was presented at various meetings as Public Hearings throughout the month of June with final approval occurring in July. The schedule below details the meeting dates:

- o June 2 Parks Board
- o June 14 Transportation Commission
- o June 27 Planning & Zoning Commission
- o July 18 Town Council

To keep up with Flower Mound's growth, new development and redevelopment, and shifting demographic trends, developing a Trails and Bikeways Master Plan is essential to ensure that these facilities meet the needs of the community today and in the future. Having a current Master Plan will place the Town in a good position to apply for future grants.

BOARD REVIEW/CITIZEN FEEDBACK: The Parks Board recommended approval of the proposed master plan by a vote of 7-0 at its June 2, 2022, meeting. The Transportation Commission recommended approval of the proposed master plan update by a vote of 6-0, at its June 14, 2022, meeting. The Planning and Zoning Commission recommended approval of the proposed master plan update by a vote of 6-0, at its June 27, 2022, meeting.

The Town Council voted 4-0 to table the item to a date not certain, at its July 18, 2022, meeting. The Council provided the consultant and staff with valuable feedback regarding trail typology, project priorities, prioritization criteria, potential funding sources, and other concerns that will be discussed and considered when making edits to the proposed mater plan.

The following links will provide additional detail related to the Public Hearings that were held for the Parks Board, Transportation Commission, P&Z and Town Council meetings:

Parks Board - <https://flowermoundtx.swagit.com/play/06032022-521>

Transportation Commission - <https://flowermoundtx.swagit.com/play/06152022-833>

P&Z – <https://flowermoundtx.swagit.com/play/06282022-705>

Town Council - <https://flowermoundtx.swagit.com/play/07192022-755>

Town Code requires public notice in a newspaper of general circulation (Denton Record Chronicle) for all Master Plan amendments. At the time this report was written, staff has not received any correspondence regarding the request.

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: James Donovan of Taylor, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the ordinance as to form and legality.

ATTACHMENTS:

1. Proposed Ordinance

DRAFT MOTION: Move to approve an ordinance amending the Master Plan (MPA21-0010 - Parks and Trails Plan) by removing and replacing Section 5.0, "Parks and Trails Plan," and adopting the 2022 Trails and Bikeways Master Plan.

TOWN OF FLOWER MOUND, TEXAS

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING THE FLOWER MOUND 2001 MASTER PLAN BY AMENDING ORDINANCE NO. 24-01 IN PART, WHICH ADOPTED THE MASTER PLAN, BY REPEALING AND REPLACING SECTION 5.0, "PARKS AND TRAILS PLAN," AND ADOPTING THE 2022 TRAILS AND BIKEWAYS MASTER PLAN AS A COMPONENT OF THE MASTER PLAN; PROVIDING THAT THIS ORDINANCE IS CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Flower Mound is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5, of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, on March 19, 2001, the Town Council of the Town of Flower Mound adopted the Flower Mound 2001 Master Plan (the "Master Plan") which consisted of nineteen component plans, including the Parks and Trails Plan; and

WHEREAS, the Master Plan establishes and articulates a community based vision to: preserve the country atmosphere and natural environment that makes Flower Mound a unique and desirable community; mitigate the ill effects of rapid and intense urbanization; create a balanced tax base to ensure the Town's long-term economic health and prosperity; and ensure all development is of enduring and exemplary quality; and

WHEREAS, the Town engaged HALFF Associates, Inc. to update the Town's Parks and Trails Plan for the year 2022; and

WHEREAS, the Planning and Zoning Commission of the Town of Flower Mound, Texas held a public hearing on June 27, 2022, and the Town Council of the Town of Flower Mound Texas held a public hearing on July 18, 2022 and August 22, 2022, with respect to the Master Plan amendment described herein and to consider adoption of the updated Section 5.0, "Parks and Trails Plan," and the 2022 Trails and Bikeways Master Plan, as components of the Master Plan; and

WHEREAS, upon due deliberation and consideration of the recommendation of the Planning and Zoning Commission and of all testimony and information submitted during the public hearings, the Town Council of the Town of Flower Mound, Texas, has determined that it is in the best interest of the citizens of the Town of Flower Mound that the Master Plan be amended to remove and replace Section 5.0 Parks and Trails Plan, and to adopt the 2022 Trails and Bikeways Master Plan as components of the Master Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

All of the above premises are hereby found to be true and correct legislative and factual findings of the Town of Flower Mound, and they are hereby approved and incorporated into the body of this Ordinance as if copied in their entirety.

SECTION 2

From and after the effective date of this Ordinance, Section 5.0, "Parks and Trails Plan," of the Master Plan, is hereby amended by repealing and replacing the existing Section 5.0, "Parks and Trails Plan," with a new Section 5.0, "Parks and Trails Plan," to read as set forth in Exhibit A attached hereto.

SECTION 3

The 2022 Trails and Bikeways Master Plan, attached hereto as Exhibit B is hereby adopted as a component of the Master Plan.

SECTION 4

This Ordinance shall be cumulative of all provisions of ordinances of the Town of Flower Mound, Texas, except where the provisions of this Ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed.

SECTION 5

It is hereby declared to be the intention of the Town Council that the phrases, clauses, sentences, paragraphs, and sections of this Ordinance are severable, and if any phrase, clause, sentence, paragraph, or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Ordinance, since same would have been enacted by the Town Council without the incorporation in this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph, or section, and said remaining portions shall remain in full force and effect.

SECTION 6

This Ordinance shall take effect and be in full force on and after its passage.

**DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF
FLOWER MOUND, TEXAS, BY A VOTE OF _____ TO _____, ON THIS THE 22ND DAY OF
AUGUST 2022.**

DEREK FRANCE, MAYOR

ATTEST:

THERESA SCOTT, TOWN SECRETARY

5.0 PARKS AND TRAILS PLAN

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Introduction and Purpose

The purpose of the Town of Flower Mound Parks and Trails Plan is to provide guidelines and strategies for future acquisition and development of recreational facilities and guide the development of trails and bikeways facilities recommendations, design guidelines, and implementation strategies for the Town of Flower Mound. This chapter of the Flower Mound Master Plan 2001 is a summary document highlighting the major components of the Town of Flower Mound Parks and Recreation Master Plan, and Trails and Bikeways Master Plan, which contain more detailed information on individual parks, trails, bikeways, the planning processes, community demographic data, park planning standards, trail design standards, and implementation strategies. Also included in the Plans are recreation programming and maintenance/operations supplements. These plans are based on recognized park planning principles and standards, and reflects input from the citizens of Flower Mound, Town staff, Parks Board, Transportation Commission, Planning and Zoning Commission, and Town Council.

The Parks and Trails Plan focuses on the Town's needs analysis through current and ten-year needs. It is a community-based document that will aid Town staff and Town decision-makers in providing recreational facilities and amenities to the citizens of Flower Mound and in preserving the Town's floodplains and other open space areas in an orderly and economical way. When considering the Trails and Bikeways the plan focuses on the Town's needs in short (1-5 year), mid (5-10 years), and long-range (beyond 10 years) timeframes. It will create a diverse system of transportation and recreation options to provide residents with access to active and healthy lifestyle opportunities.

Physical Features and Development

Flower Mound has floodplain land within the Town limits, desirable for open space preservation and the development of trails and parkland. Although floodplain land is generally unsuitable for community development due to the potential for flooding and Federal Emergency Management Agency (FEMA) regulations, these areas provide natural corridors of open space, woodlands, and wildlife habitat throughout the Town. Several creeks flow through Flower Mound including Timber Creek, Prairie Creek, Sharps Branch, Whites Branch, Stone Creek, Bakers Branch, and Graham Branch forming picturesque greenways through both the Town's rural areas and urban core. Potential exists for additional park, trail, and greenway developments along these corridors.

Lake Grapevine, with 6,684 acres of surface area, is a significant physical feature of the Town and forms the southern and southwestern edge of the Town. There are currently four Army Corps of Engineers parks on the northern shore of Grapevine Lake that fall within the Town limits: North Shore Park, Knob Hills Park, Rocky Point Park, and Murrell Park. Twin Coves Park is also along the northern shore of Grapevine Lake and is leased and maintained by the Town. These parks offer citizens access to approximately 1,650 acres of land with opportunities for camping, fishing, boating, hiking, mountain biking, and equestrian trail riding.

Parks, like other types of land uses, produce both peak and off-peak volumes of traffic. Athletic complexes such as the Chinn Chapel Soccer Complex, Bakersfield Park, and Gerault Park can generate

substantial traffic during competitive events, tournaments, and playoffs. Four-lane streets are recommended adjacent to athletic complexes or multi-field installations.

Neighborhood parks are best located on local streets where the low-traffic volume allows for safe routes for pedestrian travel to these parks. Sidewalks in adjacent neighborhoods generally promote walking to these parks rather than driving. Neighborhood parks typically do not have parking spaces, however each site should be considered for parking needs.

The recreational needs of teens, seniors, and residents with disabilities are specialized and should be addressed as future parks are planned. Additional adventure recreational activities, passive recreational activities, as well as fully accessible athletic facilities and playgrounds, should be considered to encourage the use of park facilities and participation in park programs by these populations.

Previous Parks, Trails and Recreation Master Planning Efforts

The Town adopted its first comprehensive Parks and Trails Plan in 1989, which was updated in 1994, 2001, 2010, and 2017. Over the past decade, the Town has been involved in an extensive parks and recreation capital improvements program, primarily funded by the 1997 Parks Bond Election, the 2002 Parks and Recreation Bond Election, and the 2007 voter-approved ¼-cent sales tax that generates approximately \$3.6 million annually for park improvements.

The 2017 Parks and Recreation Master Plan (PRMP) provided a framework for strategies regarding future acquisition and development of recreation facilities in Flower Mound. The 2017 PRMP plan outlined near and long-term priorities using public engagement insights as a foundation. The primary outcomes of the 2017 PRMP was to identify a vision for the Parks and Recreation Department, determine the level of needs in current offerings, identify new opportunities that can be met by the department, complete initial testing on strategies for funding, and identify possible park facility components for new and future facilities. Finally, the plan identifies a variety of recommendations for the direction of the Parks and Recreation facilities for implementation.

According to the PRMP's level of service analysis, paved multi-use trails were listed as the highest priority need out of all parks and recreation amenities assessed as part of the plan. Nature trails and unpaved multi-use trails were also listed as a high priority. Additionally, the overall quality of walking and biking trails was identified as the highest-ranking response for survey takers when asked which services should receive the most attention over the next five years. Equestrian trails were ranked near the bottom in several questions related to community-wide needs and priorities.

The 2017 PRMP recommended that the Town perform a more comprehensive study of the trails and bikeways system. This comprehensive study was accomplished during this review and is detailed in the 2022 Trails and Bikeways Master Plan.

Park Planning Process

The PRMP planning process spanned a thirteen month period from February 2016 through March 2017. This included multiple meetings between the consultant team and Town staff, Parks Board, Planning and Zoning Commission, and Town Council. Besides these open public work sessions, meetings, and public hearings; three special Town Hall meetings were held to gain input for the development of the plan. In April and May 2016, statistically valid surveys, as well as, an online survey were conducted to determine community attitudes and needs regarding parks and recreation. A detailed summary of the meetings, focus groups, surveys and survey results is included in the Plan Update.

Park and Recreation Resources

Town Facilities

The Town of Flower Mound's recreational facility inventory is continually changing as the Town develops. As a part of this master planning process, the consultant visited each of Flower Mound's parks to assess the general condition of each park and to inventory each of the park's facilities. A detailed description and photographs of each park are included in the Plan Update. The Town has 979.91 acres of total parkland, of which 863.4 acres is developed and 116.51 acres is undeveloped or open space. Overall, Flower Mound's parks appear uniformly clean and very well maintained.

Public School/Joint Use Facilities

Lewisville Independent School District (LISD) owns recreational facilities, which may be available to the public during non-school hours and activities. They are not included in the Town facility inventory because school district needs and programs take priority over general public needs. Agreements between cities and school districts for joint use of facilities are common in north Texas, and they raise the level of service for the facilities listed in the agreements. These agreements also reduce the need to duplicate facilities and foster a sense of community spirit in such cities. Currently, there is an Interlocal Cooperation Agreement for Joint Use Property between the Town of Flower Mound and the Argyle ISD. The Town also has a Facility Use Agreement with the LISD.

Residents of Flower Mound also have access to other facilities in or near Flower Mound not currently owned or operated by the Town, including Bridlewood Golf Club, Flower Mound Equestrian Center, Greater Lewisville Family YMCA, Lifetime Fitness, Lake Grapevine, The Flower Mound, and Tour 18 Golf Club.

Park Classification and Park Design Principles

In developing design principles for parks, it is important that each park be programmed, planned, and designed to meet the needs of its service area and classification within the overall parks and recreation system. The term programming, when used in the context of planning and developing parkland, refers to a list of uses and facilities and does not always include staff-managed recreation

programs. The program for a site can include such elements as ball fields, spray parks, shelters, restrooms, game courts, trails, natural resource stewardship, open meadows, nature preserves, or interpretive areas. These types of amenities are categorized as lead or support amenities. The needs of the population of the park it is intended to serve should be considered and accommodated at each type of park.

Park Design Principles in this document should apply to existing and future parks needing Master Plans. Every park, regardless of type, needs to have an established set of outcomes. Park planners/designers design to those outcomes, including operational and maintenance costs associated with the design outcomes.

Each park classification category serves a specific purpose, and the features and facilities in the park must be designed for the number of age segments the park is intended to serve, the desired length of stay deemed appropriate, and the uses it has been assigned. Recreation needs and services require different design standards based on the age segments that make up the community that will be using the park. A varying number of age segments will be accommodated with the park program depending on the classification of the park. The age segments are:

- Ages 2-5
- Ages 6-8
- Ages 9-12
- Ages 13-17
- Ages 18-24
- Ages 25-34
- Ages 35-44
- Ages 45-54
- Ages 55-64
- Ages 65-75
- Ages 76+

Definitions used in the Park Design Principles

- **Land Usage:** The percentage of space identified for either passive use or active use in a park. A Parks and Recreation Master Plan should follow land usage recommendations.
- **Programming:** Can include active or passive (i.e. none). Active means it is organized and planned with pre-registration by the user. Examples of active programming include sports leagues, day camps, and aquatics. Passive programming is self-directed by the user at their own pace. Examples of passive programming include playground usage, picnicking, disc golf, reading, or walking the dog.
- **Park/Facility Classifications:** Includes Pocket Park, Neighborhood Park, Community Park, Regional Park, Sports Complex Facility, Special Use Park/Facility, Greenbelts/Trails, and Open Space/Natural Area.
- **Revenue Facilities:** These include facilities that charge to play on them in the form of an access fee, player fee, team fee, or permit fee. These could include pools, golf courses, tennis courts,

recreation centers, sport field complexes, concession facilities, hospitality centers, reservable shelters, outdoor or indoor theatre space, and special event spaces.

- **Signature Facility/Amenity:** This is an enhanced facility or amenity which is viewed by community as deserving of special recognition due to its design, location, function, natural resources, etc.

Design Principles for each park classification are as follows.

Pocket Parks

According to the NRPA, a pocket park is a small outdoor space, usually less than 0.25 acres up to 1 acre, most often located in an urban area surrounded by commercial buildings or houses. Pocket parks are small, urban open spaces that serve a variety of functions, such as: small event space, play areas for children, spaces for relaxing and socializing, taking lunch breaks, etc. Successful pocket parks have four key qualities: they are accessible; allow people to engage in activities; are comfortable spaces that are inviting; and are sociable places. In general, pocket parks offer minimal amenities on site and are not designed to support programmed activities. The service area for pocket parks is usually less than a quarter-mile and they are intended for users within close walking distance of the park.

Neighborhood Park

The service radius for a neighborhood park is one half mile or six blocks. Neighborhood Parks should have safe, pedestrian access for surrounding residents; parking may or may not be included but if included accounts for less than ten cars and provides for ADA access. Neighborhood Parks serve the recreational and social focus of the adjoining neighborhoods and contribute to a distinct neighborhood identity. A neighborhood park should be three to 10 acres; however, some Neighborhood Parks are determined by use and facilities offered and not by size alone.

- Service radius: 0.5 mile radius
- Site Selection: On a local or collector street. If near an arterial street, provide natural or artificial barrier. Where possible, located next to a school. Encourage location to link subdivisions and linked by trails to other parks
- Length of stay: One hour experience or less
- Amenities: One signature amenity (e.g. playground, spray ground park, sport court, gazebo); no restrooms unless necessary for signature amenity; may include one non-programmed sports field; playgrounds for ages 2-5 and 5-12 with some shaded elements; no reservable shelters; loop trails; one type of sport court; no non-producing/unused amenities; benches, small picnic shelters next to play areas. Amenities are ADA compliant
- Landscape Design: Appropriate design to enhance the park theme/use/experience
- Revenue facilities: none
- Land usage: 85 percent active/15 percent passive
- Programming: Typically none, but a signature amenity may be included which is programmed
- Maintenance Standards: Provide the highest level maintenance with available funding. Seek a goal of Level 2 maintenance standards. Some amenities may require Level 1 maintenance
- Signage: Directional signage and facility/amenity regulations to enhance user experience

- **Parking:** Design should include widened on-street parking area adjacent to park. Goal is to maximize usable park space. As necessary, provide 5-10 spaces within park including handicap spaces. Traffic calming devices encouraged next to park
- **Lighting:** Security only. Lighting on all night for security
- **Naming:** Consistent with the Town's ordinances for naming of parks, or may be named after a prominent or historic person, event, or natural landmark
- **Other:** Customized to demographics of neighborhood; safety design meets established Crime prevention through environmental design (CPTED) standards; integrated color scheme throughout
- **Size of park:** Typically Three to 10 acres

Community Park

Community Parks are intended to be accessible to multiple neighborhoods and should focus on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces. Community Parks are generally larger in scale than neighborhood parks, but smaller than regional parks and are designed typically for residents who live within a three mile radius. When possible, the park may be developed adjacent to a school. Community Parks provide recreational opportunities for the entire family and often contain facilities for specific recreational purposes: athletic fields, swimming pool, tennis courts, extreme sports amenity, recreation center, loop trails, picnic areas, reservable picnic shelters, sports courts, permanent restrooms with drinking fountains, large turf and landscaped areas and a playground and/or spray ground. Passive outdoor recreation activities such as meditation, quiet reflection, and wildlife watching also take place at Community Parks.

Community Parks generally range from 10 to 100 acres depending on the community. Community Parks serve a larger area –contain more recreation amenities than a Neighborhood Park.

- **Service radius:** One to three mile radius
- **Site Selection:** On two collector streets minimum and preferably one arterial street. If near an arterial street, provide natural or artificial barrier. Minimal number of residences abutting site. Preference is streets on four sides, or three sides with school or municipal use on fourth side. Encourage trail linkage to other parks
- **Length of stay:** Two to three hours experience
- **Amenities:** Four signature amenities at a minimum: (e.g., trails, sports fields, large shelters/pavilions, community playground for ages 2-5 and 5-12 with some shaded elements, recreation center, pool or family aquatic center, sports courts, water feature); public restrooms with drinking fountains, ample parking, and security lighting. Amenities are ADA compliant. Sport Fields and Sport Complexes are typical at this park.
- **Revenue facilities:** One or more (e.g. pool, sports complex, pavilion)
- **Land usage:** 65 percent active and 35 percent passive
- **Programming:** Minimum of four essential program services (e.g. sports, day camps, aquatics)
- **Maintenance Standards:** Provide the highest level maintenance with available funding. Seek a goal of Level 2 maintenance standards. Some amenities may require Level 1 maintenance.

- **Parking:** Sufficient to support the amenities; occupies no more than 10 percent of the park. Design should include widened on-street parking area adjacent to park. Goal is to maximize usable park space. Traffic calming devices encouraged within and next to the park
- **Lighting:** Amenity lighting includes sport field light standards. Security lighting on dual system with 50 percent of lights off at a set time and 50 percent on all night for security
- **Signage:** Directional signage and facility/amenity regulations to enhance user experience. May include kiosks in easily identified areas of the facility
- **Landscape Design:** Appropriate design to enhance the park theme/use/experience. Enhanced landscaping at park entrances and throughout park
- **Naming:** Consistent with the Town's naming right ordinance, may be named after a prominent or historic person, event, or natural landmark
- **Other:** Strong appeal to surrounding neighborhoods; integrated color scheme throughout the park; partnerships developed with support groups, schools and other organizations; loop trail connectivity; linked to Regional Park, trail or recreation facility; safety design meets established CPTED standards.
- **Size of park:** Typically 10 to 100 acres

Regional Park

A regional park serves a large area of several communities, residents within a town, city or county, or across multiple counties. Depending on activities within a regional park, users may travel as many as 60 miles for a visit. Regional parks include recreational opportunities such as soccer, softball, golf, boating, camping, conservation-wildlife viewing and fishing. Although regional parks usually have a combination of passive areas and active facilities, they are likely to be predominantly natural resource-based parks.

A common size for a regional park is 100 to 1,000 acres but some parks can be 2,000 to 5,000 acres in size. A regional park focuses on activities and natural features not included in most types of parks and often based on a specific scenic or recreational opportunity. Facilities could include those found in a Community Park and have specialized amenities such as an art center, amphitheater, boating facility, golf course, or natural area with interpretive trails. Regional parks can and should promote tourism and economic development. Regional parks can enhance the economic vitality and identity of the entire region. Twin Coves Park is considered a regional park.

- **Service radius:** Three mile or greater radius
- **Site Selection:** Prefer location which can preserve natural resources on-site such as wetlands, streams, and other geographic features or sites with significant cultural or historic features. Significantly large parcel of land. Access from public roads capable of handling anticipated traffic.
- **Length of stay:** All day experience
- **Amenities:** 10 to 12 amenities to create a signature facility (e.g. golf course, tennis complex, sports complex, lake, regional playground, 3+ reservable picnic shelters, camping, outdoor recreation/extreme sports, recreation center, pool, gardens, trails, zoo, specialty facilities); public restrooms with drinking fountains, concessions, restaurant, ample parking, special event site. Sport Fields and Sport Complexes are typical at this park.

- Revenue facilities: More than two; park designed to produce revenue to offset operational costs
- Land usage: Up to 50 percent active/50 percent passive
- Programming: More than four recreation experiences per age segment with at least four core programs provided
- Maintenance Standards: Provide the highest level maintenance with available funding. Seek a goal of Level 2 maintenance standards. Some amenities may require Level 1 maintenance
- Parking: Sufficient for all amenities. Traffic calming devices encouraged within and next to park
- Lighting: Amenity lighting includes sport field light standards. Security lighting on dual system with 50 percent of lights off at a set time and 50 percent on all night for security
- Signage: Directional signage and facility/amenity regulations to enhance user experience, May include kiosks in easily identified areas of the facility
- Landscape Design: Appropriate design to enhance the park theme/use/experience. Enhanced landscaping at park entrances and throughout park
- Naming: Consistent with the Town's naming ordinance, may be named after a prominent or historic person, event, or natural landmark
- Other: Safety design may meet CPTED safety standards; integrated color scheme throughout the park; linked to major trails systems, public transportation available, concessions, food and retail sales available, dedicated site managers on duty. Telephone/Cable TV conduit.
- Size of park: Typically 100 to 1,000 acres

Sports Complex

Sports complexes at Community Parks, Regional Parks, and stand-alone Sports Complexes are developed to provide four to 16 fields or courts in one setting. A sports complex may also support extreme sports facilities, such as BMX and skateboarding. Sports Complexes can be single focused or multi-focused and can include indoor or outdoor facilities to serve the needs of both youth and adults. Outdoor fields should be lighted to maximize value and productivity of the complex. Agencies developing sports complexes focus on meeting the needs of residents while also attracting sport tournaments for economic purposes to the community.

Sport field design includes appropriate field distances for each sport's governing body and support amenities designed to produce revenue to offset operational costs.

Signature sports complexes include enhanced amenities such as artificial turf, multipurpose field benches and bleachers, scoreboards, amplified sound, scorer's booths, etc. Enhanced amenities would be identified through discussion between Town and Schools and or sports associations and dependent upon adequate funding.

- Service radius: Determined by community demand
- Site Selection: Stand-alone sports complexes are strategically located on or near arterial streets. Refer to community or regional Park sections if sport complex located within a park. Preference is streets on four sides, or three sides with school or municipal use on fourth side.
- Length of stay: Two to three hours experience for single activities. Can be all day for tournaments or special events

- Amenities: Four to sixteen fields or sports courts in one setting; public restrooms, ample parking, turf types appropriate for the facility and anticipated usage, and field lighting. Amenities are ADA compliant.
- Revenue facilities: Four or more (e.g. fields, concession stand, picnic pavilion)
- Land usage: 95 percent active and 5 percent passive
- Programming: Focus on active programming of all amenities
- Maintenance Standards: Provide the highest level maintenance with available funding. Plan for Level 1 and sometimes 2 level of maintenance standards at signature facility
- Parking: Sufficient to support the amenities. Traffic calming devices encouraged within and next to park
- Lighting: Amenity lighting includes sport field light standards. Security lighting on dual system with 50 percent of lights off at a set time and 50 percent on all night for security
- Signage: Directional signage and facility/amenity regulations to enhance user experience. May include kiosks in easily identified areas of the facility
- Landscape Design: Appropriate design to enhance the park theme/use/experience. Enhanced landscaping at entrances and throughout complex
- Naming: Consistent with the Town's naming ordinance, may be named after a prominent or historic person, event, or natural landmark
- Other: Integrated color scheme throughout the park; safety design meets established CPTED standards.
- Size of park: Preferably 40 or more acres for stand-alone complexes

Special Use Park/Facility

Special Use facilities are those spaces that don't fall within a typical park classification. A major difference between a Special Use facility and other parks is that they usually serve a single purpose whereas other park classifications are designed to offer multiple recreation opportunities. It is possible for a Special Use facility to be located inside another park. Special Use facilities generally fall into four categories:

- **Historic/Cultural/Social Sites** – unique local resources offering historical, educational, and cultural opportunities. Examples include historic downtown areas, commercial zones, plaza parks, performing arts parks, arboretums, display gardens, performing arts facilities, indoor theaters, churches, and amphitheaters. Frequently these are located in Community or Regional Parks
- **Golf Courses** – Nine and 18-hole complexes with ancillary facilities such as club houses, driving ranges, program space and learning centers. These facilities are highly maintained and support a wide age level of males and females. Programs are targeted for daily use play, tournaments, leagues, clinics and special events. Operational costs come from daily play, season pass holders, concession stands, driving range fees, earned income opportunities and sale of pro shop items
- **Indoor Recreation Facilities** – specialized or single purpose facilities. Examples include community centers, senior centers and community theaters. Frequently these are located in Community or Regional Parks

- **Outdoor Recreation facilities** – Examples include aquatic parks, disk golf, skateboard, BMX, and dog parks, which may be located in a park
 - Size of park: Depends upon facilities and activities included. Their diverse character makes it impossible to apply acreage standards
 - Service radius: Depends upon facilities and activities included. Typically serves special user groups while a few serve the entire population
 - Site Selection: Given the variety of potential uses, no specific standards are defined for site selection. As with all park types, the site itself should be located where it is appropriate for its use.
 - Length of stay: varies by facility
 - Amenities: varies by facility
 - Revenue facilities: Due to nature of certain facilities, revenue may be required for construction and/or annual maintenance. This should be determined at a policy level before the facility is planned and constructed
 - Land usage: varies by facility
 - Programming: varies by facility
 - Maintenance Standards: Provide the highest level maintenance with available funding. Seek a goal of Level 2 maintenance standards. Some amenities (i.e., rose gardens) will require Level 1 maintenance
 - Parking: On-street or off-street parking is provided as appropriate. Design should include widened on-street parking area adjacent to park. Goal is to maximize usable park space. As necessary, provide a minimum of five to 10 spaces within park including handicap spaces. Traffic calming devices encouraged next to park
 - Lighting: Security or amenity only. Lighting on dual system with 50 percent of lights off at a set time and 50 percent on all night for security
 - Signage: Directional signage and facility/amenity regulations to enhance user experience
 - Landscape Design: Appropriate design to enhance the park theme/use/experience
 - Naming: Follows Town ordinance for naming or may be named after a prominent or historic person, event, or natural landmark
 - Other: Integrated color scheme throughout the park; safety design meets established CPTED standards. Cable TV conduit as appropriate.

Greenbelts/Trails

Greenbelts/Trails are recognized for their ability to connect people and place and often include either paved or natural trails. Trails can also be loop trails in parks. Linking neighborhoods, parks, recreation facilities, attractions, and natural areas with a multi-use trail fulfills two guiding principles simultaneously: protecting natural areas along creeks and open space areas and providing people with a way to access and enjoy them. Multi-use trails also offer a safe, alternative form of transportation; provide substantial health benefits, habitat enhancements for plants and wildlife, and unique opportunities for outdoor education and cultural interpretation.

- Site Selection: Located consistent with approved Trails Master Plan
- Amenities: Parking and restrooms at major trailheads. May include small parks along the trail
- Maintenance standards: Demand based maintenance with available funding

- **Lighting:** Security lighting at trailheads is preferred. Lighting on dual system with 50 percent of lights off at a set time and 50 percent on all night for security
- **Signage:** Mileage markers at ¼ mile intervals. Interpretive kiosks at all trailheads and where deemed necessary
- **Landscape Design:** Coordinated planting scheme in urban areas. Limited or no planting in open space areas, may include shade trees in open space
- **Other:** Connectivity to parks or other Town attractions and facilities is desirable
- **Size:** Typically at least 30 ft width of unencumbered land for a Greenbelt. May include a trail to support walk, bike, run, equestrian type activities. Typically, an urban trail is 10-12 ft wide to support pedestrian and bicycle uses. Trails incorporate signage to designate where a user is located and where the trails connect in the Town.

Open Space/Natural Area

Open Space/Natural Areas are undeveloped but may include natural or paved trails. Grasslands under power line corridors are one example; creek areas are another. Open Space contain natural resources that can be managed for recreation and natural resource conservation values such as a desire to protect wildlife habitat, water quality and endangered species. Open Space also can provide opportunities for nature based, unstructured, low-impact recreational opportunities such as walking and nature viewing.

- **Amenities:** May include paved or natural trails, wildlife viewing areas, mountain biking, disc golf, interpretation and education facilities
- **Maintenance standards:** Demand-based maintenance with available funding. Biological management practices observed.
- **Lighting:** None
- **Signage:** Interpretive kiosks as deemed appropriate
- **Landscape Design:** Generally none. Some areas may include landscaping, such as entryways or around buildings. In these situations, sustainable design is appropriate.

Technical Needs Analysis

Equity Mapping

To further illustrate the distribution of current park types and park assets of the parks and recreation system across the entire community, an equity-mapping analysis was conducted. The maps included show the service areas of the *current* inventory of park types and park assets based on the *current* level-of-service standard. The current standard established per 1,000 residents per acre of park type or 10,000 residents per type of park asset are also indicated in the map title. The service area is calculated by the quantity of inventory of each site extended in a uniform radius until the population served by the recommended standard is reached. Shaded areas indicate the extent of the service area based on recommended inventories; unshaded areas indicate locations that would remain outside of the standard service area for each park type or park asset. Unshaded areas are not always the most appropriate location for future parks or park assets. They only represent areas that might be more thoroughly reviewed for potential additional facilities. Although there are occasions when the service area may extend beyond the border of Flower Mound, only Flower Mound resident

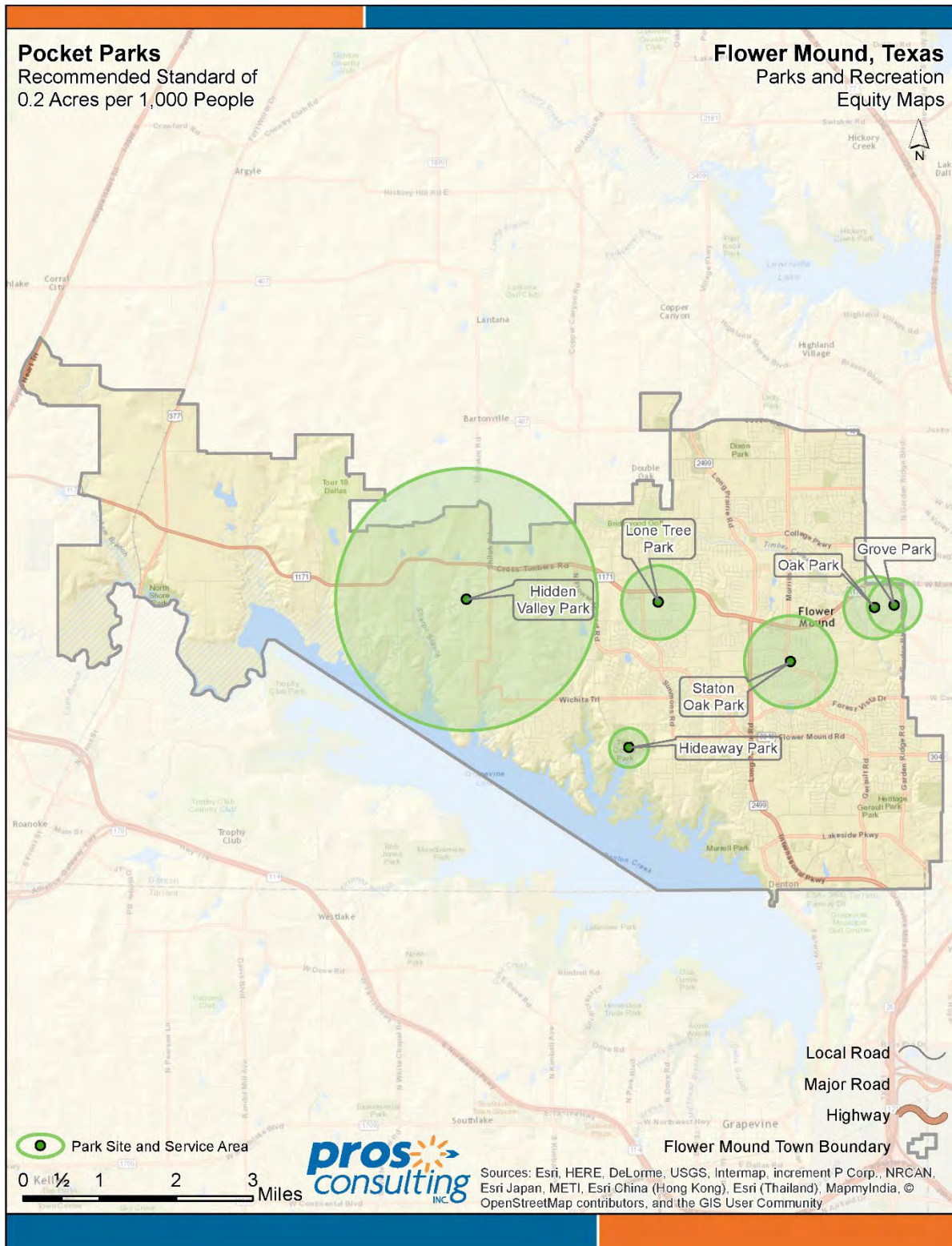
populations were utilized for calculating service-area standards in this analysis.

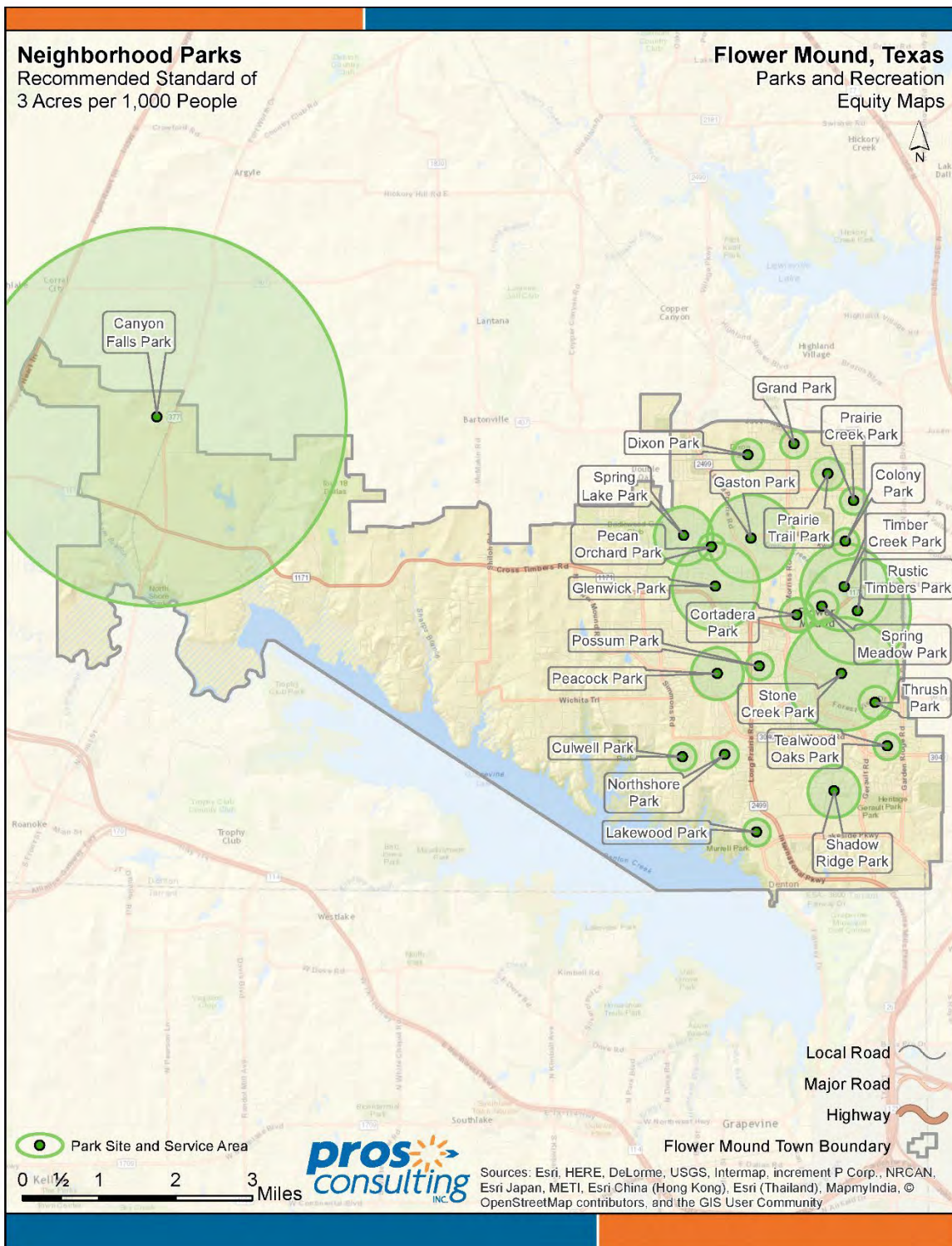
Community-wide maps of park types, or classifications, identified in this Master Plan, as well as the major park assets, are provided in the pages that follow. The maps on the following pages identify:

1. Pocket Parks
2. Neighborhood Parks
3. Community Parks
4. Regional Parks
5. Ball Fields
6. Picnic Shelters/Pavilions
7. Multi-Purpose Rectangle Fields (Football, Lacrosse, Cricket)
8. Soccer Fields
9. Basketball Multi-Use Courts, Outdoor
10. Tennis Courts
11. Playgrounds
12. Dog Parks
13. Outdoor Swimming Pools
14. Recreation/Gymnasium

Pocket Parks

Recommended Standard of
0.2 Acres per 1,000 People

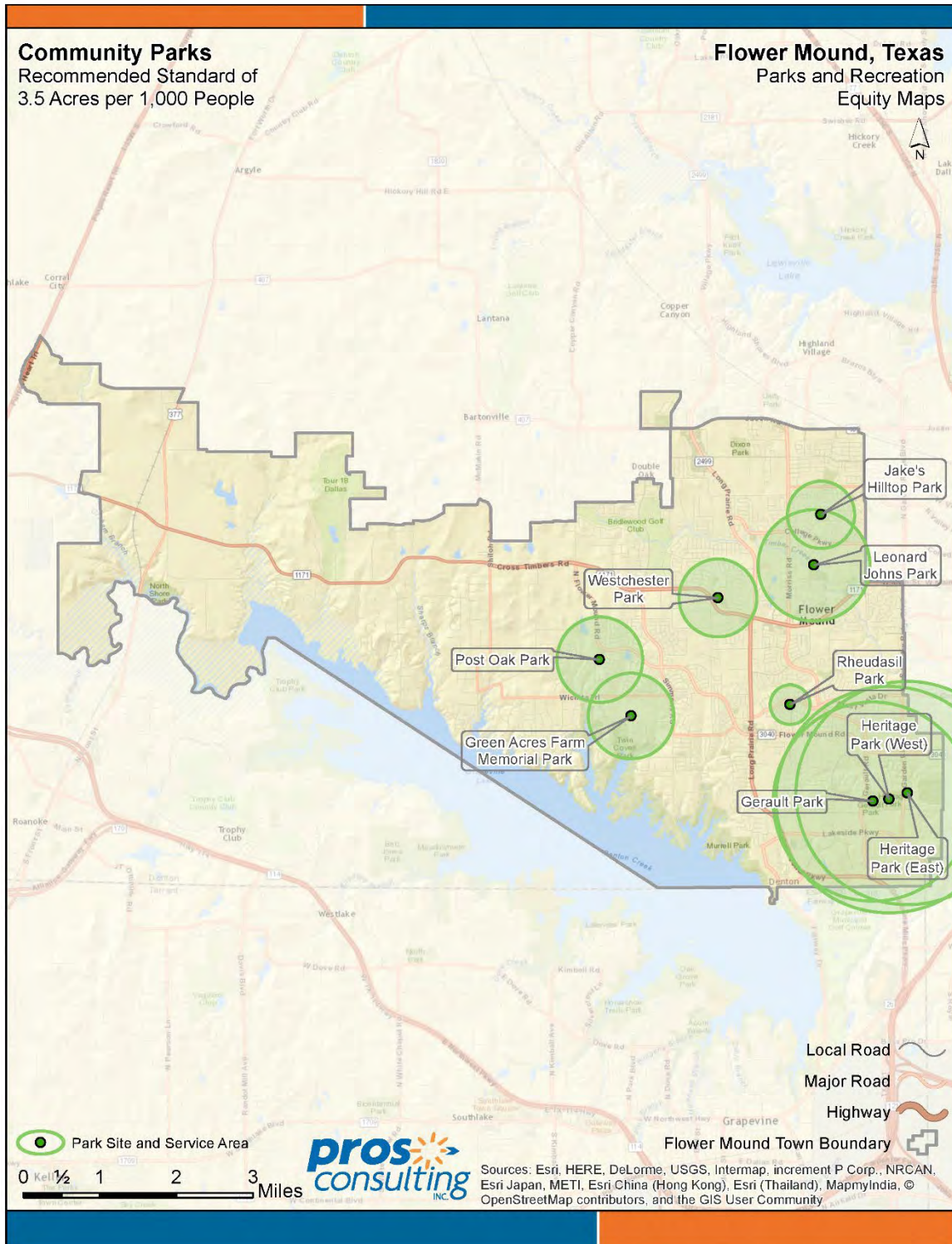
Flower Mound, Texas
 Parks and Recreation
 Equity Maps




Community Parks

Recommended Standard of
3.5 Acres per 1,000 People

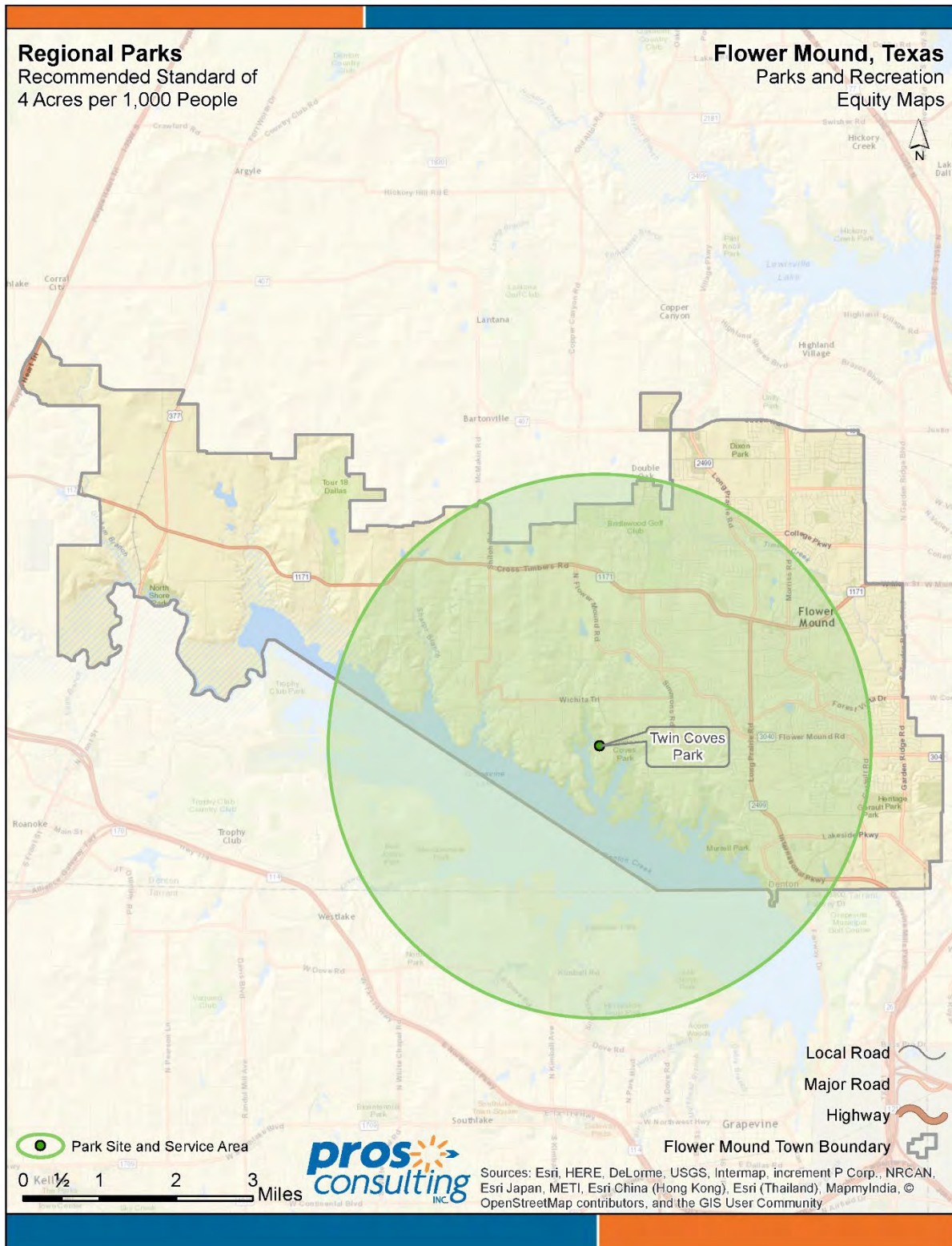
Flower Mound, Texas Parks and Recreation Equity Maps



Regional Parks

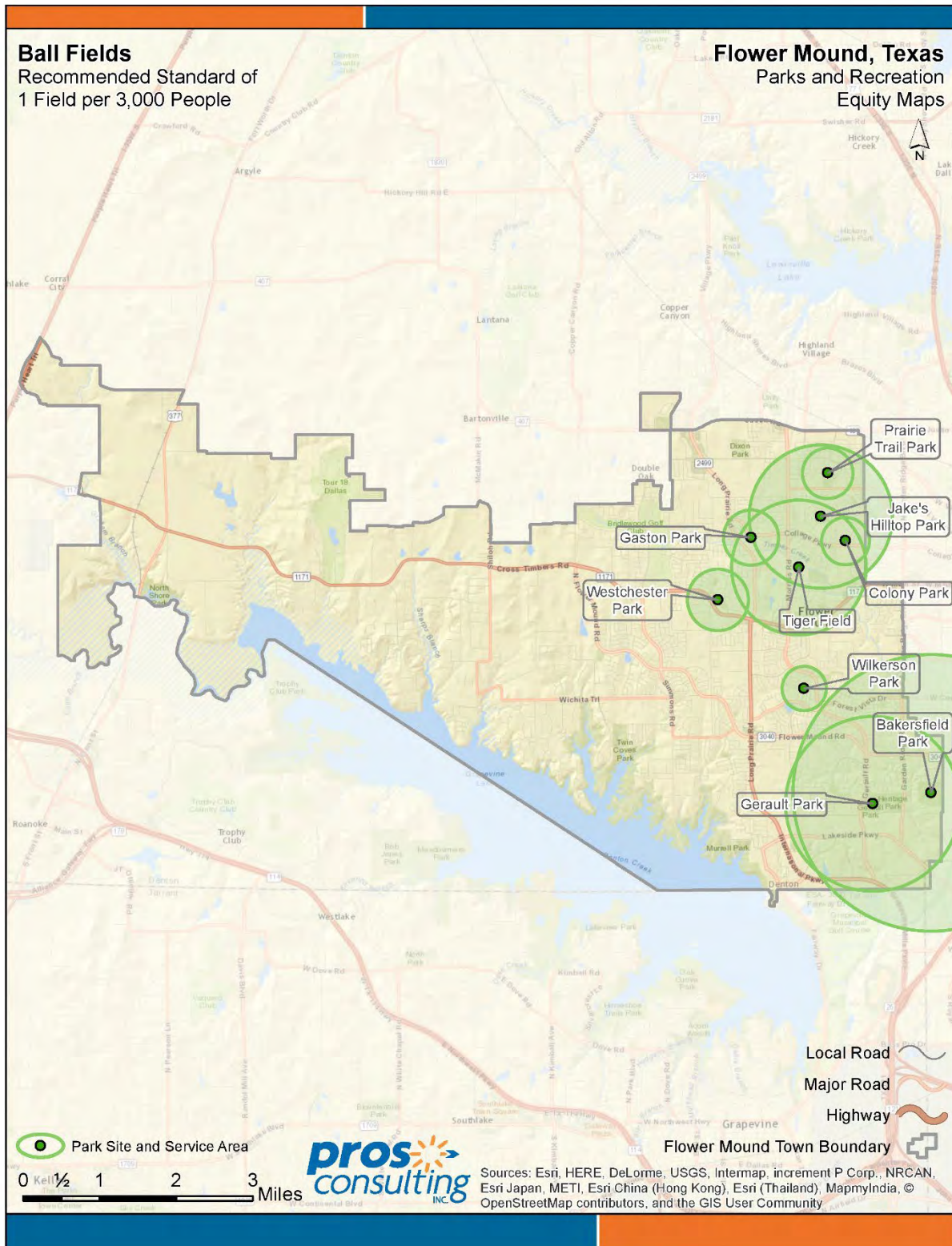
Recommended Standard of
4 Acres per 1,000 People

Flower Mound, Texas Parks and Recreation Equity Maps



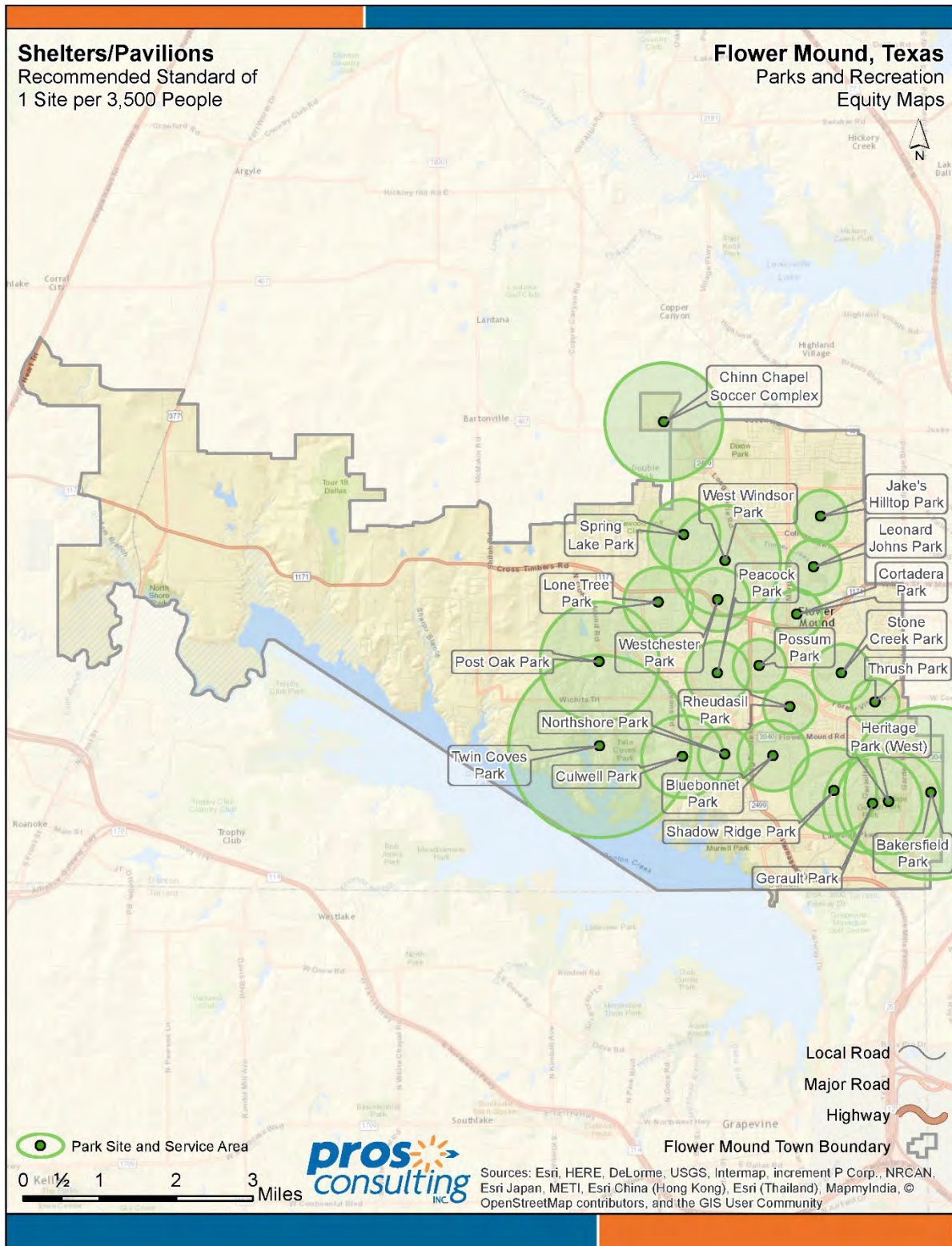
Ball Fields

Recommended Standard of
1 Field per 3,000 People

Flower Mound, Texas
 Parks and Recreation
 Equity Maps


Shelters/Pavilions

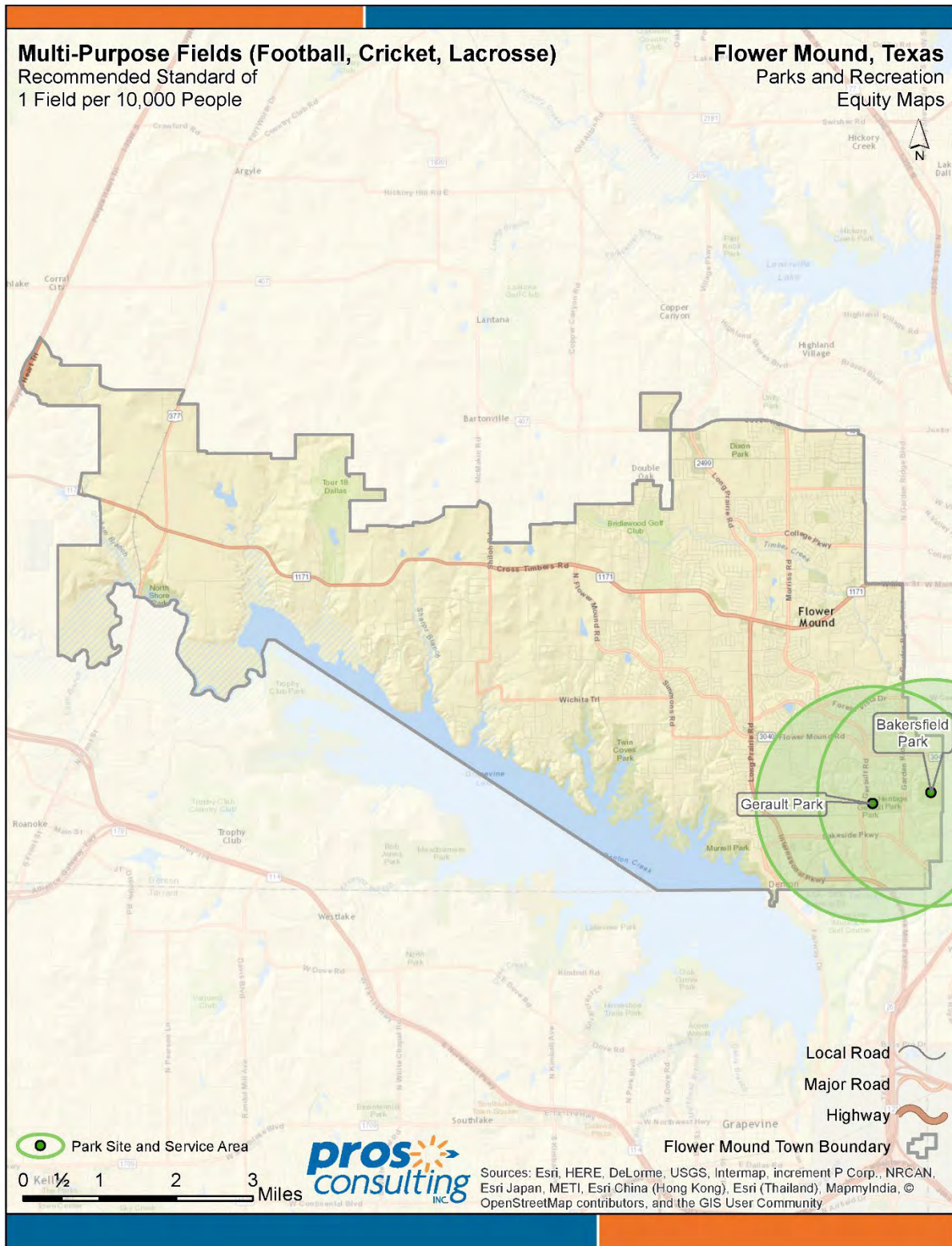
Recommended Standard of
1 Site per 3,500 People

Flower Mound, Texas
Parks and Recreation
Equity Maps


Multi-Purpose Fields (Football, Cricket, Lacrosse)

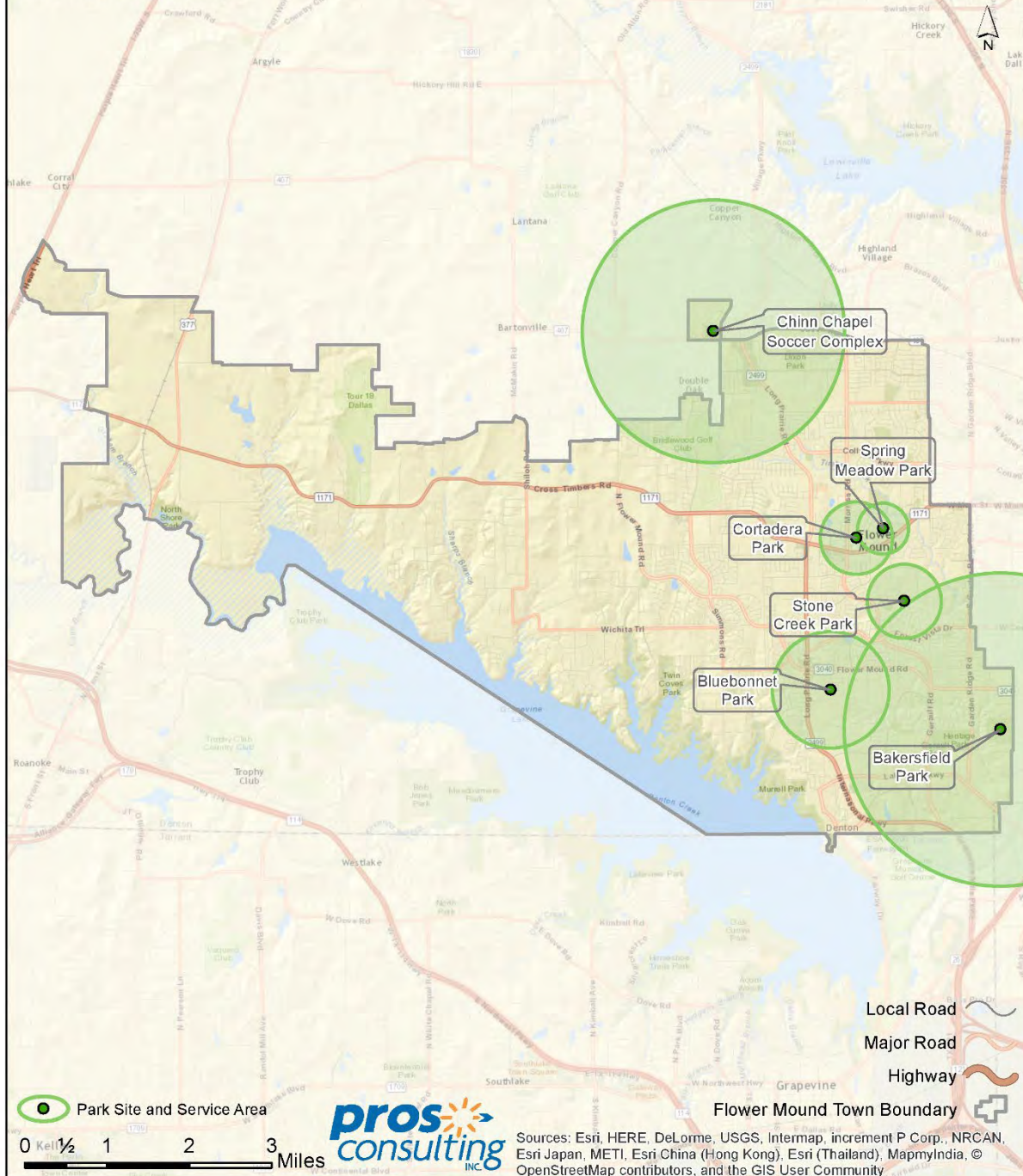
Recommended Standard of
1 Field per 10,000 People

Flower Mound, Texas Parks and Recreation Equity Maps



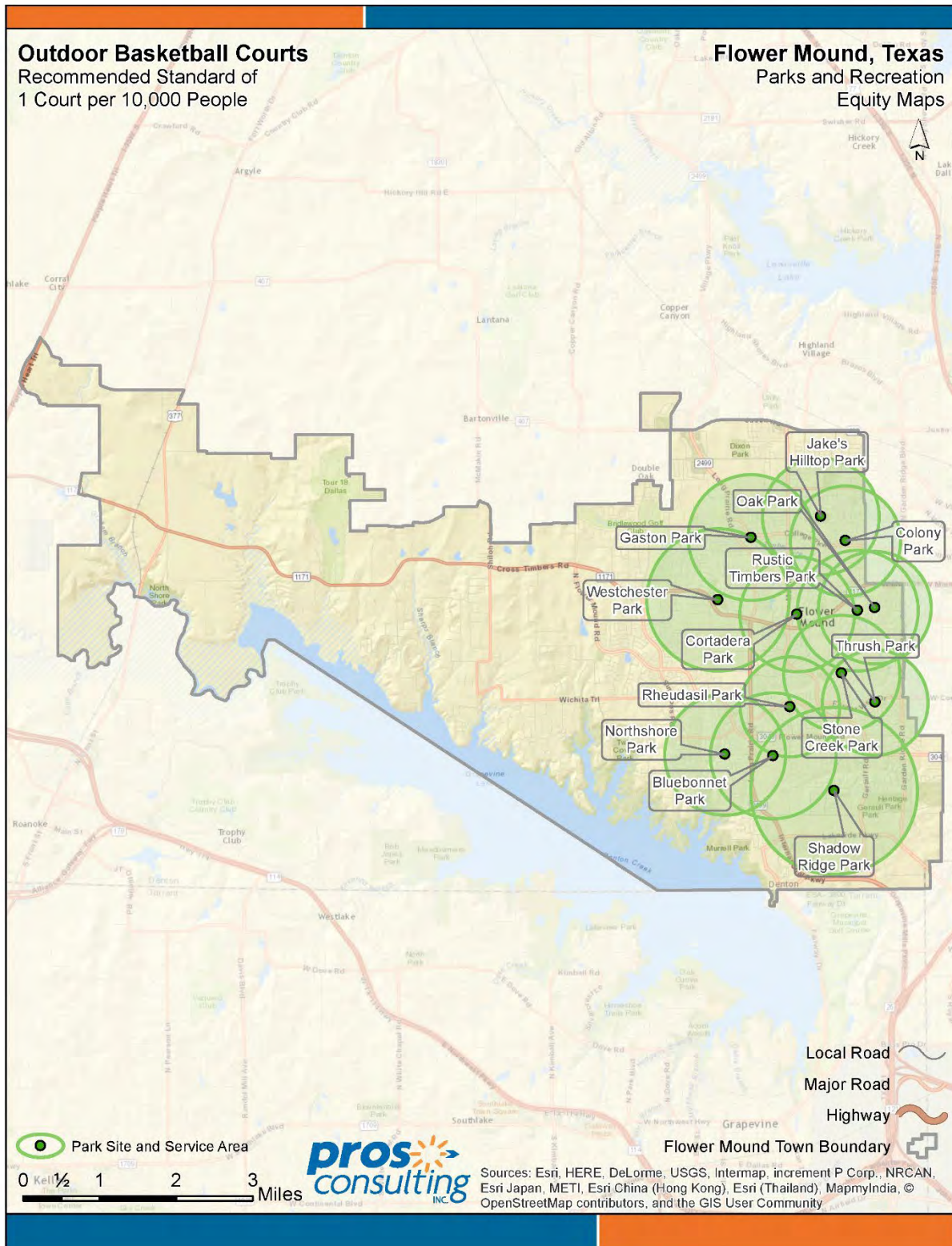
Soccer Fields

Recommended Standard of
1 Field per 4,000 People

Flower Mound, Texas
 Parks and Recreation
 Equity Maps


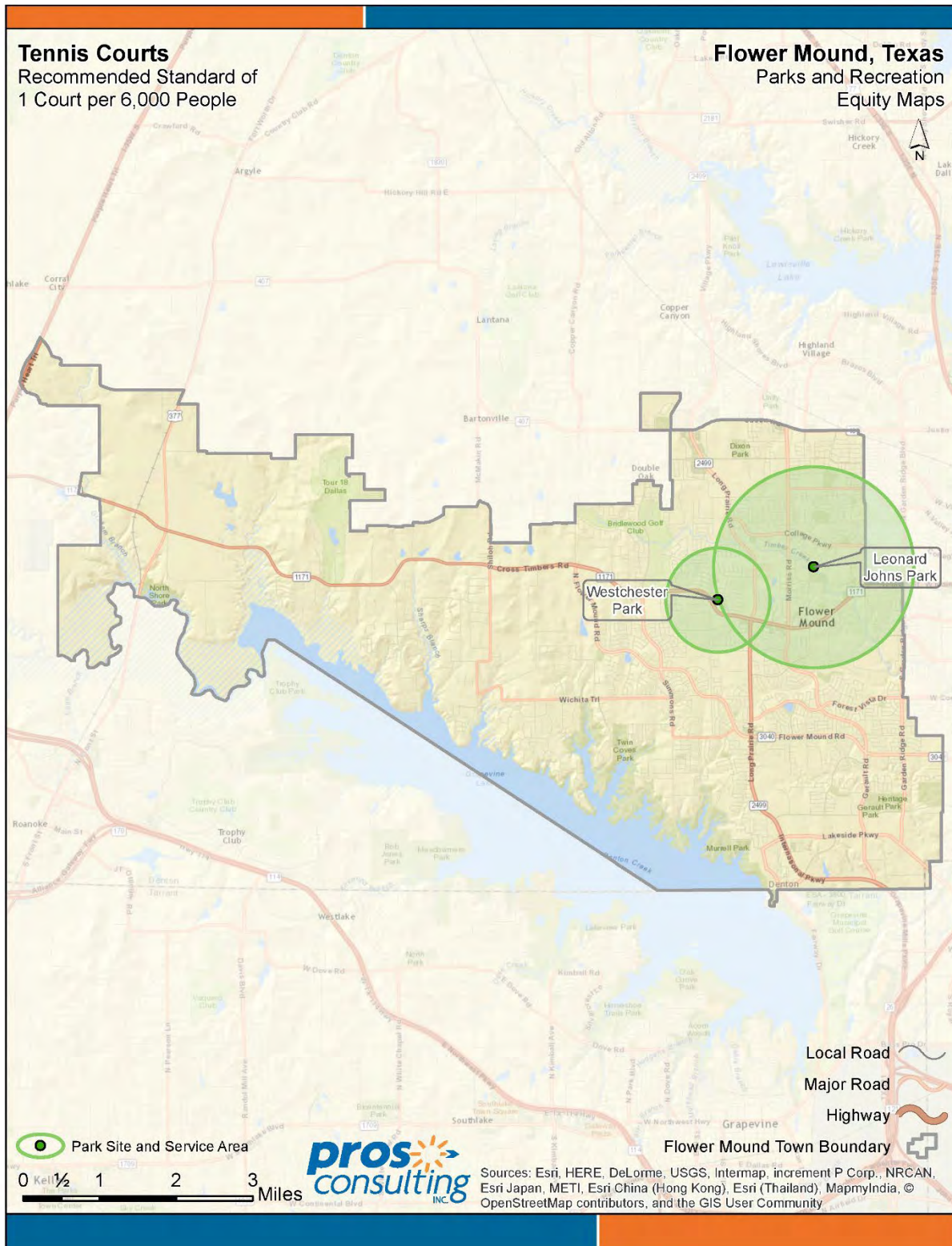
Outdoor Basketball Courts
Recommended Standard of
1 Court per 10,000 People

Flower Mound, Texas
Parks and Recreation
Equity Maps



Tennis Courts

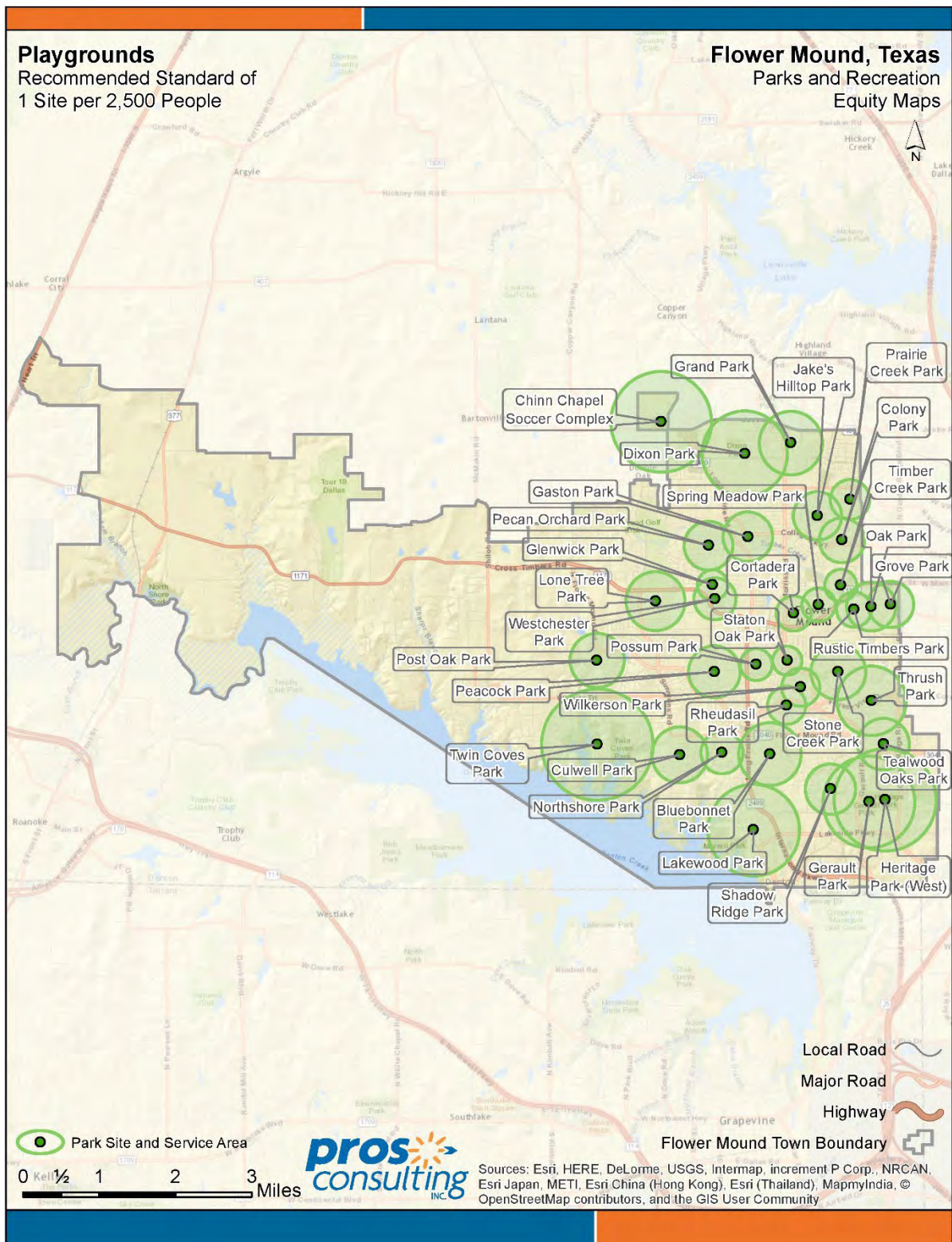
Recommended Standard of
1 Court per 6,000 People

Flower Mound, Texas
 Parks and Recreation
 Equity Maps


Playgrounds

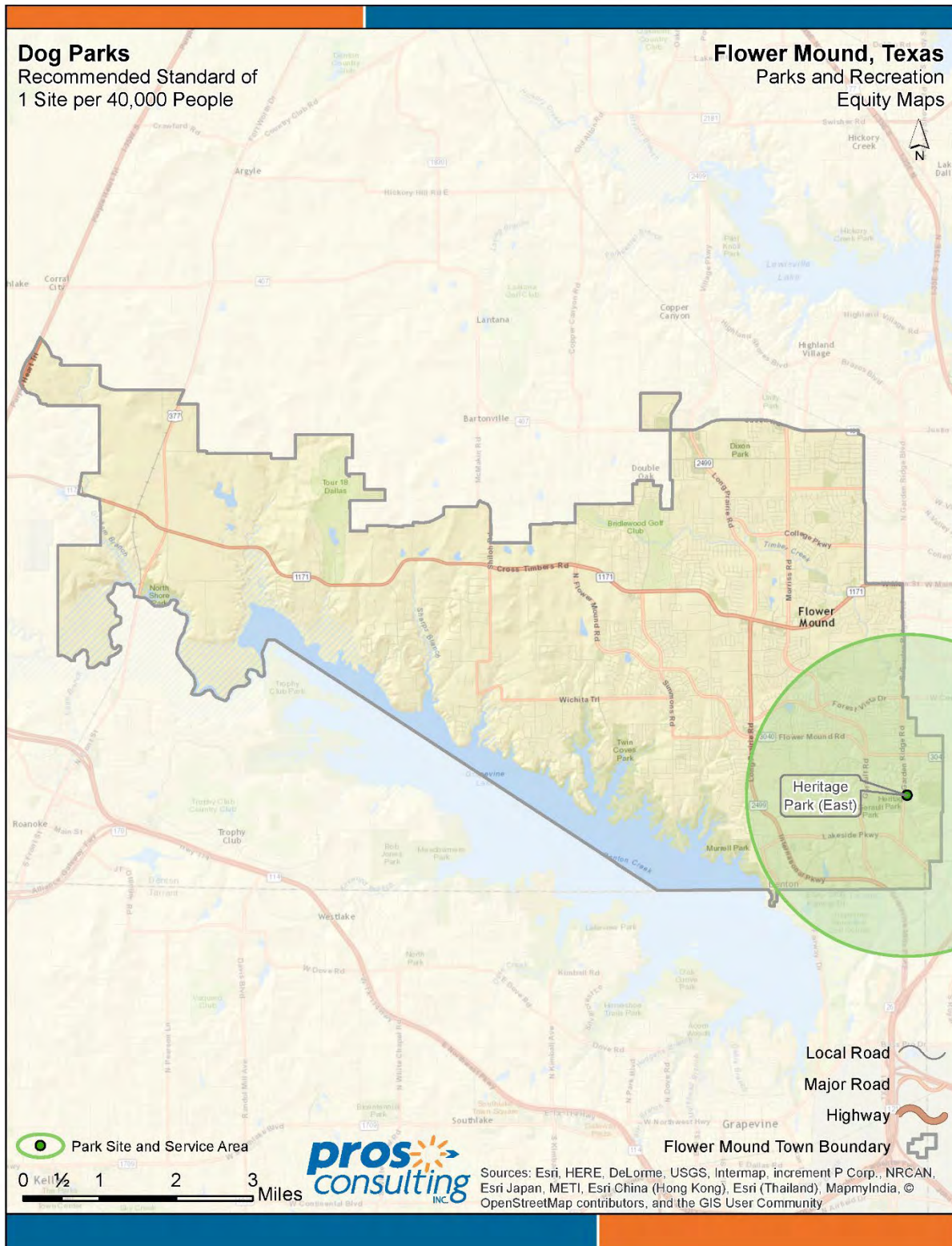
Recommended Standard of
1 Site per 2,500 People

Flower Mound, Texas Parks and Recreation Equity Maps



Dog Parks

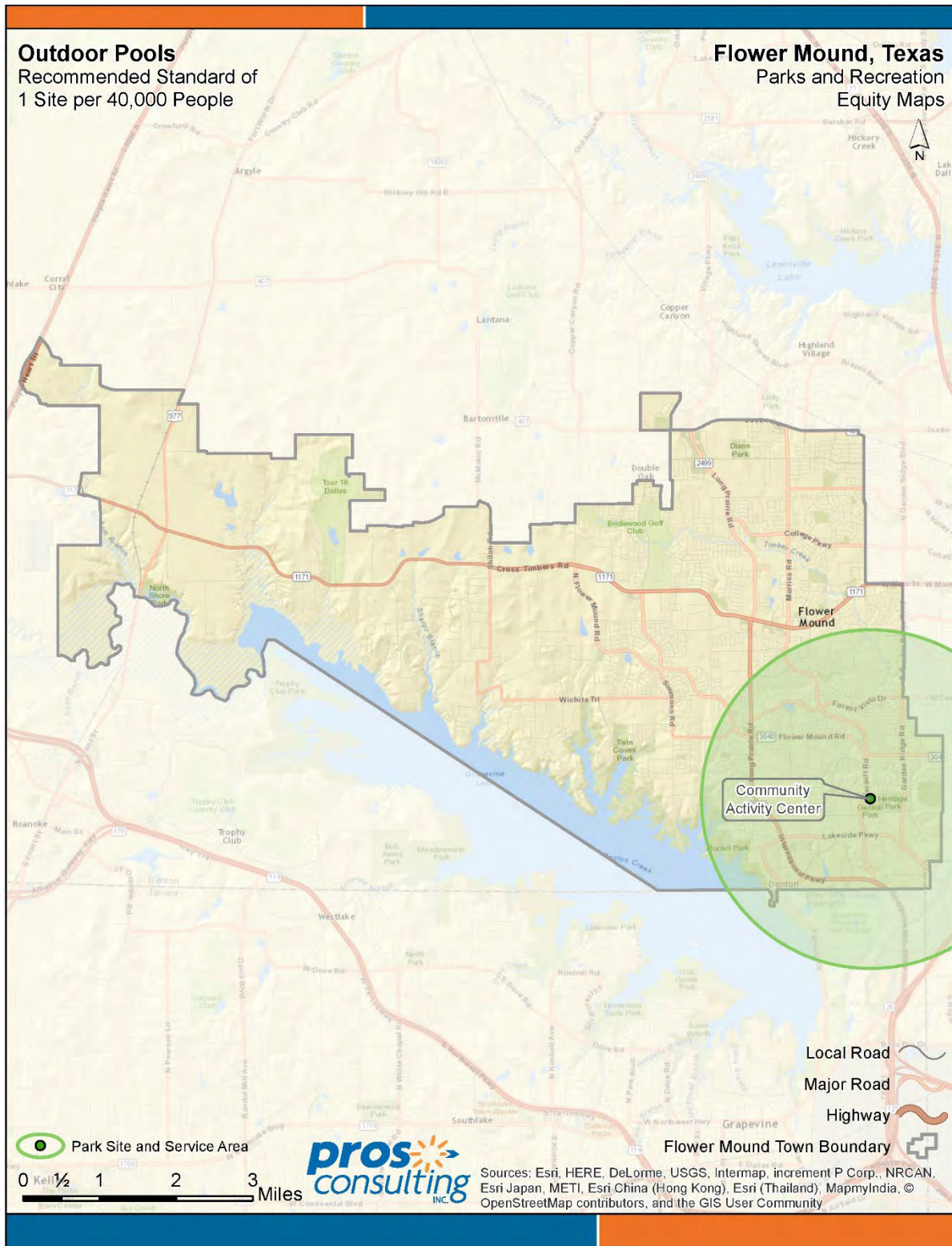
Recommended Standard of
1 Site per 40,000 People

Flower Mound, Texas
 Parks and Recreation
 Equity Maps


Outdoor Pools

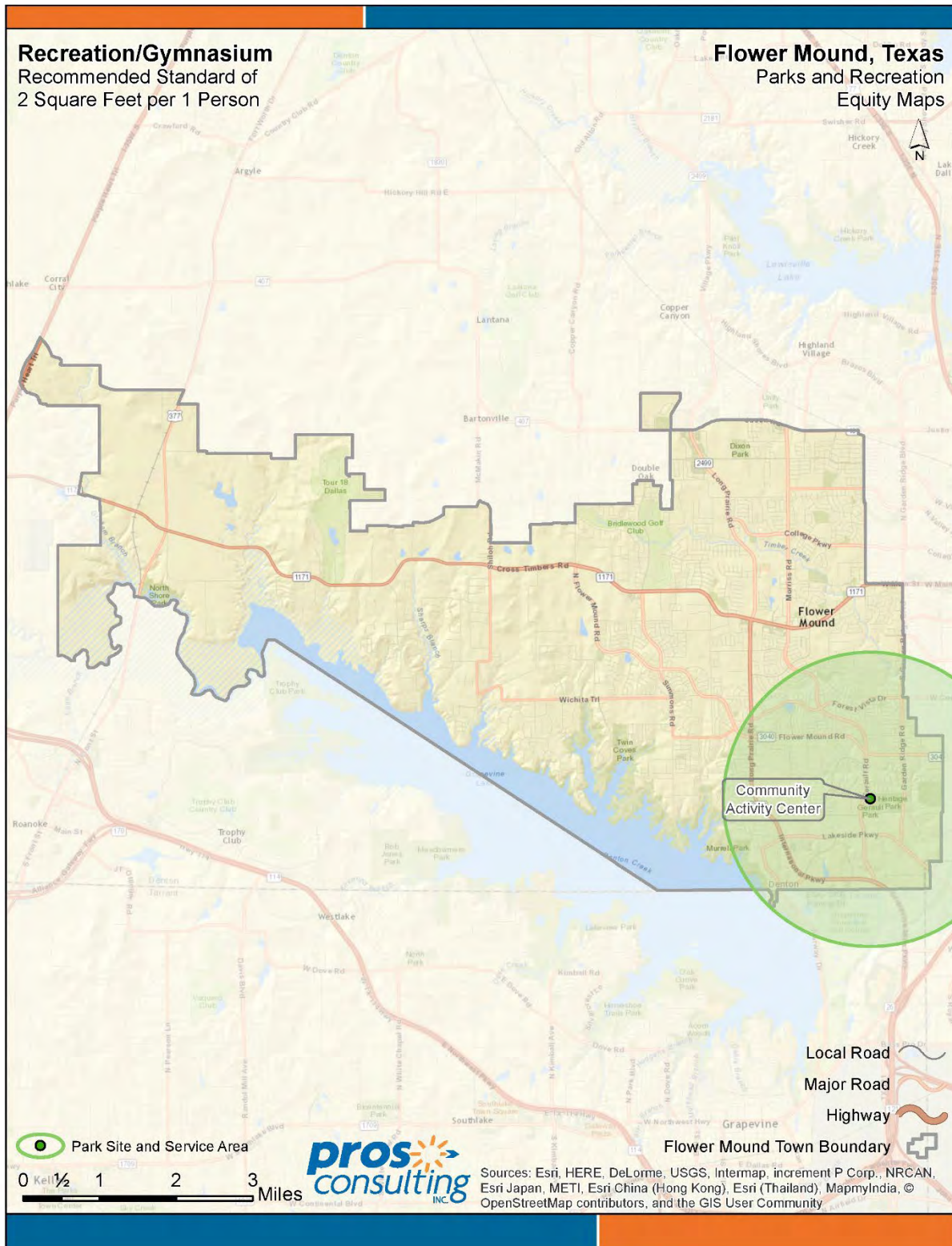
Recommended Standard of
1 Site per 40,000 People

Flower Mound, Texas Parks and Recreation Equity Maps



Recreation/Gymnasium
Recommended Standard of
2 Square Feet per 1 Person

Flower Mound, Texas Parks and Recreation Equity Maps



Level of Service Standards

Level of Service (LOS) standards are guidelines that define service areas based on population that support investment decisions related to parks, facilities and amenities. LOS standards can and will change over time as the program lifecycles change and demographics of a community change.

In 2017, PROS evaluated park facility standards using a combination of resources. These resources included: National Recreation and Park Association (NRPA) guidelines; recreation activity participation rates reported by the Sports & Fitness Industry Association's (SFIA) 2015 Study of Sports, Fitness, and Leisure Participation as it applies to activities that occur in the United States and the Flower Mound area; community and stakeholder input; and general observations. This information allowed standards to be customized to the Flower Mound Parks and Recreation Department.

These LOS standards should be viewed as a guide. The standards are to be coupled with conventional wisdom and judgment related to the particular situation and needs of the community. By applying these standards to the population of Flower Mound, gaps and surpluses in park and facility/amenity types are revealed. These standards should be used to inform decisions when planning to develop new parks, facilities, and amenities. It should also be noted that pocket parks are not commonly found in a public park system, and are normally designed, constructed and maintained as a common's area within a Homeowner's Association.

Currently, there are multiple needs to be met in Flower Mound to properly serve the community now and in the future. As can be seen on the following page, the Town of Flower Mound currently provides a total LOS of 12.63 acres of parkland per 1,000 residents. The planning team has recommended increasing the LOS standard to 14.60 acres/1,000 population as a goal. This means that as of today, the Town is deficient by 135 acres. To keep up with the projected population growth, the Town would need to add a total of 214 acres to the parks and recreation system by the year 2021 in order to achieve the recommended standard.

Flower Mound Level of Service Standards

2016 Inventory				Service Levels				2016 Facility Standards			2021 Facility Standards		
Park Type	Flower Mound	Current Service Level based upon population			Recommended Service Levels; Revised for Local Service Area			Meet Standard/ Need Exists	Additional Facilities/ Amenities Needed		Meet Standard/ Need Exists	Additional Facilities/ Amenities Needed	
Pocket Parks	16.89	0.25	acres per	1,000	0.25	acres per	1,000	Need Exists	0	Acre(s)	Need Exists	2	Acre(s)
Neighborhood Parks	178.87	2.62	acres per	1,000	3.00	acres per	1,000	Need Exists	26	Acre(s)	Need Exists	43	Acre(s)
Community Parks	176.35	2.58	acres per	1,000	3.25	acres per	1,000	Need Exists	46	Acre(s)	Need Exists	63	Acre(s)
Regional Parks	243.00	3.56	acres per	1,000	4.00	acres per	1,000	Need Exists	30	Acre(s)	Need Exists	52	Acre(s)
Sports Complex	136.80	2.00	acres per	1,000	2.00	acres per	1,000	Meets Standard	-	Acre(s)	Need Exists	11	Acre(s)
Specialty Parks	3.59	0.05	acres per	1,000	0.10	acres per	1,000	Need Exists	3	Acre(s)	Need Exists	4	Acre(s)
Greenbelt/Linear Parks	107.90	1.58	acres per	1,000	2.00	acres per	1,000	Need Exists	29	Acre(s)	Need Exists	40	Acre(s)
Undeveloped/Open Space Acres	116.51	1.70	acres per	1,000	0.00	acres per	1,000	Meets Standard	-	Acre(s)	Meets Standard	-	Acre(s)
Total Park Acres	979.91	12.63	acres per	1,000	14.60	acres per	1,000	Need Exists	135	Acre(s)	Need Exists	214	Acre(s)
OUTDOOR AMENITIES:													
Shelters/Pavilions	27.00	1.00	site per	2,532	1.00	site per	3,500	Meets Standard	-	Sites(s)	Meets Standard	-	Sites(s)
Soccer Fields	19.00	1.00	field per	3,598	1.00	field per	4,000	Meets Standard	-	Field(s)	Meets Standard	-	Field(s)
Multi-Purpose Fields (Football, Cricket, Lacrosse)	4.00	1.00	field per	17,089	1.00	field per	10,000	Need Exists	3	Field(s)	Need Exists	3	Field(s)
Ball Fields	29.00	1.00	field per	2,357	1.00	field per	3,000	Meets Standard	-	Field(s)	Meets Standard	-	Field(s)
Basketball Courts	13.00	1.00	court per	5,258	1.00	court per	10,000	Meets Standard	-	Court(s)	Meets Standard	-	Court(s)
Tennis Courts	6.00	1.00	court per	11,392	1.00	court per	6,000	Need Exists	5	Court(s)	Need Exists	6	Court(s)
Playgrounds	35.00	1.00	site per	1,953	1.00	site per	2,500	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)
Dog Parks	1.00	1.00	site per	68,354	1.00	site per	40,000	Need Exists	1	Site(s)	Need Exists	1	Site(s)
Skate Park	-	1.00	site per	50,000	1.00	site per	50,000	Need Exists	1	Site(s)	Need Exists	1	Site(s)
Sand Volleyball	-	1.00	site per	30,000	1.00	site per	30,000	Need Exists	2	Site(s)	Need Exists	2	Site(s)
Paved Multi-Use Trails	59.90	0.88	miles per	1,000	0.50	miles per	1,000	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)
Outdoor Pools	1.00	1.00	site per	68,354	1.00	site per	40,000	Need Exists	1	Site(s)	Need Exists	1	Site(s)
INDOOR AMENITIES:													
Recreation Center (Square Feet)	61,000.00	0.89	SF per	person	2.00	SF per	person	Need Exists	75,708	Square Feet	Need Exists	86,598	Square Feet

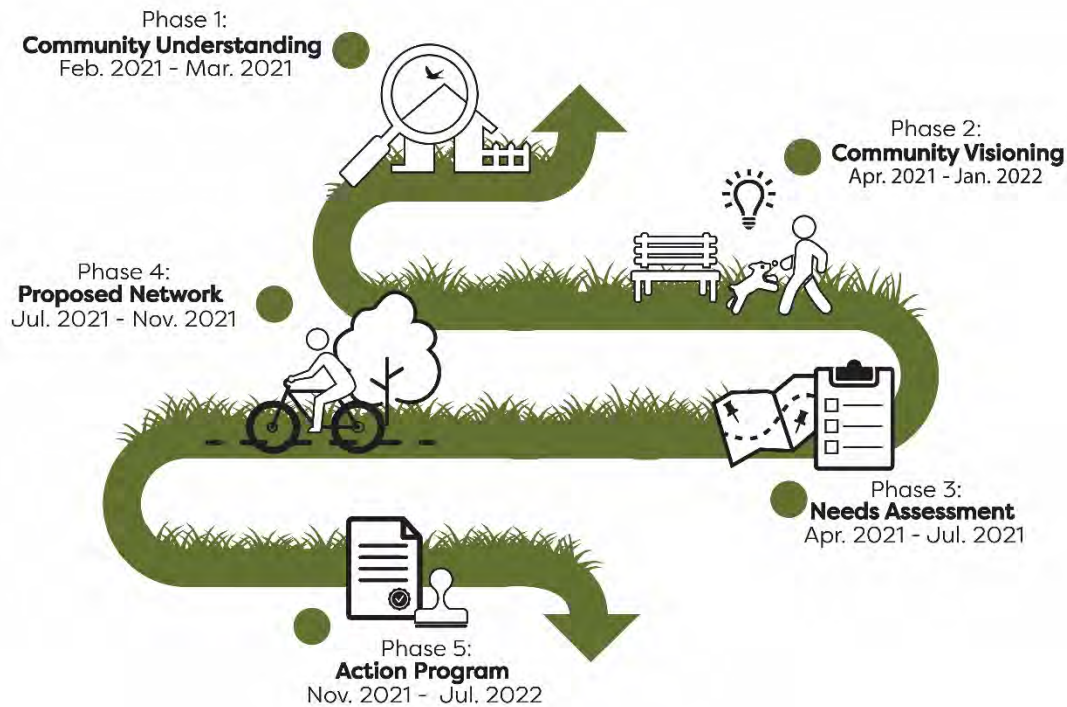
Trails and Bikeways Master Plan

The purpose of the 2022 Trails and Bikeways Master Plan is to guide the development of network recommendations, design guidelines, and implementation strategies for a comprehensive system of multi-use trails and on-street bikeways throughout the Town of Flower Mound. This active transportation and recreation system aims to increase accessibility for users to key destinations within Flower Mound and leverage key regional connections to adjacent communities. This plan will augment previous planning efforts to create a more complete community and provide active and healthy lifestyle opportunities.

The plan contains more detailed information on trail and bikeway facilities, the trails planning process, community demographic profiles, existing system assessments, recommended strategies, trail and bikeway design standards and implementation mechanisms. This plan's principles are guided by industry standards for trail and bikeway planning methodology and reflects input from the residents of Flower Mound, Town staff, Parks Board, Transportation Commission, Planning and Zoning Commission, and Town Council.

Trails and Bikeways Plan Overview

The development of this plan spanned approximately 17 months, starting in February 2021 and concluding in August 2022. Throughout this process, the Town staff working group, a designated steering committee, stakeholders, elected/appointed officials, and residents were engaged to guide the master plan recommendations. The resulting community-driven vision forms the foundation for trails and bikeways in Flower Mound for the next decade and beyond. The formation of the plan included five distinct but iterative phases, shown in Figure 1.1.

Figure 1.1 Planning Process**Phase 1: Community Understanding**

Phase One included an assessment of existing trails and bikeways, identification of opportunities and barriers, and review of community demographics and relevant studies that may impact the Trails and Bikeways Master Plan.

The Town's current system provides residents with diverse options and access to various parks, schools, and destinations. Barriers to the system include safety issues like grading and slope along existing trails, major physical barriers like roadways, narrow trail segments, and accessibility concerns.

Phase 2: Community Visioning

The vision and goals of this plan were developed through an evaluation of feedback received through the plan's community engagement process. The process offered input opportunities through virtual engagement rooms, public open houses, an online survey, interactive maps, and pop-up tents at community events.

Key takeaways from the community engagement include:

- Residents love the trails; however, the current system is incomplete with numerous gaps and patches of trail which end without warning.

- The trail system lacks consistent and reliable wayfinding. A more comprehensive wayfinding system would help users better identify trails and destinations.
- Residents envision a future for trails and bikeways that is safe, provides connections, and has a variety of amenities (such as benches, parking, lighting, and drinking fountains).
- Multi-use trails were preferred over on-street bikeways.

Phase 3: Needs Assessment

An analysis of the overall trails system needs included assessing the existing network, identifying safety issues and barriers, determining where gaps exist, and understanding demand for new facilities.

AASHTO and NACTO recommend trail widths of 10'-14' based on anticipated usage but many of the Town's current trails do not meet this national standard. Flower Mound's trails are frequently used by residents of all ages and abilities, which creates conflicts at pinch points such as blind curves, intersection crossings, and the convergence of trails.

An assessment of the named trails was conducted at the beginning of the planning process. General improvements for the trail system include:

- More comprehensive wayfinding system through consistent branding.
- Improved crossings at both roadways and mid-block where applicable with additional striping and signage.
- More amenities along the trail to improve the user experience.
- Identifying where trail segments need shade.
- Improved curb ramps at intersections.

Phase 4: Proposed Network

Based on the needs assessment, an expanded town-wide network was generated based on the barriers, opportunities, and desires of the community. The proposed network includes a variety of facility types, guidance on facility design standards, and policies related to bikeway and trail development.

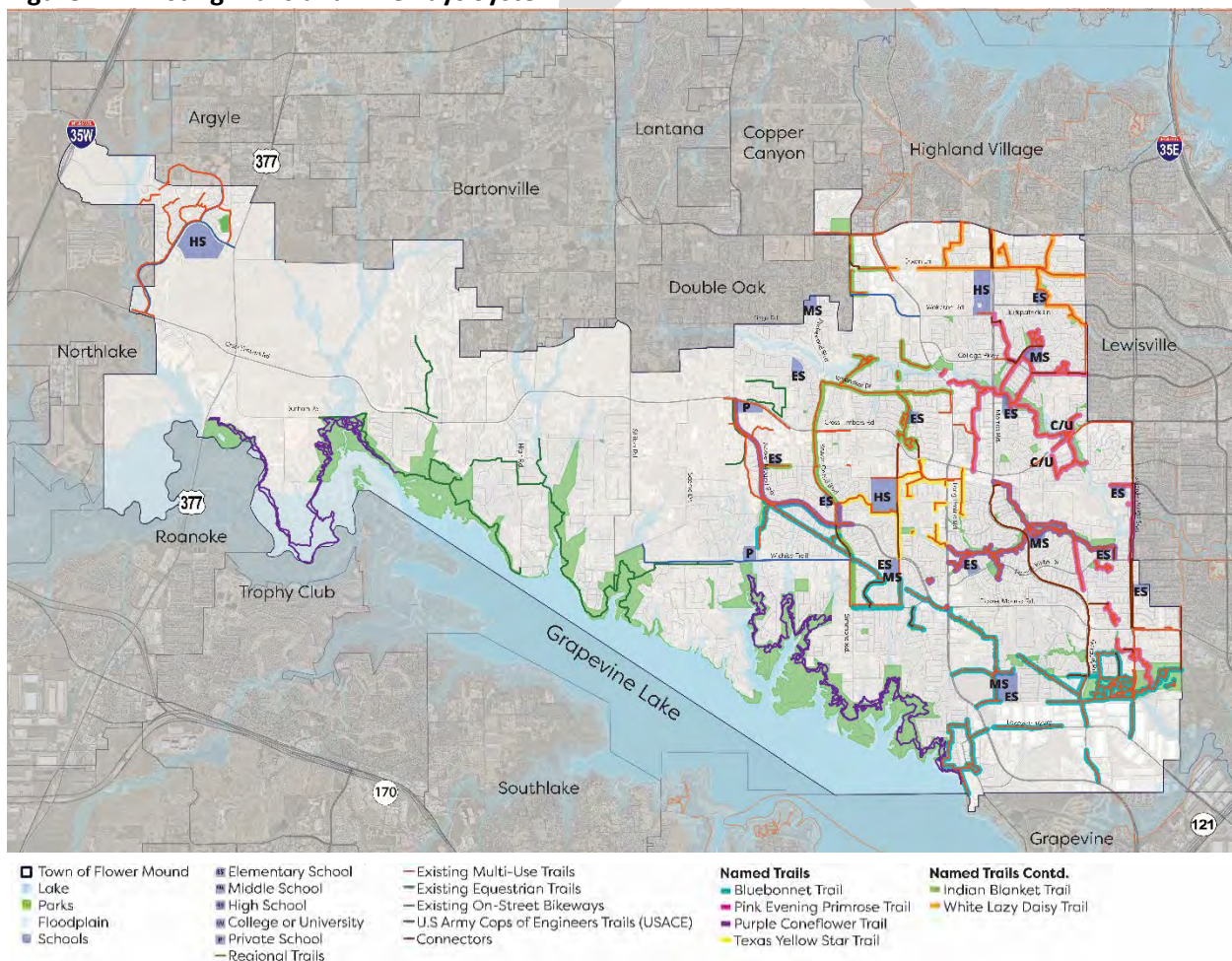
Phase 5: Action Program

Finally, an action plan was developed to provide implementation strategies for the proposed network. Recommendations for implementation are prioritized by short-term (1-5 years), mid-term (6-10 years), and long-term (10+ years) priorities.

System Overview

The Flower Mound trails and bikeways system has diverse offerings for its residents and visitors from across the region and beyond. The system aims to connect residential neighborhoods to schools, parks, and commercial centers and expand mobility for its residents. Flower Mound has a unique natural landscape that adds to the overall experience of trail users. Currently, there are 65.3 miles of 8' or wider paved Town trails. There are 14.6 miles of town maintained equestrian trails. There are 6.3 miles of on-street bikeways that include shared-use markings and bike lane designations. Finally, there are 34.5 miles of trails owned and maintained by other entities within Flower Mound that include soft-surface hike and bike trails as well as equestrian trails. Town Connectors are sidewalks that fill major gaps in the trail network where rights-of-way are constrained. There are approximately 11 miles of existing connectors. Figure 1.2 depicts the Town's existing system trail and bikeway facilities.

Figure 1.2 Existing Trails and Bikeways System



Trail and Bikeway System Needs

The planning process included a series of meetings with Town stakeholders and the public. During those meetings, attendees were asked how they envision walking, cycling, riding, and paddling in Flower Mound in the future. Input from these meetings and interviews helped shape the vision and goals for the Town of Flower Mound Trails and Bikeways Master Plan.

The Recommended Network Map, depicted in Figure 1.4 (page 5.39), was developed through a combination of research, field observation, and community input. The network depicted encourages recreation, active transportation, and healthy living for current and future generations.

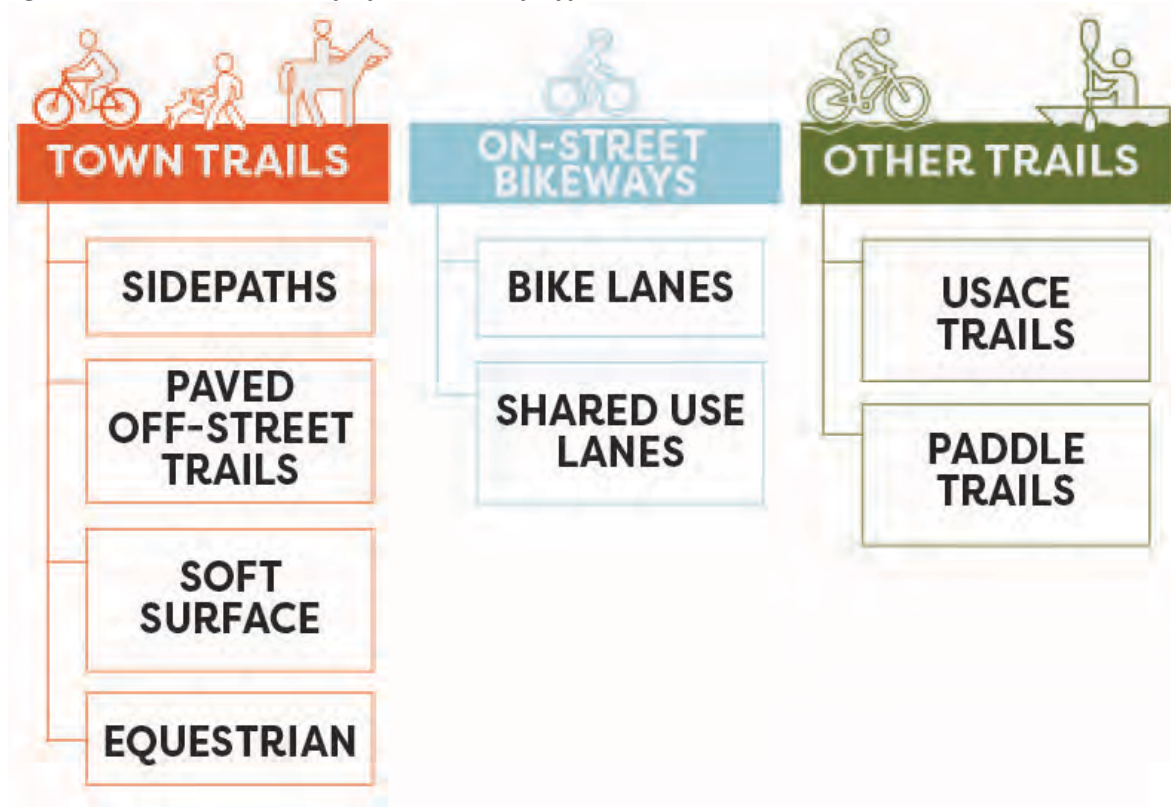
Based off the findings in the need assessment and community engagement, the below criteria were used to determine the level of impact and feasibility of each segment of the network.

- **Connects the system:** The segment would provide connections to the existing or planned system by filling a gap within the existing network.
- **Connects to destinations:** The segment would provide connections to community destinations such as parks, schools, entertainment centers, and employment opportunities.
- **Addresses safety issues:** The segment would address safety concerns to improve access to the system.
- **Increases access:** The segment is located close to residential areas and would provide additional connectivity to neighborhoods.
- **Feasibility of corridor:** The segment should be generally feasible to construct. Elements considered during a planning-level review include available right-of-way or easements, lane widths, property ownership, topography, and floodplain.

Facility Types

The Master Plan divides the town trails and bikeways network into three categories: town trails, on-street bikeways, and other trails. Each facility is designed to accommodate specific users as shown in Figure 1.3.

Figure 1.3 Trail and Bikeway System Facility Types



Town Trails are multi-use facilities maintained by the Town of Flower Mound that are designed to provide a high level of comfort for users by providing wider trails in locations that promote safety and usability. Town trails include paved multi-use, soft surface trails, and equestrian trails.

- *Paved multi-use trails* are classified as sidepaths (located adjacent to roadways) or off-street trails (located within utility easements or drainage corridors, or within parks and greenways). These wide, paved facilities are comfortable for bicycle and pedestrian users of various ages and abilities. The minimum width for multi-use trails is recommended to be 12', however, 10' may be applicable in areas where there are existing ROW constraints. This is consistent with AASHTO and regional standards. For trails designated as part of the Regional Veloweb trail system, the trail should be 12' to meet NCTCOG standards and provide for a high level of comfort and accommodate higher numbers of users.
- *Soft surface trails* maintained by the Town should be designed with decomposed granite or another soft surface material and should be a minimum of 8' in width. Soft surface trails provide recreational opportunities, connect people to nature, and can be less expensive to

construct than other trails. There is more significant maintenance required on these trails to maintain ADA accessibility. Anticipated users include walkers, joggers, and people wanting to experience the outdoors.

- *Equestrian trails* are trails for primary use by people on horseback. These natural surface trails can be located through wooded and vegetated areas to provide people with alternative riding experiences and allow them to explore nature. The surface material is typically compacted earth with a width of approximately 15'. Where possible, considerations for hitching posts and trailer parking should be incorporated into equestrian trailheads.

On-Street Bikeways are bicycle facilities within existing roadway rights-of-way. These facilities are intended to support the movement of bicyclists only and include bike lanes and shared-use lanes.

- *Bike lanes* are designated spaces on roadways with relatively higher volumes and travel speeds. Based on AASHTO and Town standards, the minimum width of a bike lane is 5' to provide a more comfortable space for bicyclists. When the facilities are buffered with either striping or a physical barrier, bike lanes can be attractive for a wider range of comfort levels.
- *Shared-use lanes* are designated roadways with low traffic volumes and speeds that include pavement markings to indicate the street is to be shared between vehicles and bicyclists. Pavement markings include arrows and a bicycle, and the roads typically include shared lane signage. In lower traffic areas such as residential streets, these roadways can be designated with signage and no pavement markings.

Other Trails include USACE trails and paddling trails. These facilities provide diversity in the network, serve a variety of users, and enhance recreational opportunities in the Town.

- *Other soft surface trails* include US Army Corps of Engineers (USACE) soft-surface trails along Grapevine Lake maintained by the Dallas Off-Road Bicycling Association (DORBA) and the Cross Timbers Equestrian Trails Association (CTETA). These trails provide recreational opportunities for mountain bikers, hikers, people on horseback, and nature seekers. Any proposed changes to the trail system should be coordinated with USACE. These trails vary in width and are typically compacted dirt.
- *Paddling trails* located on Grapevine Lake are designated waterway trails that provide the opportunity to explore the lake, engage with nature, bird watch, fish, and experience similar water-based activities. Paddling trails are associated with a series of launch points where paddling users can put in and take out their watercraft. Considerations for interactions with operators of motorized boats are important.

Other Facilities include enhanced sidewalks. Most existing streets have limited right-of-way to expand sidewalks to a multi-use trail. Therefore, these gaps in the trail system should be filled with wide connectors.

- *Connectors* are enhanced sidewalks up to 8' in width that connect neighborhoods to key destinations, such as employment centers, entertainment opportunities, schools, and parks. All new connectors or reconstruction of existing connectors should be widened to a width of 6'-8' where feasible. This facility type is typically found along major roadways that have constraints restricting the construction of a wider multi-use path. These facilities differ from other sidewalks within the Town since they fill in key gaps in the overall trail and bikeway system.

Trail and Bikeway Recommendations

Flower Mound's recommended network of trails, bikeways, and connectors was informed by public input, needs assessments, corridor evaluations, and guidance from the overall plan goals. The combined recommendation map displays the Town's cumulative network of existing and proposed multi-use trails, equestrian trails, connectors, and on-street bikeways. The recommendations displayed in Figure 1.4 create a comprehensive trails and bikeways system. The key components of this network leverage connections to major destinations, the creation of regional connections, and the reduction of existing gaps. Cumulatively, Flower Mound's recommended network would include approximately 125 miles of new trails and bikeways, shown in Table 1.1. These new facilities can increase accessibility for residents in the community and serve as a blueprint for Town staff, leaders, and developers when considering new trails and bikeways within Flower Mound.

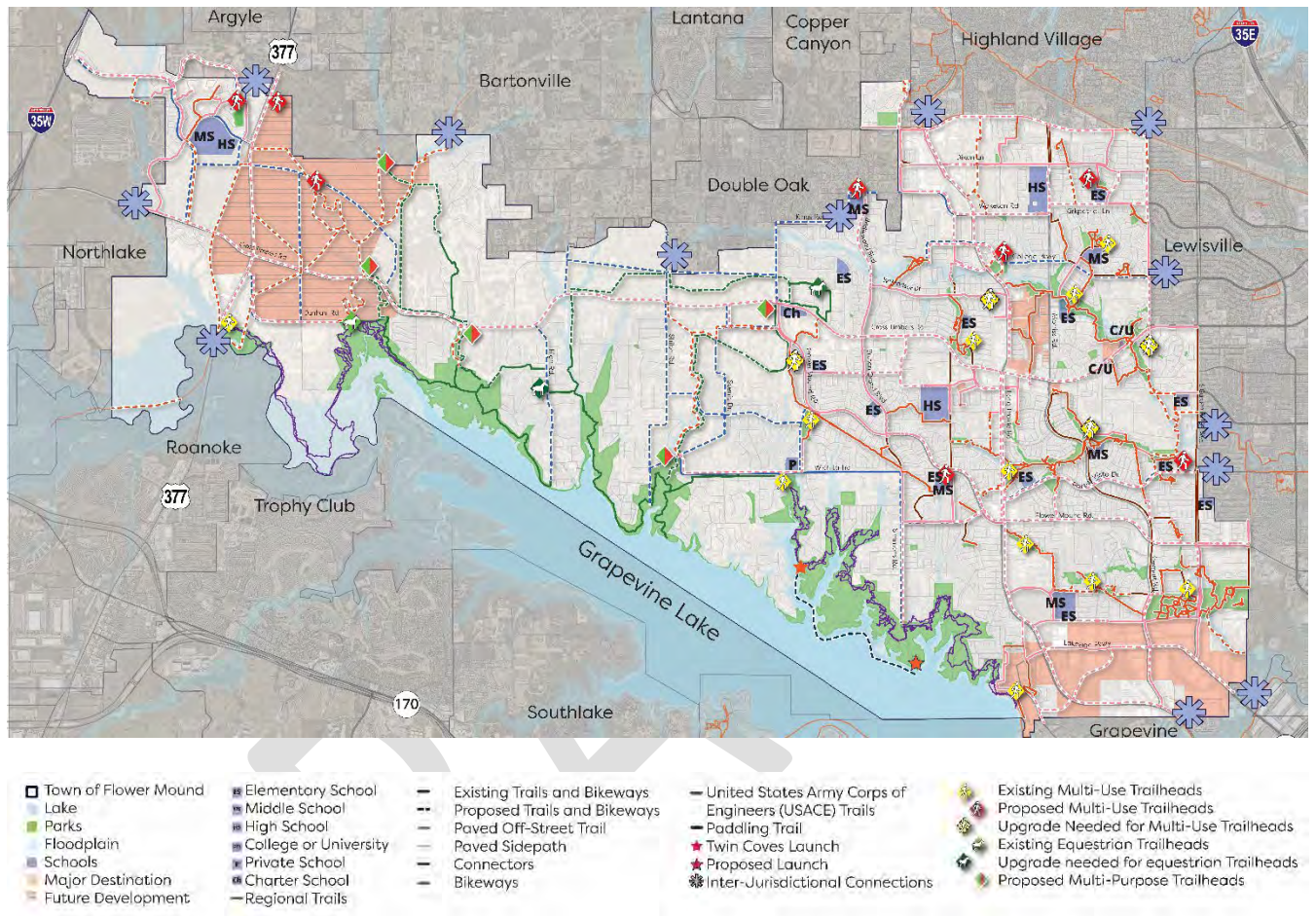
Table 1.1 Trail and Bikeway Recommendations

TOWN TRAILS			
FACILITY TYPE	Existing	Proposed	Total
MULTI-USE TRAILS – OFF-STREET	37.0	24.2	61.2
MULTI-USE TRAILS – SIDEPATH	28.3	50.6	78.9
SOFT-SURFACE TRAILS¹	0.1	0	0.1
EQUESTRIAN TRAILS	14.5	10.8	25.3
CONNECTORS	11.0	0.1	11.1
TOTAL	90.9	85.7	176.6
ON-STREET BIKEWAYS			
FACILITY TYPE	Existing	Proposed	Total
BIKE LANES	5.0	19.3	24.3
SHARED-USE LANES	1.3	13.9	15.2
TOTAL	6.3	33.2	39.5
OTHER TRAILS			
FACILITY TYPE	Existing	Proposed	Total
USACE²	34.5	0	34.5
PADDLING TRAILS	0	1.9	1.9
TOTAL	34.5	1.9	36.4

¹ Soft surface trails will be strategically located based off of the Town's discretion in the future due to maintenance cost.

² United States Army Corps of Engineers Trails.

Figure 1.4 Trails and Bikeways Recommended Network



Level of Service

Level of service (LOS) is a metric used to compare the miles of trail within a community to the total population. The LOS analysis compares the existing and proposed network to current population and future population projections. Table 1.2 shows the level of service for multi-use trails based off of the trails in the recommended network.

Table 1.2 Trails and Bikeways Level of Service

2020 POPULATION	78,080
2038 POPULATION³	109,544
CURRENT TRAIL LOS (2020)⁴	1 mile per 1,310 residents
FUTURE TRAIL LOS (2038)⁵	1 mile per 1,318 residents
ALL RECOMMENDED TRAILS LOS (2038)	1 mile per 898 residents

Park and Facility Priority Rankings

The purpose of the Park and Facility Priority Rankings is to provide a prioritized list of facility/amenity needs and recreation program needs for the community served by Flower Mound Parks and Recreation. This model evaluates both quantitative and qualitative data.

Quantitative data includes the statistically valid community survey, which asked residents to list unmet needs and rank their importance. Qualitative data includes resident feedback obtained in community input, stakeholder interviews, staff input, local demographics, recreation trends, and planning team observations.

A weighted scoring system is used to determine the priorities for parks and recreation facilities. These weighted scores provide an overall score and priority ranking for the system as a whole. The results of the priority ranking are tabulated into three categories: High Priority (top third), Medium Priority (middle third), and Low Priority (bottom third).

³ Source: Town of Flower Mound Build-out Projections.

⁴ Trail LOS for only multi-use trails.

⁵ Future Trail LOS for only multi-use trails.

<u>Facility</u>	<u>Priority</u>
Paved multi-use trails	High
Small neighborhood parks	
Nature trails (paved and unpaved)	
Large community parks	
Outdoor swimming pools/water parks	
Outdoor amphitheaters	
Off-leash dog park	
Unpaved multi-use trails	
Community garden	Medium
Outdoor water splash pads	
Picnic areas/pavilions	
Outdoor tennis courts	
Playground equipment	
Indoor gymnasiums	
Outdoor basketball courts	
Disc golf course	
Outdoor fishing areas	Low
Soccer fields	
Campgrounds	
Skate park	
Baseball & softball fields	
Football & lacrosse fields	
Boardwalks	
Cricket fields	
Equestrian trails	

Trail and Bikeway Priority Rankings

This plan recommends approximately 124 miles of new trail and bikeway facilities in Flower Mound. To prioritize those projects over time, trail and bikeway segments were ranked based on criteria established and refined with the Steering Committee and Technical Working Group and based on public feedback. Once the criteria were set, each proposed trail and bikeway segment was scored based on the established criteria and given an overall score, which was then translated to high, medium, and low priorities. High priority corridors are projects for the first five years of plan implementation, medium priority is five to ten years, and low priority is beyond ten years. Additional priority considerations included addressing existing safety concerns and intersections and overall improvements to the trail user experience through trailheads, wayfinding, and other trail amenities. The prioritization of the trails, bikeways, and other trails are shown in **Figures 1.5 – Figure 1.7**.

Figure 1.5 Multi-Use Trail Prioritization

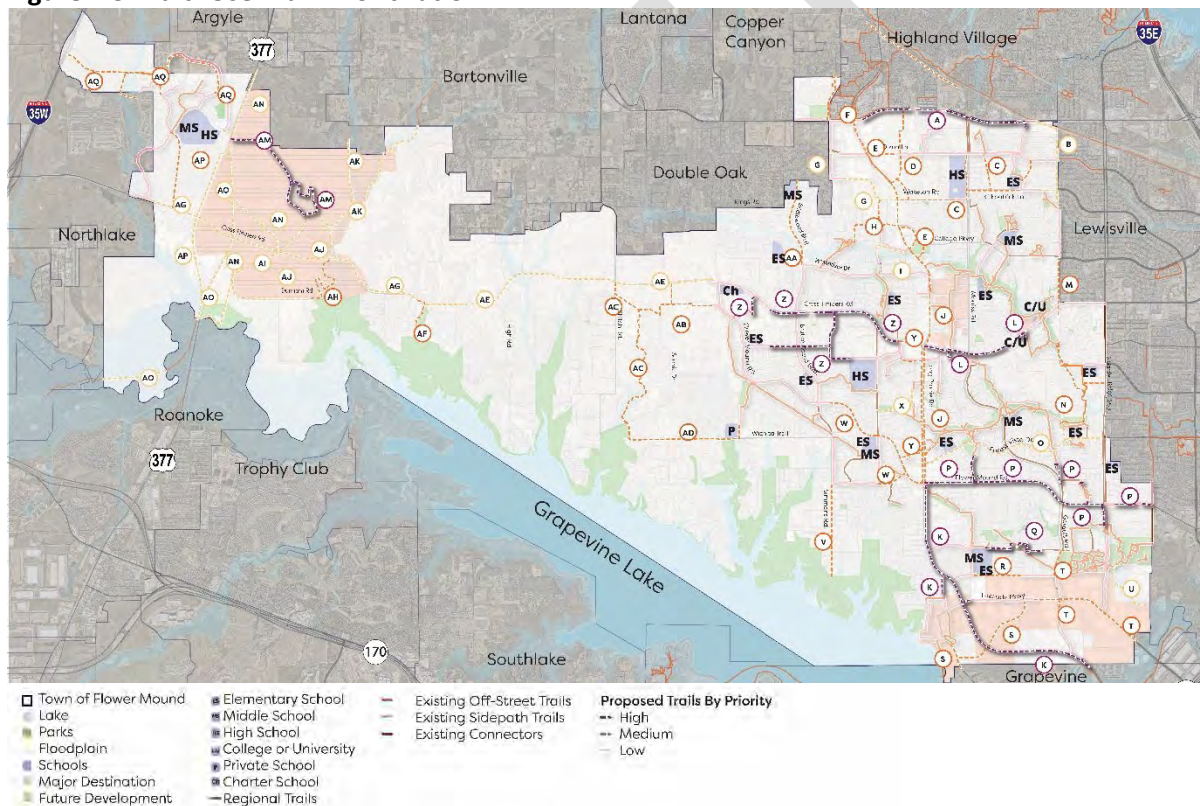


Figure 1.6 On-Street Bikeways Prioritization

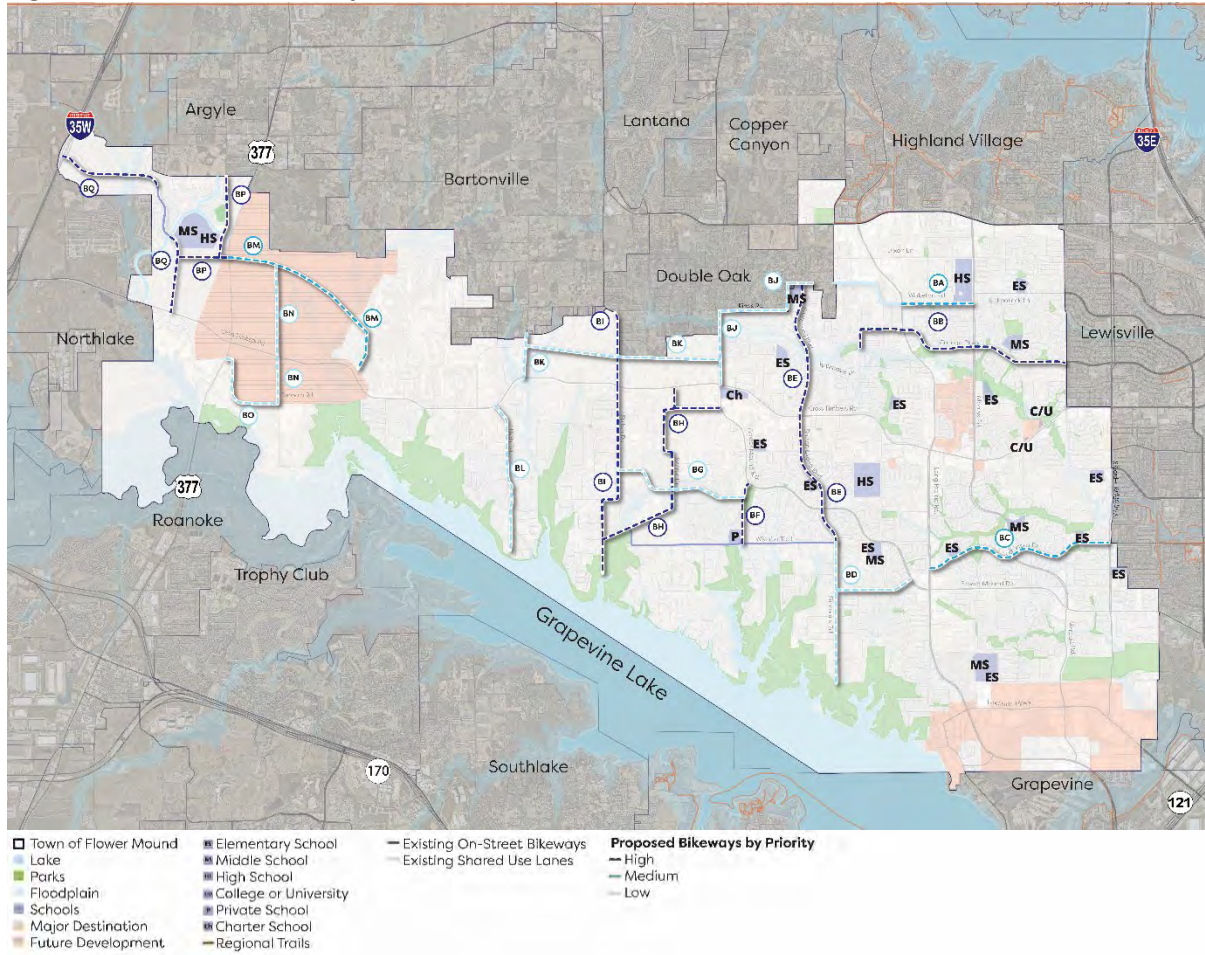
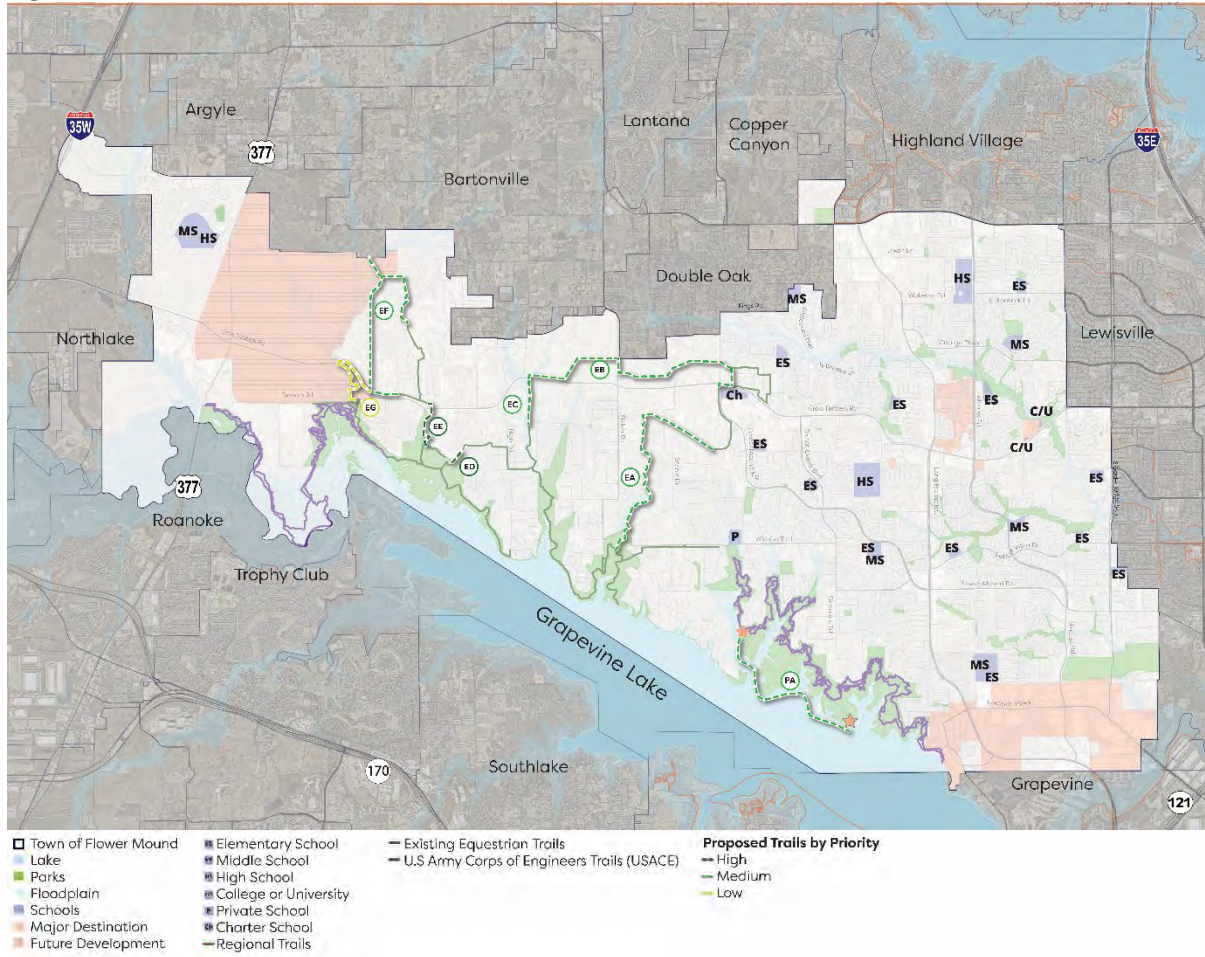


Figure 1.7 Other Trails Prioritization



Strategic Recommendations

The following Action Plan presents a summary of all major strategic recommendations.

Community Vision for Park Land and Trails Community Mandates	
Create great parks and trails that create a sense of place that makes living in Flower Mound the place to be.	
Strategy	Develop a network of parks, trails and open spaces that protect the natural areas in Flower Mound, connect to population centers that will support the needs of all residents through well designed parks and recreation amenities.
Strategy	Develop hard surface trails that create a network of accessibility and equity.
Strategy	Adopt Design Principles for each type of park (neighborhood, community, regional, special use, sports complex) to guide landscape architects and design architects to follow and for the operational staff to follow when the amenity or park is developed.
Strategy	Determine which parks are the Signature Parks that are defined as parks that frame the highest quality of land management maintenance and park related services that everyone in the community can identify with its purpose for recreation and in selling the quality of life aspects for living in Flower Mound.
Strategy	Ensure Healthy Biodiversity.
Strategy	Establish a lifecycle asset management plan for the Department.
Strategy	Update the Trails Master Plan to follow the Parks and Recreation Master Plan Update process to highlight updating existing trails, increasing access and connectivity but adding new trails to developing areas in the Town.
Strategy	Encourage trails to be funded and built in appropriate areas of the Town and to be maintained by private entities.

Community Vision for Facilities	
Create signature recreational facilities that support all ages and make living in Flower Mound the best place to live, work, and play.	
Strategy	Update the Community Activity Center to support a higher level of users to keep up with the demands of residents.
Strategy	Consider developing plans for a future recreation center on the west end of Flower Mound to support the resident's needs that exist today and in the future.
Strategy	Create recreation amenities desired by the community as it applies to the future approved level of service standards in the Master Plan.
Strategy	Consider program themes for park and facility updates to maximize use and value.
Strategy	Consider updating existing parks to maximize use for residents by increasing or improving basic amenities.

Community Vision for Programming	
Increase community participation in programs to 35%.	
Strategy	Refine core program services in Outdoor Adventure and Recreation, Wellness/Fitness, After School, Tennis, Arts and Teens.
Strategy	Track program lifecycles of programs and drop programs in their down cycle by adding new programs to take their place.
Strategy	Develop additional senior adult programs in Arts, Travel and Fitness, and Wellness
Strategy	Create additional marketing strategies to inform residents of the services being provided.
Strategy	Develop a yearly program plan specifically for the core program areas across the Town not just at the Community Activity Center and Senior Center.
Strategy	Create equitable partnerships across the system with sports and not-for-profit groups.
Strategy	Continue to grow the department's marketing and outreach to target current and potential users through additional mediums and Web 2.0 technology.
Strategy	Create a stronger volunteer system that builds advocacy and support for the park and recreation system.
Strategy	Continue to develop special events as a core service and economic tool for the Town.

Community Vision for Operations and Staffing	
Empower and prepare the Department.	
Strategy	Ensure job descriptions are reviewed and updated, and a complete salary assessment is done every five years to meet pay levels that keep salaries competitive.
Strategy	Institute demonstrated management practices and measure performance in parks and recreation services.
Strategy	Create a dedicated funding source to support operations and maintenance.
Strategy	Allow the Department to keep revenues earned to support operational costs.
Strategy	Develop earned income opportunities to support capital and operational needs.
Strategy	Seek to become 40% self-supporting from user fees, permits, reservations, earned income and effective partnerships.
Strategy	Develop a long term financial plan that is consistent with the goals of the Town and supports the initiatives and strategies reflected in the Master Plan to ensure long term sustainability.

The 2022 Trails and Bikeways Master Plan identified programs, policies, and initiatives to achieve the plan. Key recommendations of this plan were driven by the community's vision and identified goals.

Vision Statement: The Town of Flower Mound will have a connected, safe, and accessible system of trails and bikeways that promotes public health, economic development, and active transportation to improve overall quality of life for residents and visitors for generations to come.

Trails and Bikeways	
Connected Community – Create a complete trails and bikeways system that connects the community with active transportation options.	
Objective	Increase trail level of service.
Objective	Provide trail and bikeway connections to key destinations.
Objective	Fill in gaps in the existing trail system.

Trails and Bikeways	
Safe and Accessible System – Ensure the trails and bikeway system is safe, comfortable, and accessible for users of all ages and abilities	
Objective	Provide a variety of facility types appropriate for users of different abilities.

Objective	Improve overall safety and comfort of existing facilities.
Objective	Address areas identified as barriers within the existing trail system.

Trails and Bikeways	
User Friendly – Improve awareness, signage, and usability of the trails and bikeways system	
Objective	Increase awareness of the existing trail and bikeway system.
Objective	Create a consistent brand across the trails system so it is easily recognizable.
Objective	Install wayfinding signage to direct users to destinations along the trails.

Trails and Bikeways	
Unique System – Design and construct trails that support the health and wellness of the community and natural environment	
Objective	Provide trails through natural areas, parks, and open space.
Objective	Provide for interpretive signage and educational opportunities along trails.
Objective	Utilize an environmentally-friendly and context-sensitive approach to developing and maintaining trails.

Trails and Bikeways	
Partnerships – Leverage partnerships between the Town and the community, internal and external organizations, and outside agencies to achieve a connected trails and bikeways system	
Objective	Pursue joint projects with surrounding cities, the County, NCTCOG, TxDOT, TPWD, USACE, and utility providers.
Objective	Maintain relationships with user groups to solicit feedback on the trails and bikeways system.
Objective	Work with other departments to incorporate bicycle and pedestrian accommodations into ongoing or upcoming projects.

Trails and Bikeways	
Funding – Pursue a variety of funding sources for trails and bikeway development.	
Objective	Apply for grant funding to implement trail and bikeway projects.

Objective	Continue to work with developers to ensure trails and bikeways are included with new development.
Objective	Coordinate with user and volunteer groups to help fund improvements to trails and bikeways.

The Action Matrix can be used to develop and prioritize work plans. It can be used as a road map for continued improvements in the department. The key to success for the department is to continue to build on current success and address the major issues and recommendations in a systematic manner. This requires retaining what the department has achieved while adding programs, services, and facility improvements that will generate revenue, reduce operational expenditures, and enhance the experience for the users. In addition, focus needs to be placed on filling the off-peak times through effective pricing, and programming. The most important consideration is to keep the department fresh through programming and strategic improvements for the users and guests to ensure long-term success.

Capital Improvement Recommendations

This section of the plan reflects the capital improvement recommendations that are necessary to fulfill the facility needs of the community. In order to plan and prioritize investments, it is recommended that the Parks and Recreation Department applies specific guiding principles that balance the maintenance of current assets over the development of new facilities. The departmental investment framework is also utilized to determine and plan projects and make budget decisions that are sustainable over time. These criteria (e.g., safety compliance, commitment, efficiency, revenue) and priorities are also focused on maintaining the integrity of the current infrastructure and facilities before expanding and/or enhancing programs and facilities.

The community, through this planning process, has indicated strong support for this concept of prioritization. Even with the indications of a modest economic turnaround, funding is not sufficient to take care of all existing assets and build new facilities.

The result is the recommendation to develop a three-tier plan that acknowledges a stark fiscal reality, leading to the continuous rebalancing of priorities and their associated expenditures. Each tier reflects different assumptions about available resources.

- The **Critical Alternative** has plans for prioritized spending within existing budget targets. The intention of this alternative is to refocus and make the most of existing resources with the primary goal being for the department to maintain services. The actions associated with the Fiscally Constrained Alternative address deferred maintenance at existing facilities and is funded through existing tax dollars.
- The **Sustainable Alternative** describes the extra services or capital improvement that should be undertaken when additional funding is available. This includes strategically enhancing existing programs, beginning new alternative programs, adding new positions, or making other strategic changes that would require additional operational or capital funding. In

coordination with the Town Manager's Office and Town Council, the Parks and Recreation Department would evaluate and analyze potential sources of additional revenue, including but not limited to capital bond funding, partnerships, program income, grants, and existing or new taxes.

- The **Visionary Alternative** represents the complete set of services and facilities desired by the community. It is fiscally unconstrained but can help provide policy guidance by illustrating the ultimate goals of the community, and by providing a long-range look to address future needs and deficiencies. In this Master Plan, the Visionary Alternative addresses aging facilities to make improvements in operational effectiveness and the overall sustainability of the park and recreation system. Funding for visionary projects would be derived from partnerships, private investments and new tax dollars.

The following pages detail the recommended investments in the parks and recreation system for the three-tier spending plan.

Critical Capital Improvement Recommendations

This section outlines the projects that focus on the repair and lifecycle replacement of existing parks, facilities, and amenities.

CRITICAL PROJECTS (Repair Existing)				
Asset	Project Type	Brief Description	Estimated Total Project Cost	Years in which to be completed
Colony Park	Repair	Irrigation improvements and tree planting; Renovate basketball court; Trail improvements including backfill; Level practice infield and replace backstop	\$250,000	1-5
Culwell Park	Repair	Renovate/upgrade perimeter sidewalk	\$150,000	1-5
Gerault Park	Repair	Renovate/replace Pavilion w/4 picnic tables, electric outlets, barbeque grill, and trash receptacle; Playground replacement	\$450,000	1-5
Hideaway Park	Repair	ADA Accessibility	\$50,000	1-5
Parker Square Park	Repair	Lifecycle replacement of amenities	\$50,000	1-5
Peacock Park	Repair	Playground Replacement	\$250,000	1-5
Rustic Timbers Park	Repair	Creek bank stabilization; ADA improvements; Upgrade playground surfacing; consider relocating play area out of the floodplain	\$350,000	1-5
Shadow Ridge Park	Repair	ADA Accessibility improvement; backfill trail	\$75,000	1-5
Spring Lake Park	Repair	Drainage/Sidewalk improvements; Clear vegetation for casting area at pond	\$125,000	1-5
Staton Oak Park	Repair	Replace irrigation system	\$50,000	1-5
Tealwood Oaks Park	Repair	ADA accessibility especially in the southern portion of the park in the picnic area along the creek; upgrade bridges and all amenities	\$400,000	1-5
Wilkerson Park	Repair	Backfill trails; drainage improvements	\$50,000	1-5

Trails and Bikeways Plan High Priority Projects

High priority projects are those that are recommended to be completed in the first five years of plan adoption. These projects include longer routes through the Town, provide connections to destinations and surrounding communities, reduce gaps in the existing trails system, and address existing safety concerns.

Table 1.3 is the overall recommendation summary for the high priority trail and bikeway segments in Flower Mound. The table reflects the facility type, length, and the average estimated cost based on recent project bids and engineering standards. The last column for funding partnerships displays mechanisms that can assist in the development of each of the corridors. Figure 1.8 graphically depicts the priority corridors. Figure 1.9 graphically depicts where other projects should be considered in the near-term, including safety projects, enhancement of existing trailheads, and intersection evaluations.

Table 1.3 Trails and Bikeways High Priority Projects

Corridor ID*	Corridor	Facility Type	Approximate Length (miles)	Average Cost Estimate	Funding Partnerships and % Contribution
A	Justin Rd	Multi-Use (Sidepath)	1.7	\$2,764,000	Developer (10%), Town (70%), Grants (20%)
K	Long Prairie Rd	Multi-Use (Sidepath)	3.5	\$5,697,000	Developer (50%), Town (20%), Grants (30%)
L	Cross Timbers Rd	Multi-Use (Sidepath and Off-Street)	1.1	\$1,825,000	Developer (5%), Town (20%), Grants (75%)
P	Flower Mound Rd/Garden Ridge Blvd	Multi-Use (Sidepath)	3.2	\$5,170,000	Town (80%), Grants (20%)
Q	Shadow Ridge Park/Sweetwater Ln	Multi-Use (Off-Street)	0.8	\$1,256,000	Town (50%), Grants (50%)
Z	Cross Timbers Rd/Auburn Dr/Quail Rn/Peters Colony	Multi-Use (Sidepath)	3.0	\$4,838,000	Developer (30%), Town (20%), Grants (50%)
AM	Furst Ranch (Future Development)	Multi-Use (Off-Street)	2.2	\$3,647,000	Developer (100%)
Priority Trail Project Totals			15.5	\$25,197,000	
BB	College Pkwy	Bikeway (Shared-Use Lane)	2.6	\$193,000	Town (50%), Grants (50%)
BE	Bridlewood Blvd/Burton Orand Blvd	Bikeway (Shared-Use Lane)	3.0	\$226,000	Town (50%), Grants (50%)
BF	Skillern Rd	Bikeway (Shared-Use Lane)	0.7	\$50,000	Town (50%), Grants (50%)
BH	Scenic Dr	Bikeway (Bike Lane/Shared-Use Lane)	2.8	\$227,000	Town (50%), Grants (50%)
BI	Shiloh Rd	Bikeway (Bike Lane)	3.0	\$286,000	Town (50%), Grants (50%)
BP	Future Corridor/Stonecrest Dr	Bikeway (Shared-Use Lane/Bike Lane)	0.9	\$86,000	Developer (100%)
BQ	Denton Creek Blvd	Bikeway (Bike Lane)	1.7	\$164,000	Developer (100%)
ED	Hidden Brook Farm	Other (Equestrian)	0.2	\$100,000	Town (50%), Grants (50%)
EF	Cross Timbers	Other (Equestrian)	0.6	\$364,000	Developer (50%), Town (50%)
All Priority Project Totals			31.0	\$26,893,000	

Figure 1.8 Trail and Bikeway High-Priority Network Recommendations

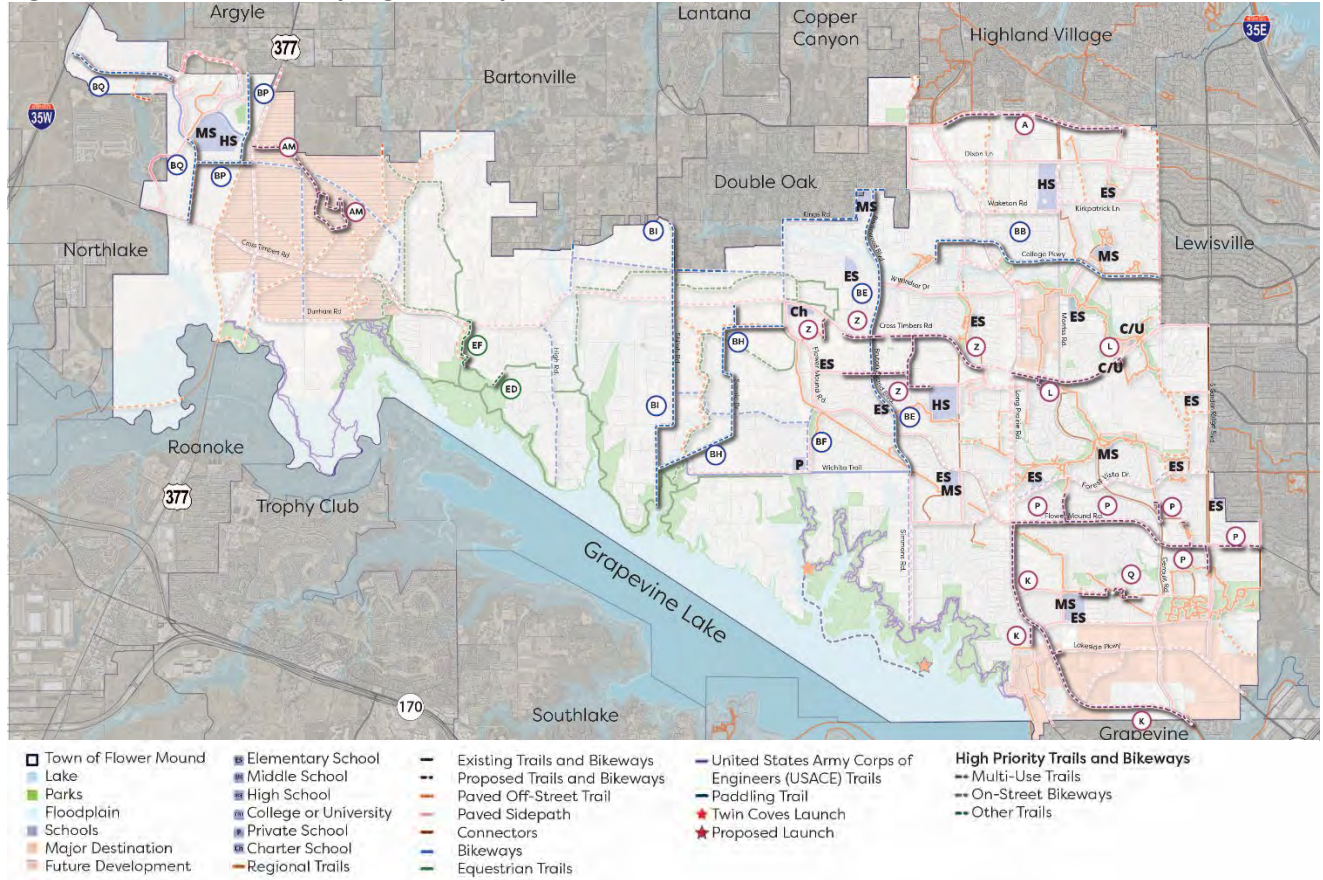
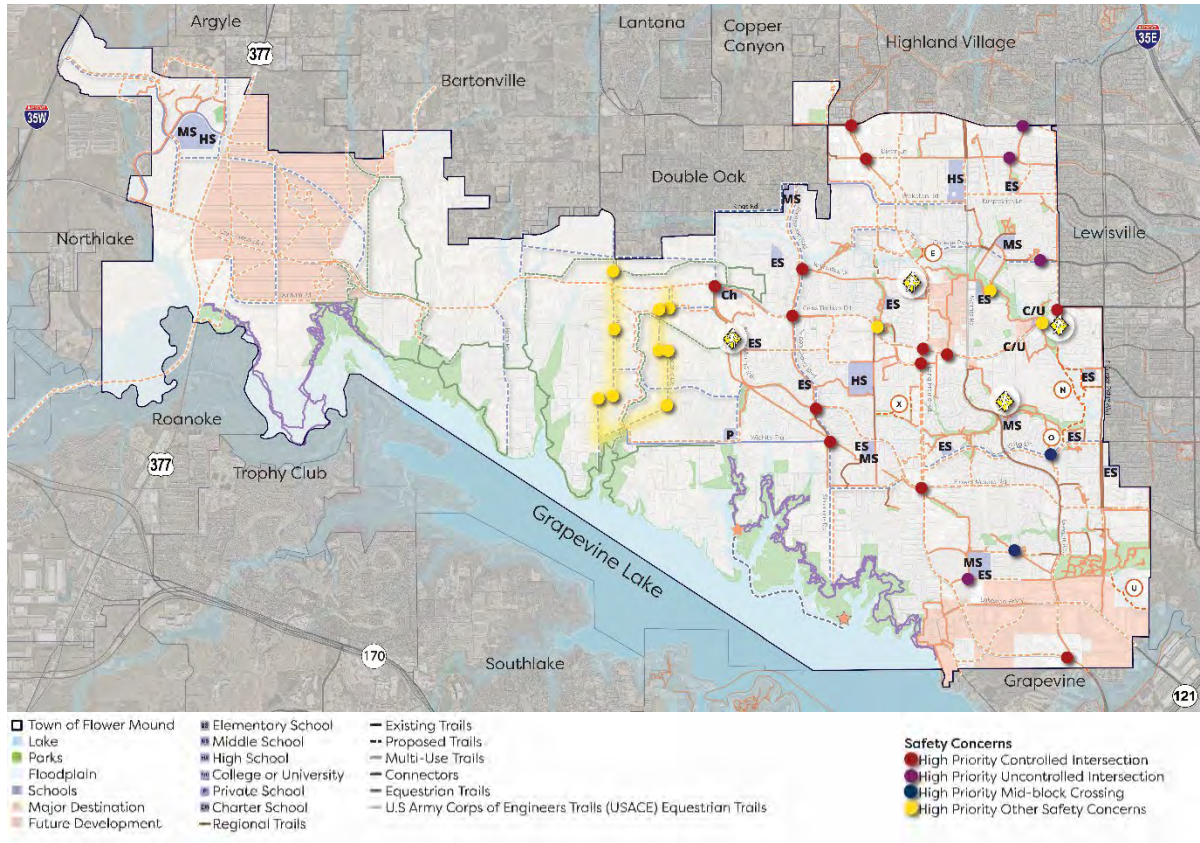


Figure 1.9 Other Trail and Bikeway Priority Recommendations



Sustainable Capital Improvement Recommendations

Options described in this section provide the extra services or capital improvement that could be undertaken when additional funding is available to meet need(s) with a focus on enhancements to existing facilities. The following provides a summary of the sustainable options recommended.

SUSTAINABLE PROJECTS (Upgrade and Renovations)				
Asset	Project Type	Brief Description	Estimated Total Project Cost	Years in which to be completed
Bakersfield Park	Upgrade	LED lighting upgrade; parking lot lighting improvements; multiple-purpose field lighting	\$3,000,000	1-10
Chinn Chapel Soccer Complex	Upgrade	LED lighting upgrade; LED parking lot lighting improvements; ADA, drainage, and fencing improvements	\$1,200,000	1-10
Community Activity Center	Upgrade	Expansion of Community Center	\$22,000,000	1-10
Dunham Ranch	Upgrade	Update Master Plan	\$150,000	1-10
Dixon Park	Upgrade	Add picnic pavilion with two picnic tables, grill and trash receptacle.	\$100,000	1-10
Forest Park	Upgrade	Add ADA compliant picnic station	\$25,000	1-10
Gaston Park	Upgrade	Master Plan	\$100,000	1-10
Gerault Park	Upgrade	LED lighting upgrade; Regrade the North and south fields	\$1,500,000	1-10
Green Acres Farm	Upgrade	Master Plan	\$100,000	1-10
Lawson Park	Upgrade	Wildflower improvements	\$25,000	1-10
Leonard & Helen Johns Park	Upgrade	Addition of restroom	\$250,000	1-10
Peacock Park	Upgrade	Boardwalk with Bioswale for environmental and wildlife education	\$100,000	1-10
Post Oak Park	Upgrade	Restroom, interpretive signage; wayfinding signage; trail improvements; remove stock pond; boardwalk improvements	\$700,000	1-10
Prairie Trail Park	Upgrade	Master Plan	\$60,000	1-10
Spring Lake Park	Upgrade	Adult Fitness Stations; site amenities; landscaping	\$150,000	1-10
Spring Meadow Park	Upgrade	Pavilion w/1 picnic table, grill, trash receptacle, loop trail	\$200,000	1-10
Tealwood Oaks Park	Upgrade	Add pavilion w/2 picnic tables, and grill; consider parking addition	\$400,000	1-10
Thrush Park	Upgrade	Master Plan	\$100,000	1-10
Tiger Field	Upgrade	Add restroom facility	\$250,000	1-10
Timber Creek Park	Upgrade	Additional picnic tables on concrete pads (ADA Accessibility)	\$100,000	1-10
Westchester Park	Upgrade	Install restrooms; provide ADA accessibility, improve parking lot, add splash pad, and backfill trails	\$750,000	1-10
West Windsor Park	Upgrade	Landscape Beautification	\$100,000	1-10
Wilkerson Park	Upgrade	LED light upgrade for ballfield; add landscaping and irrigation around parking lot	\$250,000	1-10

Visionary Capital Improvement Recommendations

Recommendations described in this section represent the complete set of services and facilities desired by the community. It is fiscally unconstrained but can help provide policy guidance by illustrating the ultimate goals of the community, and by providing a long-range look to address future

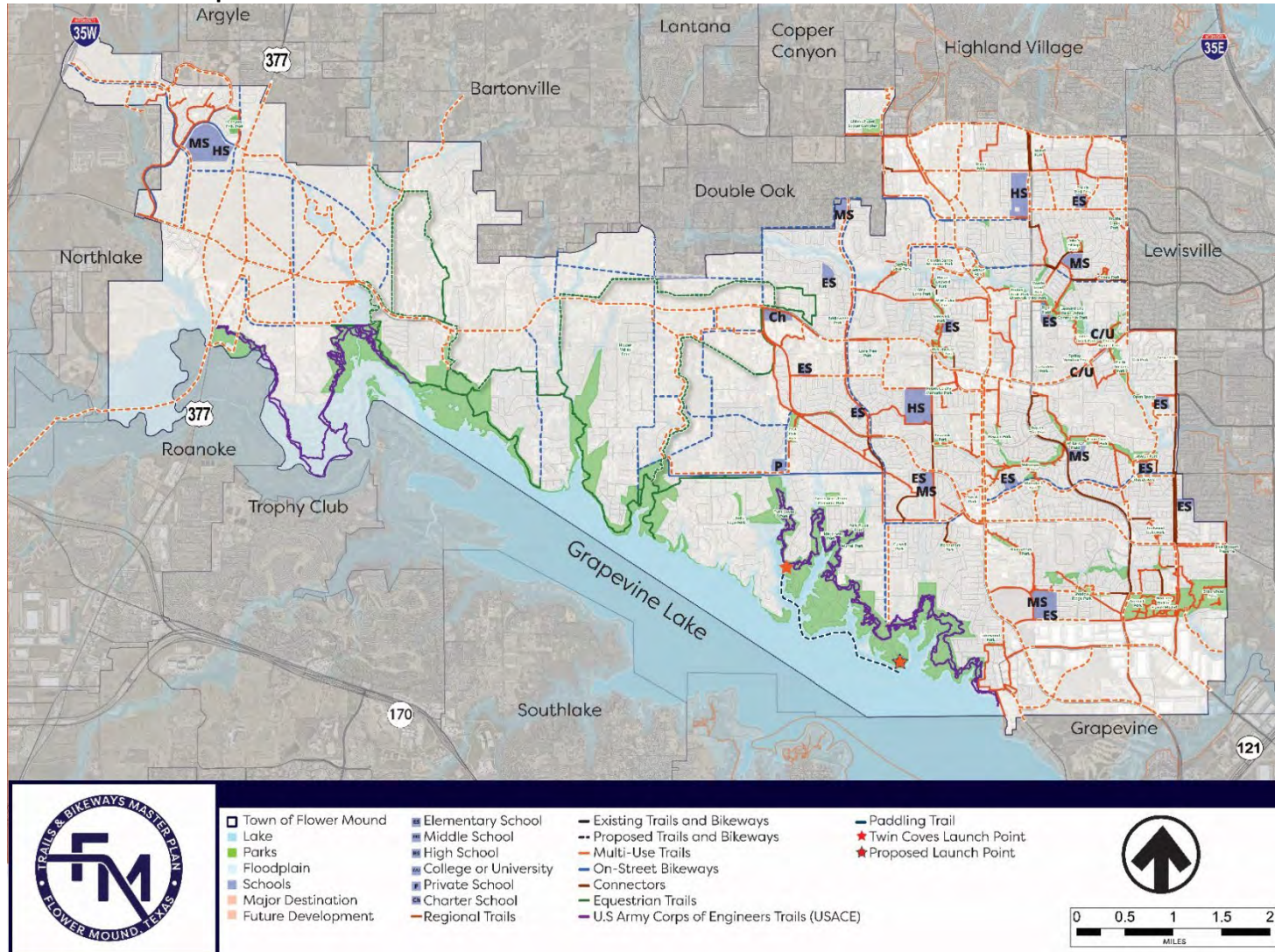
needs and deficiencies. The following new development and redevelopment projects have been identified as relevant to the interests and needs of the community and are relevant to the Town's focus because they feature a high probability of success.

VISIONARY PROJECTS (New, Significant Upgrades)				
Asset	Project Type	Brief Description	Estimated Total Project Cost	Years in which to be completed
Park Development	NEW	Dunham Ranch Recreational Area	\$12,000,000	1-10
Facility Development	NEW	Recreation Center - West Flower Mound	\$30,000,000	1-10
Facility Development	NEW	Tennis Center	\$13,000,000	1-10
Land Acquisition and Park Development	NEW	Neighborhood Parks - 43 acres	\$10,750,000	6-10
Land Acquisition and Park Development	NEW	Community Parks - 63 acres	\$15,750,000	6-10
Land Acquisition and Park Development	NEW	Regional Parks - 52 acres	\$13,000,000	6-10
TOTAL			\$94,500,000	

Updating the Parks and Trails Plan

Master planning should be viewed as a continuing process rather than the result of a study undertaken at a particular time. This master plan will be adopted by Town Council in July of 2022, but it will need to be reviewed and updated to reflect changes in available resources, the changing needs and desires of Flower Mound's residents, unexpected challenges and opportunities, and the Town's changing population and demographics. This plan has been prepared in compliance with the guidelines for park and recreation system master plans established by Texas Parks and Wildlife (TP&W). TP&W requires that plans be updated every five years to remain eligible for grant funding as well as reflect the changes in a growing community. A new plan is required every 10 years to remain eligible for grant funding.

Parks and Trails Map





ACKNOWLEDGMENTS

The following individuals are recognized for their significant contributions to the preparation of the Town of Flower Mound Trails and Bikeways Master Plan.

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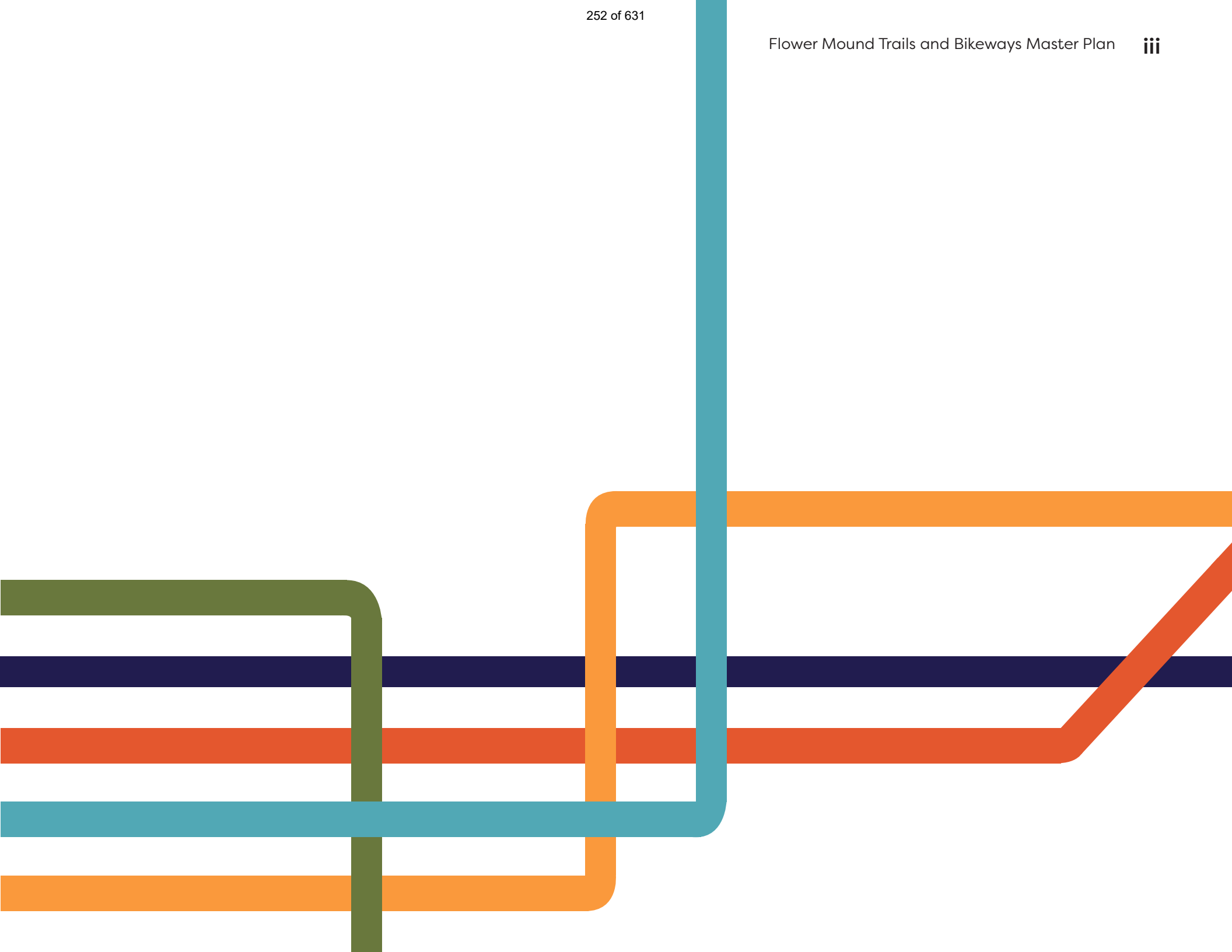


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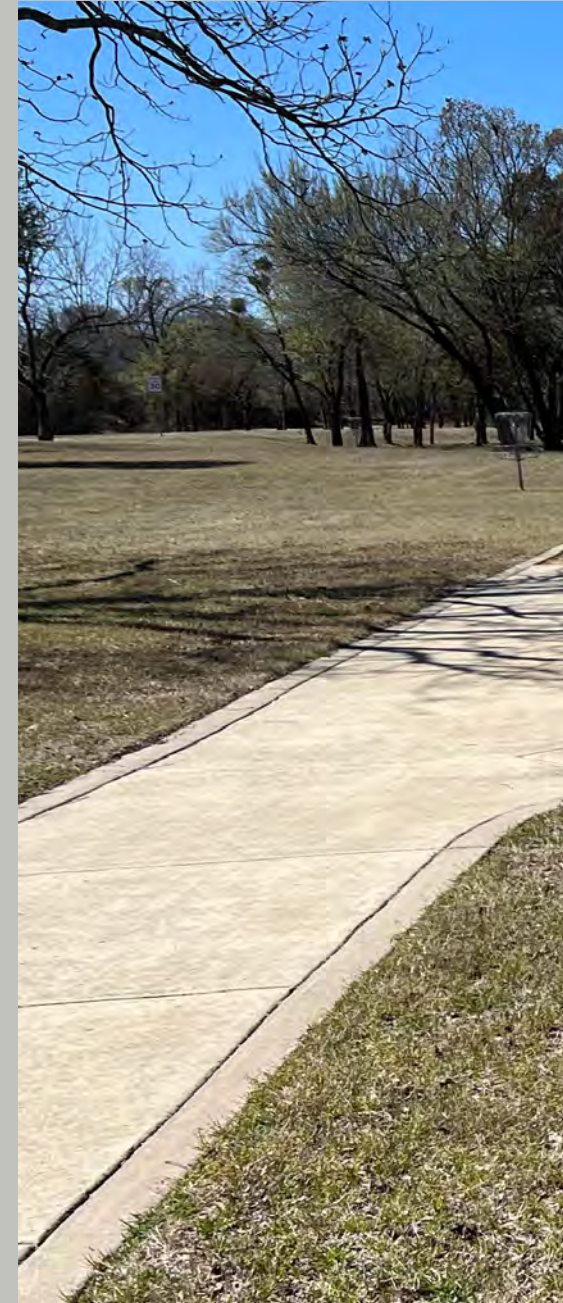
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LIST OF ACRONYMS

AASHTO: American Association of State Highway Transportation Officials
ACS: American Community Survey
ADA: Americans with Disabilities Act
ADAAG: Americans with Disabilities Act Accessibility Guidelines
CRIS: Crash Record Information System
CTETA: Cross Timbers Equestrian Trail Association
DFW: Dallas-Fort Worth
DORBA: Dallas Off-Road Bicycle Association
ESRI: Environmental Systems Research Institute
ISD: Independent School District
ITE: Institute of Transportation Engineers
LOS: Level of Service
NACTO: National Association of City Transportation Officials
NCTCOG: North Central Texas Council of Governments
PRMP: Parks and Recreation Master Plan
PROWAG: Public Rights-of-Way Accessibility Guidelines
ROW: Right-of-Way
RRFB: Rectangular Rapid Flashing Beacons
TAS: Texas Accessibility Standards
TMUTCD: Texas Manual on Uniform Traffic Control Devices
TTI: Texas Transportation Institute
TxDOT: Texas Department of Transportation
USACE: U.S. Army Corps of Engineers

Introduction
Plan Vision
Existing System Overview
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Recommended Network
Plan Prioritization



EXECUTIVE SUMMARY



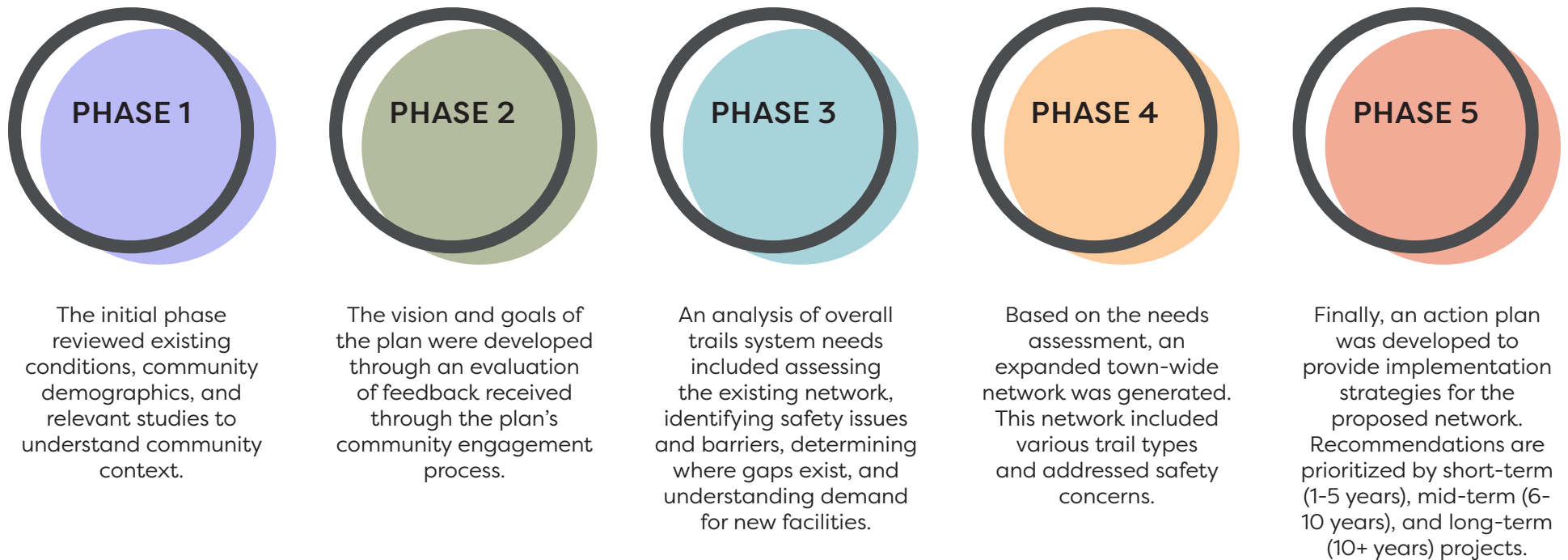
INTRODUCTION

The purpose of the Town of Flower Mound Trails and Bikeways Master Plan is to guide the development of the trails and bikeways network, provide design guidelines, and produce implementation strategies to create a complete system throughout the Town of Flower Mound. This active transportation and recreation system aims to increase accessibility for users to key destinations within Flower Mound and leverage key regional connections to adjacent communities. This plan will augment previous planning efforts to create a more complete community and provide active and healthy lifestyle opportunities.

PLANNING PROCESS

The development of the Town of Flower Mound Trails and Bikeways Master Plan spanned approximately 17 months, starting in February 2021 and concluding in July 2022. Throughout this process, Town staff, a designated steering committee, stakeholders, elected/appointed officials, and residents were engaged to guide the master plan recommendations. The resulting community-driven vision forms the foundation for trails and bikeways in Flower Mound for the next decade.

Plan development was spread over five distinct but iterative phases.



PLAN VISION

The planning process included a series of meetings with key town stakeholders and the public. During those meetings, attendees were asked how they envision walking, bicycling, riding, and paddling in Flower Mound in the future. Input from these meetings and interviews helped shape the vision and goals for the Town of Flower Mound Trails and Bikeways Master Plan.

KEY TAKEAWAYS FROM COMMUNITY ENGAGEMENT:

- The current system is incomplete, with numerous gaps and trails ending without warning.
- The trail system would be improved with branding, wayfinding, and trailheads.
- Safety along the trails should be prioritized, including enhanced roadway crossings at intersections and mid-block.
- Improved amenities, such as benches, shade, and waste receptacles along the trails system will improve the user experience.
- Provide a wider variety of on-street facilities and off-street trails to create a dynamic system, including multi-use, equestrian, and paddling trails.
- Residents want more east/west connections through the Town.
- Additional connections to the USACE trails were desired.
- Equestrian loops should be completed in the Town for the best rider experience.

VISION STATEMENT:

The Town of Flower Mound will have a connected, safe, and accessible system of trails and bikeways that promotes public health, economic impact, and active transportation to improve overall quality of life for residents and visitors for generations to come.

PLAN GOALS

GOAL 1: CONNECTED COMMUNITY

Create a complete trails and bikeways system that connects the community with active transportation options.

GOAL 2: SAFE AND ACCESSIBLE SYSTEM

Ensure the trails and bikeways system is safe, comfortable, and accessible for users of all abilities and ages.

GOAL 3: USER FRIENDLY

Improve awareness, signage, and usability of the trails and bikeways system.

GOAL 4: UNIQUE SYSTEM

Design and construct trails that support the health and wellness of the community and natural environment.

GOAL 5: PARTNERSHIPS

Leverage partnerships between the Town and the community, internal and external organizations, and outside agencies to achieve a connected trails and bikeways system.

GOAL 6: FUNDING

Pursue a variety of funding sources for trails and bikeways development.

EXISTING SYSTEM OVERVIEW

The Flower Mound trails system has diverse offerings for its residents and visitors from across the region and beyond. These trails aim to connect residential neighborhoods to schools, parks, and commercial centers and to expand mobility for its residents. Flower Mound has a unique natural landscape that adds to the overall experience of trail users. The existing system includes Town Trails, Other Trails, and On-Street Bikeways.

Town Trails:

There are 65.5 miles of 8' or wider paved Town trails. Town trails include multi-use trails (sidepaths adjacent to a roadway or off-street trails), soft surface trails, and equestrian trails maintained by the Town. There are 14.6 miles of Town maintained equestrian trails.



Other Trails:

There are 34.5 miles of trails owned and maintained by other entities within Flower Mound that include soft-surface hike and bike trails as well as some equestrian trails. These trails are located on U.S. Army Corps of Engineers property along Lake Grapevine.



On-Street Bikeways:

There are 6.3 miles of on-street bikeways that include shared-use markings and bike lane designations.



NEEDS ASSESSMENT FINDINGS

The needs assessment included a review of benchmark communities, existing conditions for the trails, community needs, and a feasibility review of proposed corridors.

The assessment of Flower Mound's multi-use trails considered surface conditions, clearance, grades and slopes, street intersections/trail crossings, constructed trailway features, safety/security, signage and wayfinding, and trailheads. The major takeaways from the evaluation found that: wayfinding and directional signage needs to be improved, roadway crossings need to be evaluated for safety enhancements, that some pathways classified as trails are less than 8', and that trailway gaps should be closed to improve connectivity.

When assessing on-street bikeways the following metrics were considered: speed limit, traffic volumes, thoroughfare classification, number of lanes and right-of-way. The goal of recommending new bikeway designations is to provide safe on-street bicycle routes throughout Flower Mound that increase connectivity between neighborhoods and to regional destinations.

A feasibility study of proposed corridors reviewed rights-of-way, environmental features, the built environment, location of utilities, and similar elements which impact the feasibility of constructing a trail or bikeway.

The needs assessment informed the overall system recommendations. This system will connect residents to destinations and the greater DFW region, improve safety, and increase access to trails and bikeways by improving connections to neighborhoods and filling in gaps.



WHITE LAZY DAISY TRAIL

RECOMMENDED NETWORK

The recommended network includes a variety of facility types. The key components of this network leverage connections to major destinations and the greater DFW region, reduce existing gaps, provide longer continuous routes, and improve safety. Cumulatively, Flower Mound's recommended network would include approximately 125 miles of new trails and bikeways. This plan does not recommend additional Town maintained soft surface trails or other soft surface trails. Town maintained soft surface trails will be strategically located subject to Town discretion in the future due to maintenance cost. **Figure 4.2** on page 80 represents the overall combined recommendations map.



BLUEBONNET TRAIL WITHIN POST OAK PARK



PAVED MULTI-USE TRAILS*

Existing: 65.3 miles
Proposed: 74.8 miles
Total: 140.1 miles



SOFT SURFACE TRAILS**

Existing: 0.1 miles
Proposed: 0 miles
Total: 0.1 miles



EQUESTRIAN TRAILS**

Existing: 14.5 miles
Proposed: 10.8 miles
Total: 25.3 miles



BIKE LANES

Existing: 5.0 miles
Proposed: 19.3 miles
Total: 24.3 miles



SHARED-USE LANES

Existing: 1.4 miles
Proposed: 13.9 miles
Total: 15.3 miles



PADDLING TRAILS

Existing: 0 miles
Proposed: 1.9 miles
Total: 1.9 miles

*Includes both sidepaths adjacent to a roadway and off-street trails.

**Does not include the soft surface or equestrian trails located on USACE property and maintained by other entities.

PLAN PRIORITIZATION

Implementation of this plan's recommendations will take time, funding, and coordination amongst various partners. This plan recommends around 125 miles of new trail and bikeway facilities. To prioritize those projects over time trail segments were ranked based on criteria established and refined with the Steering Committee and Technical Working Group. Once the criteria were set, each proposed trail and bikeway segment was scored based on the established criteria and given an overall score, which was then translated to high, medium, and low priorities. High priority corridors are projects intended to be initiated in the first five years of plan implementation, medium priority is five to ten years, and low priority is beyond ten years. Specific criteria were used to rank multi-use trails and bikeways respectively.

PRIORITY PROJECTS

The priority projects identified provide long routes for residents to travel both on- and off-street. The priority network includes over 35 miles of trails and bikeways to be implemented over the next five years. Many of the priority projects can be achieved via competitive grant processes. Additionally, the trail segments can be divided into smaller projects to initially fill gaps while pursuing other funding sources such as bond projects and roadway reconstruction funds.

Other priority projects include addressing existing safety issues, improving amenities and trailheads, analyzing existing roadway crossings, and providing trails off-street to access schools and parks.

Based on the final priority for all the facility types, 44 percent of the high priority projects are Town multi-use trails, 44 percent are bikeways, and 12 percent are equestrian trails. All high priority projects are combined into a single system-wide prioritization table (page xviii) and map (page xix). The figure on page xix represents the overall recommendation summary for the high priority trail segments in Flower Mound. The table on page xvii reflects the facility type, length, and the average estimated cost. The last column for funding partnerships displays mechanisms that can assist in the development of each of the corridors.

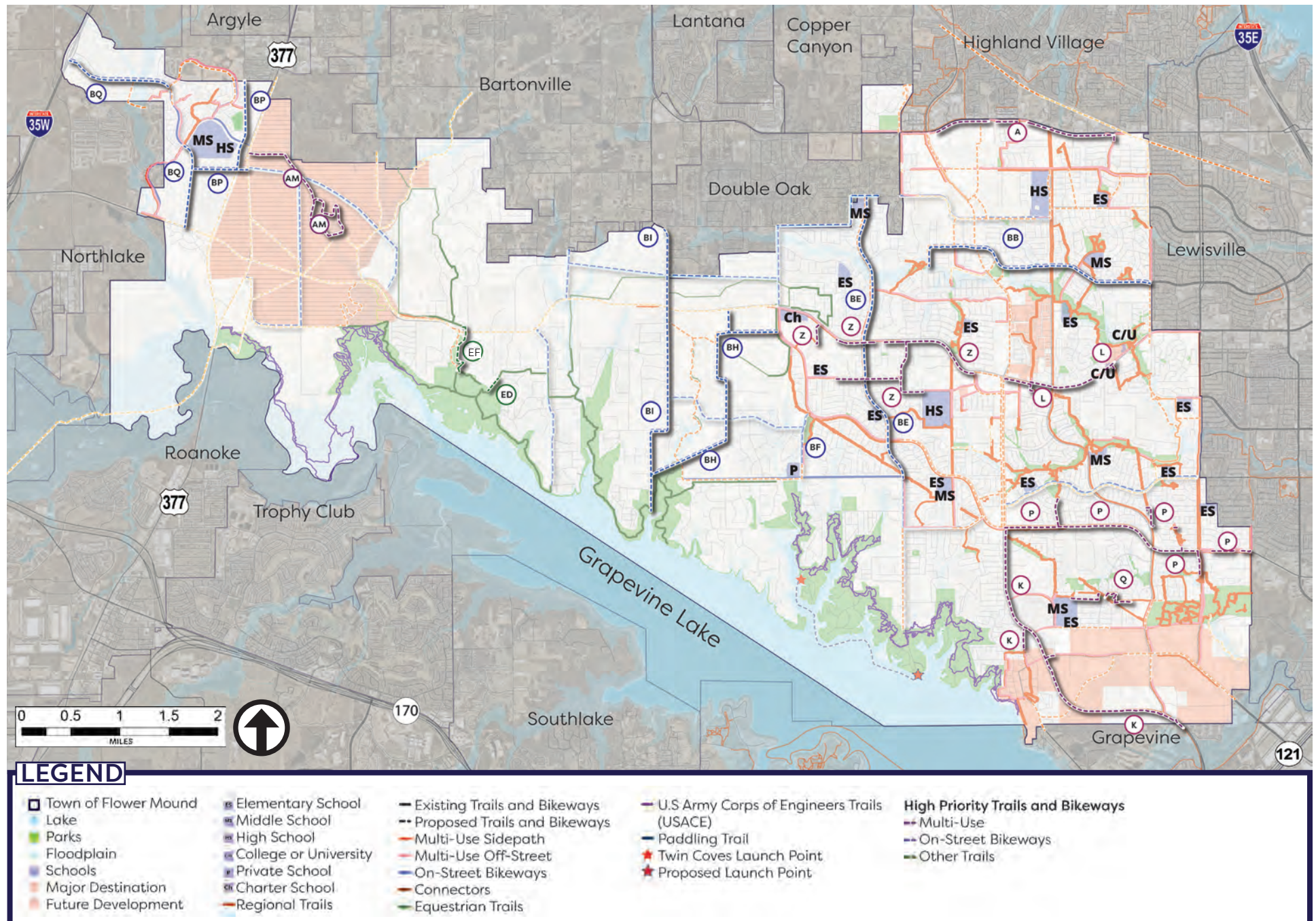


xviii Flower Mound Trails and Bikeways Master Plan

TABLE ES.1: HIGH PRIORITY PROJECT RECOMMENDATIONS SUMMARY

Corridor ID	Corridor	Facility Type	Approximate Length (miles)	Average Cost Estimate	Funding Partnerships
A	Justin Rd	Multi-Use (Sidepath)	1.7	\$2,764,000	Developer (10%), Town (70%), Grants (20%)
K	Long Prairie Rd	Multi-Use (Sidepath)	3.5	\$5,697,000	Developer (50%) , Town (20%), Grants (30%)
L	Cross Timbers Rd	Multi-Use (Sidepath and Off-Street)	1.1	\$1,825,000	Developer (5%), Town (20%), Grants (75%)
P	Flower Mound Rd/Garden Ridge Blvd	Multi-Use (Sidepath)	3.2	\$5,170,000	Town (80%), Grants (20%)
Q	Shadow Ridge Park/Sweetwater Ln	Multi-Use (Off-Street)	0.8	\$1,256,000	Town (50%), Grants (50%)
Z	Cross Timbers Rd/Auburn Dr/Quail Rn/Peters Colony	Multi-Use (Sidepath)	3.0	\$4,838,000	Developer (30%), Town (20%), Grants (50%)
AM	Furst Ranch (Future Development)	Multi-Use (Off-Street)	2.2	\$3,647,000	Developer (100%)
BB	College Pkwy	Bikeway (Shared-Use Lane)	2.6	\$193,000	Town (50%), Grants (50%)
BE	Bridlewood Blvd/Burton Orand Blvd	Bikeway (Shared-Use Lane)	3.0	\$226,000	Town (50%), Grants (50%)
BF	Skilern Rd	Bikeway (Shared-Use Lane)	0.7	\$50,000	Town (50%), Grants (50%)
BH	Scenic Dr	Bikeway (Bike Lane/Shared-Use Lane)	2.8	\$227,000	Town (50%), Grants (50%)
BI	Shiloh Rd	Bikeway (Bike Lane)	3.0	\$286,000	Town (50%), Grants (50%)
BP	Future Corridor/Stonecrest Dr	Bikeway (Shared-Use Lane/ Bike Lane)	0.9	\$86,000	Developer (100%)
BQ	Denton Creek Blvd	Bikeway (Bike Lane)	1.7	\$164,000	Developer (100%)
ED	Hidden Brook Farm	Other (Equestrian)	0.2	\$100,000	Town (50%), Grants (50%)
EF	Cross Timbers	Other (Equestrian)	0.6	\$364,000	Town (50%), Grants (50%)
Priority Project Totals			31.0	\$26,893,000	

Notes: See Chapter 6 for a discussion of all recommended projects. Average Cost Estimates represent a planning level cost estimate and will likely change as additional design and engineering occurs.

FIGURE ES.1: PRIORITY TRAILS & BIKEWAY RECOMMENDATIONS

Introduction
Plan Purpose
Benefits of Active Transportation
Planning Process
Plan Structure
Vision & Goals



01 INTRODUCTION





INTRODUCTION

The Town of Flower Mound Trails and Bikeways Master Plan serves as a blueprint for the future implementation of trail facilities and on-street bikeways throughout the town. The facilities recommended in this plan provide safe routes for cycling, walking, running, hiking, paddling, and horseback riding.

BACKGROUND

The Town of Flower Mound is located in Denton County and Tarrant County. The Town lies on the northern shore of Lake Grapevine, approximately 23 miles northwest of Dallas and 23 miles northeast of Fort Worth. With its proximity to the Dallas-Fort Worth Airport, major employers and entertainment opportunities, a unique and cultivated environment, great schools, and high-quality public facilities, Flower Mound has become a desirable place to live in the Dallas-Fort Worth (DFW) Metroplex. The Town's population has grown 20 percent in the last 10 years and is projected to roughly double in size to 109,554 residents by 2038¹. While the eastern side of the town is primarily built out, there is an abundant amount of open space and vacant land in the western portion of Flower Mound. As the town continues to grow, the demand for a high-quality trails and bikeways system will continue to increase for both recreation and commuting purposes.

In 2017, the Town of Flower Mound updated their parks and recreation master plan. While this plan addressed trails, it did not provide the detailed guidance and implementation necessary to create a comprehensive system. The Town's intent was to later develop a trails and bikeways master plan to better assess the community's trail system needs today and in the future.

The trails and bikeways in Flower Mound today include a variety of branded trails named after wildflowers on the eastern side of town and soft surface trails used by hikers, mountain bikers, and equestrian users around Grapevine Lake. While these are great amenities and provide residents and visitors with active recreation opportunities, overall the trails are not well-connected and lack wayfinding. This plan identifies key opportunities to expand and enhance the trails and bikeways system to connect residents to schools, parks, neighborhoods, entertainment centers, and adjacent communities.

¹ Source: Town of Flower Mound Planning Department

PLAN PURPOSE

The purpose of the Trails and Bikeways Master Plan is to guide the development of network recommendations, provide design guidelines, and create an implementation plan for a system of safe and accessible off-street trails and on-street bikeways that will connect users within Flower Mound and to adjacent communities. This plan will augment previous planning efforts to provide active and healthy lifestyle opportunities.

A key component of the Trails and Bikeways Master Plan is a needs assessment which determines the existing conditions of the trail system, compares it to similar communities, and explores opportunities to enhance the network. A corresponding implementation plan provides a guide for trail and bikeway development and design through the next decade and beyond.

KEY OBJECTIVES OF THIS PLAN:

- Create a *vision* for the trails and bikeways system based on a robust public engagement process;
- Conduct a *needs assessment* to determine how Flower Mound aligns with benchmark communities and where trails and bikeways are needed;
- Identify a *comprehensive and connected network* of trails and bikeways to be implemented over the next 10+ years;
- Provide *design standards and policy recommendations* for the system; and
- Provide guidance necessary to *implement the plan* in short, mid, and long-range targets.

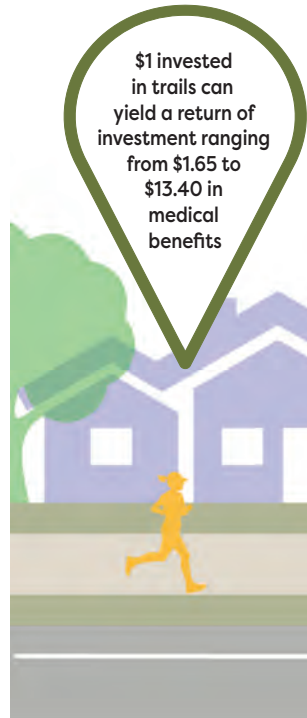


BENEFITS OF ACTIVE TRANSPORTATION

The benefits of active transportation are well documented and include: healthier lifestyles, economic benefits, social benefits, and safer spaces.

HEALTH BENEFITS

\$1 invested in trails can yield a return of investment ranging from \$1.65 to \$13.40 in medical benefits



Source: <https://www.saferoutespartnership.org/healthy-communities/101/facts>

ECONOMIC BENEFITS

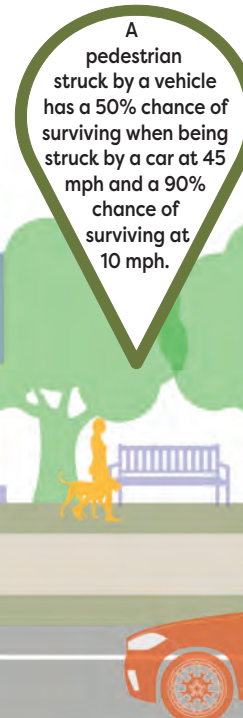
Estimated Costs:
Walking = \$0.02 per mile
Biking = \$0.05 per mile
Driving = \$1.22 per mile



Source: Active Transportation and Health Economic Impact Study, Southern California Association of Governments

SOCIAL BENEFITS

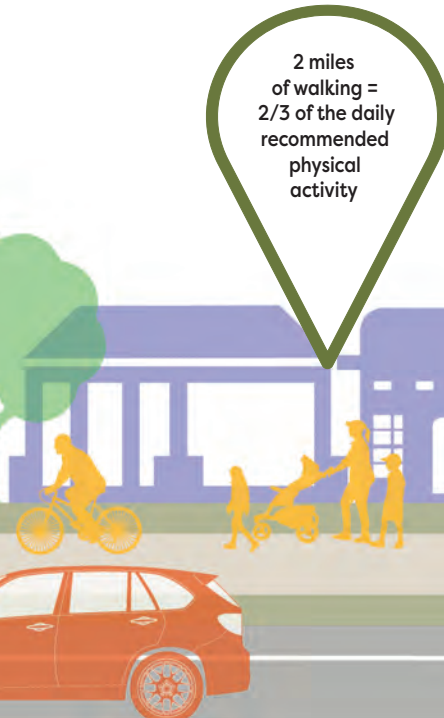
A pedestrian struck by a vehicle has a 50% chance of surviving when being struck by a car at 45 mph and a 90% chance of surviving at 10 mph.



Source: "Impact Speed and a Pedestrian's Risk of Severe Injury or Death," Brian Teft, September 2011, <http://aaaafoundation.org/wp-content/ds/2018/02/2011PedestrianRiskVsSpeedReport.pdf>

SAFETY BENEFITS

2 miles of walking = 2/3 of the daily recommended physical activity



Source: <https://www.saferoutespartnership.org/>

By providing a safe and connected trails and bikeways system, walking and biking becomes more convenient. It is easier to incorporate physical activity into daily life when there is an accessible system. Active transportation can help combat obesity, improve mental health, and improve moods.

Proximity to parks and trails can have a positive impact on property values. There has been an increased demand for walkable places in Flower Mound, as illustrated in the Town Plan. Walking and biking can reduce costs associated with vehicle ownership, like routine maintenance, gas, and wear and tear on tires.

Trails and bikeways can connect residents to neighborhoods, parks, schools, entertainment areas, and surrounding communities. By activating the public realm, you can create social spaces that encourage interaction, and increase safety along corridors. Trails and bikeways provide safe, equitable transportation options.

Roadways can be designed to be safer for all roadway users. Improvements include reduction in the number or width of travel lanes, widths, and speeds as well as intersection and mid-block crossing improvements. This can lead to less severe crashes, increased comfort, and usability of the roadway system for all users.

PLANNING PROCESS

The development of this plan spanned approximately 17 months, starting in February 2021 and concluding in July 2022. Throughout this process, Town staff, a designated steering committee, stakeholders, elected/appointed officials, and citizens were engaged to guide the master plan recommendations. The resulting community-driven vision forms the foundation for the future of trails and bikeways in Flower Mound for the next decade.

Phase 1: Community Understanding

The first step in any planning process is understanding the existing trails and bikeways system in the Town. This includes assessing the trails system, identifying strengths and opportunities, as well as gaining an understanding of the current population and relevant studies that may impact the Trails and Bikeways Master Plan.

Phase 2: Community Visioning

Engaging the community for their vision to create the overall system helps to create the vision and goals for plan. Engagement opportunities included virtual engagement rooms, public open houses, an online survey, interactive maps, and pop-up tents at community events.

Phase 3: Needs Assessment

An analysis of the needs and overall trails system compared to national best practices helps to identify recommendations for the proposed trails and bikeways network. This includes assessing the existing network, identifying safety issues and barriers, determining where gaps may exist, and assessing demand for new facilities.

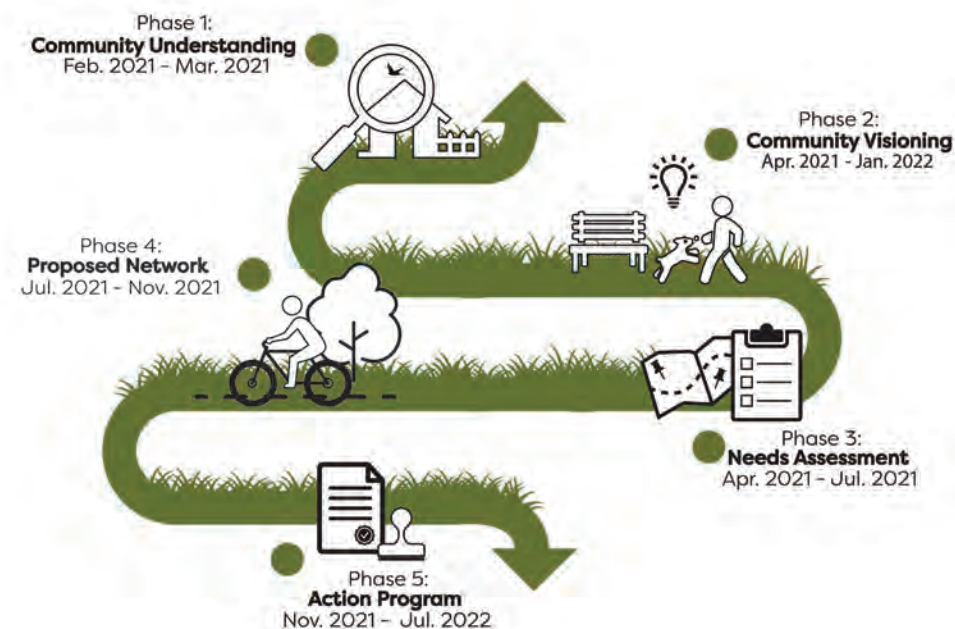
Phase 4: Proposed Network

Based on the needs assessment, a proposed network was created. The proposed network includes a variety of facility types, guidance on facility design standards, and policies related to bikeway and trail development.

Phase 5: Action Program

Finally, an action plan was developed to provide implementation strategies to create the proposed network. Recommendations for implementation are prioritized by short-term (1-5 years), mid-term (6-10 years), and long-term (10+ years) priorities.

FIGURE 1.1: PLANNING PROCESS



PUBLIC VISIONING EXERCISES

PLAN STRUCTURE

The Flower Mound Trails and Bikeways Master Plan is separated into seven chapters.

01

Introduction – Describes the plan purpose and background and provides the plan's vision and goals.

02

Community Context – Provides an overview of the Town of Flower Mound, including demographics, relevant plans and studies, and the existing trails and bikeways system.

03

Trails & Bikeways System Needs – Documents the analysis undertaken which determines the needs for additional trails and bikeways by determining the current level of service, community needs, and barriers and opportunities for the system.

04

Trails & Bikeways System Network – Creates a proposed network and facility hierarchy to connect neighborhoods to key destinations and to surrounding communities.

05

Trails & Bikeways Design Standards – Provides design guidelines for the creation of trail and bikeway facilities, roadway crossing safety, trailheads and amenities, signage/wayfinding, maintenance, and a framework for a branding system.

06

Implementation – Prioritizes projects and provides implementation strategies for short and long-term improvements. This chapter identifies policy recommendations, potential projects, and potential funding mechanisms and partnerships to develop the system.

07

Appendix – Provides additional data, graphics, and resources to support the Trails and Bikeways Master Plan.

VISION AND GOALS

Visioning was a substantial and important part of the public engagement process. In the first phase of the project, the Town hosted a variety of public engagement meetings with key stakeholders and the general public. During those meetings, attendees were asked how they envision walking, cycling, riding, and paddling in Flower Mound in the future. Input from the engagement helped shape the vision and goals for the Town of Flower Mound Trails and Bikeways Master Plan.

PLAN VISION

The Town of Flower Mound will have a connected, safe, and accessible system of trails and bikeways that promotes public health, economic development, and active transportation to improve overall quality of life for residents and visitors for generations to come.

GOAL 1: CONNECTED COMMUNITY

Create a complete trails and bikeways system that connects the community with active transportation options.

Objective 1.1: Increase trail level of service.

Objective 1.2: Provide trail and bikeway connections to key destinations.

Objective 1.3: Fill in gaps in the existing trail system.



**PUBLIC VISIONING EXERCISES:
FLOWER MOUND ARTS FESTIVAL**

9 Flower Mound Trails and Bikeways Master Plan

GOAL 2: SAFE AND ACCESSIBLE SYSTEM

Ensure the trails and bikeway system is safe, comfortable, and accessible for users of all abilities and ages.

Objective 2.1: Provide a variety of facility types appropriate for users of different abilities.

Objective 2.2: Improve overall safety and comfort of existing facilities.

Objective 2.3: Address areas identified as barriers within the existing trail system.

GOAL 3: USER FRIENDLY

Improve awareness, signage, and usability of the trails and bikeways system.

Objective 3.1: Increase awareness of the existing trail and bikeway system.

Objective 3.2: Create a consistent brand across the trails system so it is easily recognizable.

Objective 3.3: Install wayfinding signage to direct users to destinations along the trails.

GOAL 4: UNIQUE SYSTEM

Design and construct trails that support the health and wellness of the community and natural environment.

Objective 4.1: Provide trails through natural areas, parks, and open space.

Objective 4.2: Provide for interpretative and educational opportunities along trails.

Objective 4.3: Utilize an environmentally-friendly and context-sensitive approach to developing and maintaining trails.



INDIAN BLANKET TRAIL

GOAL 5: PARTNERSHIPS

Leverage partnerships between the Town and the community, internal and external organizations, and outside agencies to achieve a connected trails and bikeways system.

Objective 5.1: Pursue joint projects with surrounding cities, the Counties, NCTCOG, TxDOT, USACE, and utility providers.

Objective 5.2: Maintain relationships with user groups to solicit feedback on the trails and bikeways system.

Objective 5.3: Work with other departments to incorporate bicycle and pedestrian accommodations into ongoing or upcoming projects.

GOAL 6: FUNDING

Pursue a variety of funding sources for trails and bikeways development.

Objective 6.1: Apply for grant funding to implement trail and bikeway projects.

Objective 6.2: Continue to work with developers to ensure trails and bikeways are included with new development.

Objective 6.3: Coordinate with user and volunteer groups to help fund improvements to trails and bikeways.



LAKESIDE VILLAGE MIXED USE DEVELOPMENT

History
Demographics
Planning Guidelines
Existing Trails and Bikeways System



02 COMMUNITY CONTEXT



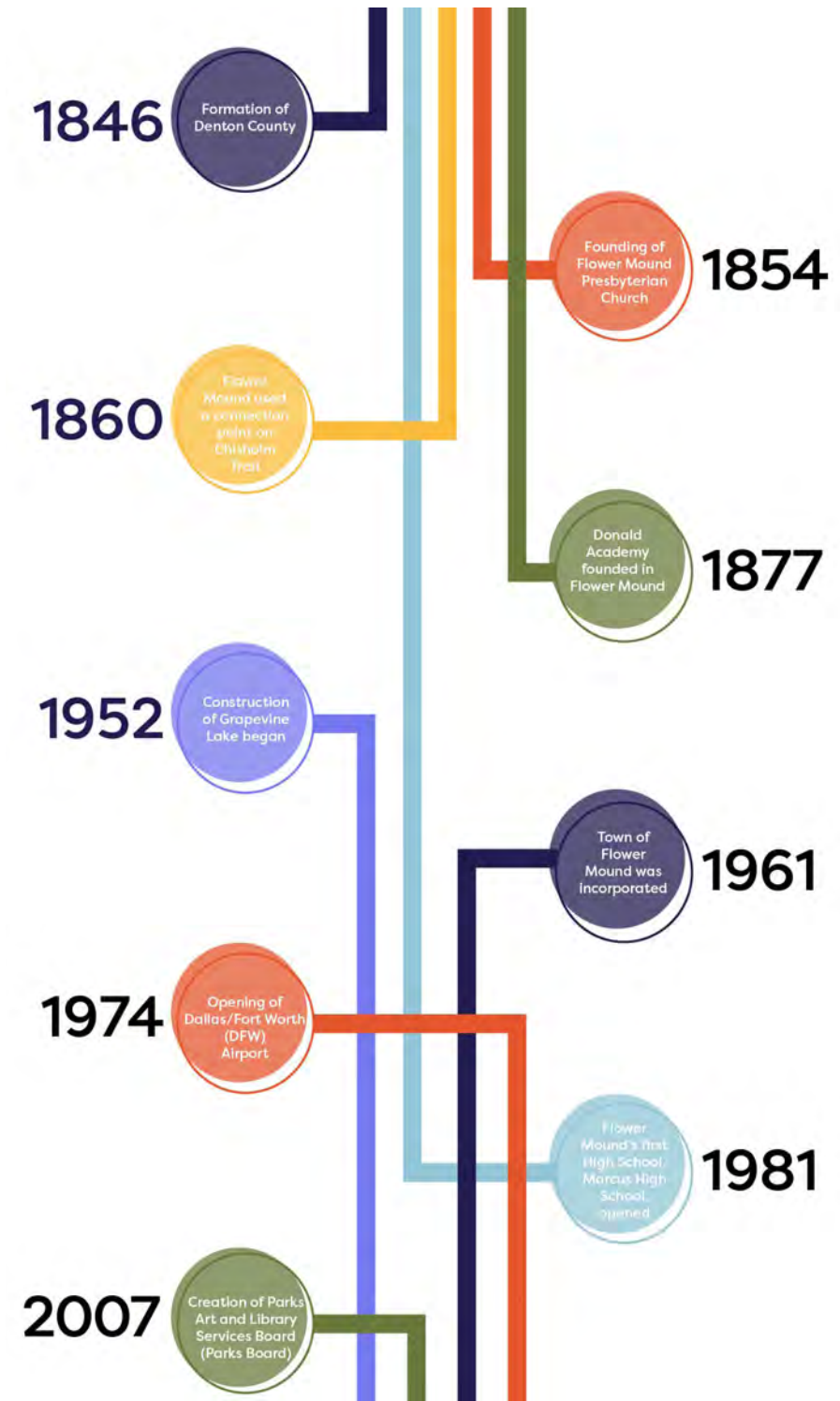
HISTORY

Based off archaeological surveys completed by the U.S. Army Corps of Engineers (USACE), people settled in Denton County as early as 4,000 – 2,500 B.C. However, in 1846 Denton County was officially formed in Texas. During the 1840s, the area of Flower Mound was used as religious camps and was permanently inhabited during the 1850s. In 1854, Flower Mound Presbyterian Church was founded. The community's most unique feature is its natural landscape, which made the area a great location for the historic Chisholm Trail. During the 1860s, along what would be Interstate 35 West (I-35W) today, the Chisholm Trail provided a network to over six million cattle during the 20-year period following the Civil War. In 1877, Donald Academy was founded in Flower Mound and was the largest rural school in Denton County. The school catered to grades first to tenth.

Transitioning into the 20th century, the landscape of Flower Mound began to truly take its form. In 1952, the construction of Grapevine Lake began and lasted for about a year. With the opening of road networks during the late 1950s like I-35 East, regional visitors could travel more easily throughout the Dallas-Fort Worth area. To avoid being annexed by the City of Irving, in 1961 the Town of Flower Mound became incorporated, and Bob Rheudasil became the first mayor of the Town. With the opening of Dallas/Fort Worth (DFW) Airport in 1974, Flower Mound's population boomed. During this decade, the first school in the Lewisville Independent School District, Timber Creek Elementary, opened. Then in 1981, Marcus High School, Flower Mound's first high school within the town boundaries, opened its doors to students. While the first traces of Flower Mound's Park Board dates before 1985, in 2007 the Town's Parks, Art and Library Services Board was created which is now readily recognized as today's parks board. Over the years, Flower Mound has continued to expand and build a community filled with recreation opportunities for its residents.



FIGURE 2.1: HISTORICAL TIMELINE OF FLOWER MOUND



DEMOGRAPHICS

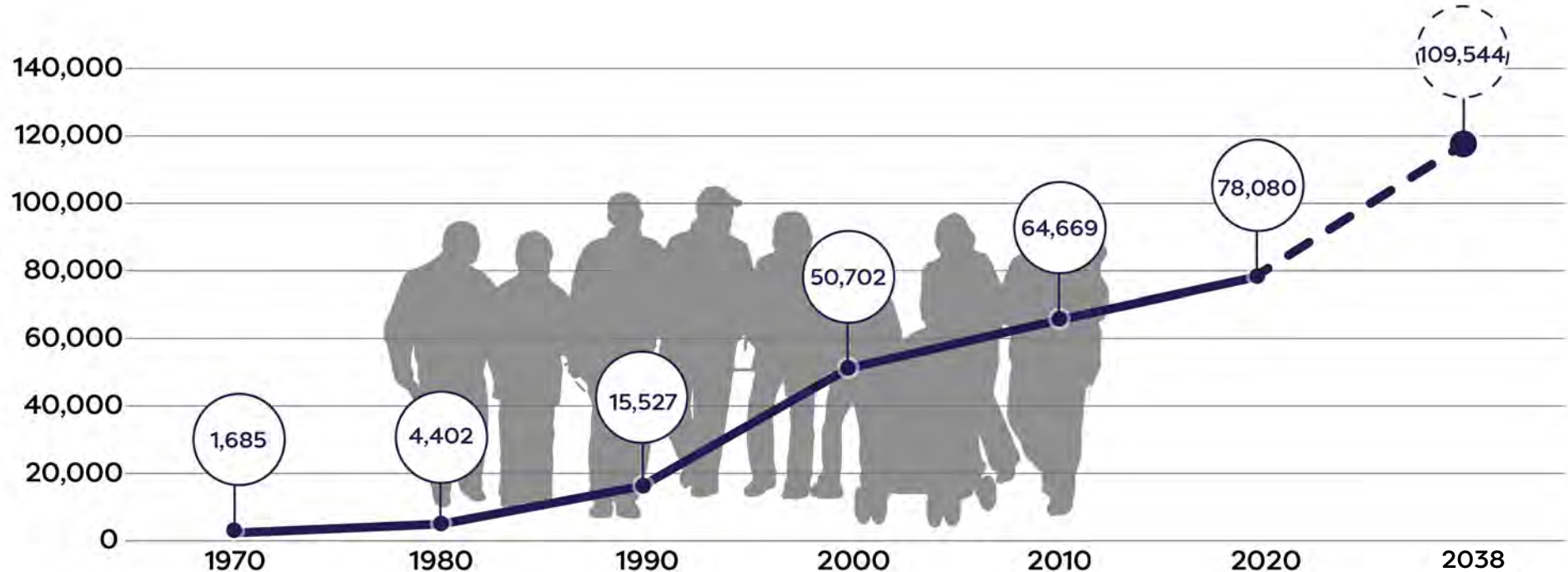
The demographic makeup of a community is significant in the beginning of the planning process. Demographic characteristics such as population growth, age, gender, race, and income help paint the landscape of a community and contribute to what the needs are for trails and bikeways.

GROWTH TRENDS

Flower Mound experienced a significant increase in population during the 1970s. This corresponds with many neighboring communities as the entire region saw a huge population boom during this time with the opening of DFW Airport in 1974 and subsequent expansion of road networks and job opportunities. Over the next 30 years, Flower Mound's population would continue to expand exponentially, with the most significant growth period occurring during the 1980s. After the 1990s, Flower Mound's population growth began to plateau. However, the town has seen an increase in their population by 54 percent since 2000. Based off population projections by the Town of Flower Mound, by 2038 the Town will be built-out with a population of approximately 109,544 residents. This would be about a 50 percent increase over the next 20 years.



FIGURE 2.2: FLOWER MOUND POPULATION GROWTH



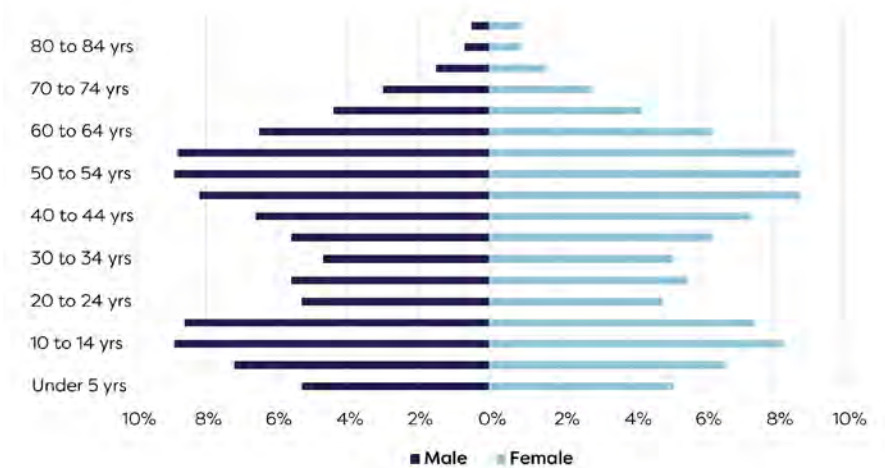
Source: Town of Flower Mound Planning Department

AGE AND GENDER CHARACTERISTICS

Flower Mound's population is characterized by two principal age groups: middle-aged adults and children. In 2020, individuals between the ages of 45-54 represented the largest portion of the population, equaling 17.4 percent. The next largest age group is between the ages of 55-64 making up 11 percent. The third largest group is younger adults between the ages of 10-14. Together these three cohorts reflect an older population being dominant in Flower Mound along with a strong presence of families. This idea can also be reinforced through the Town's median age of 39 years. This is older than both Denton County's median age of 35 and the state of Texas median age of 34.

Females make up 50.8 percent of the overall population. However, males in Flower Mound surpass their female counterparts between the ages of 5 to 24 and 50 to 74. The age groups where females surpass males is children under the age of 5 and individuals between the ages 30 to 49 and 70+.

FIGURE 2.3: AGE AND GENDER, 2020



RACE AND ETHNICITY CHARACTERISTICS

In 2020, 77.7 percent of Flower Mound's population identified as white, followed by 12.5 percent of residents identifying as Asian, and 4.4 percent identifying as Black. The percentage of residents that identify as Hispanic ethnicity is 9.9 percent. Over the past ten years, Flower Mound's overall population has increased by about 27 percent and during that time most racial and ethnic groups saw an increase as well. The group with the largest percent increase was the Asian population (85 percent increase from 2010 to 2020). The second group that saw the second largest increase was Black residents with a percent increase of 74 percent.

TABLE 2.1: RACE AND ETHNICITY CHARACTERISTICS, 2010-2020

Race	2010	2020	Percent Change
Total Population	64,669	81,920	26.7%
White	83.8%	77.7%	- 17.3%
Black	3.2%	4.4%	74.4%
American Indian and Alaska Native	0.5%	0.5%	23.5%
Asian	8.6%	12.5%	85.4%
Native Hawaiian and Other Pacific Islander	0.1%	0.1%	45%
Other Race	1.6%	2.1%	62.9%
Two or More Races	2.2%	2.7%	59%
Ethnicity			
Hispanic or Latino (of any race)	8.4%	9.9%	49.7%

Source: U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2020.

HOUSEHOLD CHARACTERISTICS

The majority of Flower Mound's housing stock is occupied and owned. In 2020, 99 percent of housing units were occupied. Since 2010, this percentage has increased by 2 percent. Of the occupied housing units in Flower Mound, 83.9 percent are owned, meaning that the remaining 15.4 percent are rented. The remaining 0.8 percent represents vacant units. These housing characteristics have stayed relatively consistent since 2010. The average housing value is currently \$403,416, which is one of the highest average values in the DFW region. 51.1 percent of houses in Flower Mound fall within the value bracket of \$300,000 to \$499,999.

The median household income in Flower Mound is \$138,873. This is significantly higher than the median household income of Denton County (\$86,913) and the state (\$61,874). Of the residents that live in Flower Mound, 68.8 percent of the population make \$100,000 or more. These housing characteristics indicate that many households in Flower Mound have higher disposable incomes than other communities in the DFW region to spend on recreation and leisure.

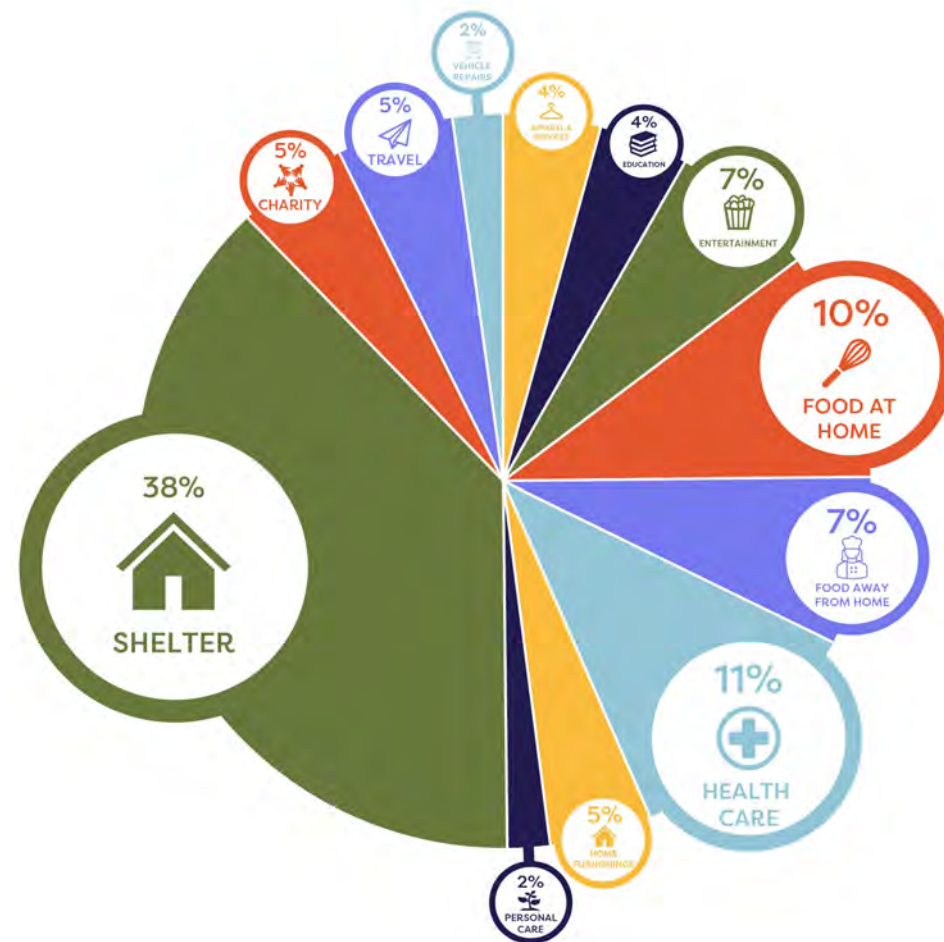
Figure 2.4 displays Flower Mound's consumer spending in 2020. Consumer spending shows the amount spent on a goods and services by households in Flower Mound in 2020. The largest category individuals in Flower Mound spent money on was towards their houses (38 percent). The second largest category was spent towards health care costs (11 percent), followed by food categories, such as food at home (10 percent) and food away from home (7 percent).

TABLE 2.2: HOUSEHOLD CHARACTERISTICS, 2010-2020

	2010	2020
Total Housing Units	43,097	51,244
Occupied Housing Units (%)	90.6%	91.1%
Vacant Housing Units (%)	9.4%	0.9%
Owner-Occupied Housing Units	18,488	22,747
Median Mortgage Cost	\$1,545	\$1,698
Renter-Occupied Housing Units	47.7%	46.7%
Median Rent	\$782	\$1,082
Total Households	95,794	126,100

Source: 2015-2019 American Community Survey 5-Year Estimates; 2006-2010 American Community Survey 5-Year Estimates.

FIGURE 2.4: CONSUMER SPENDING, 2020



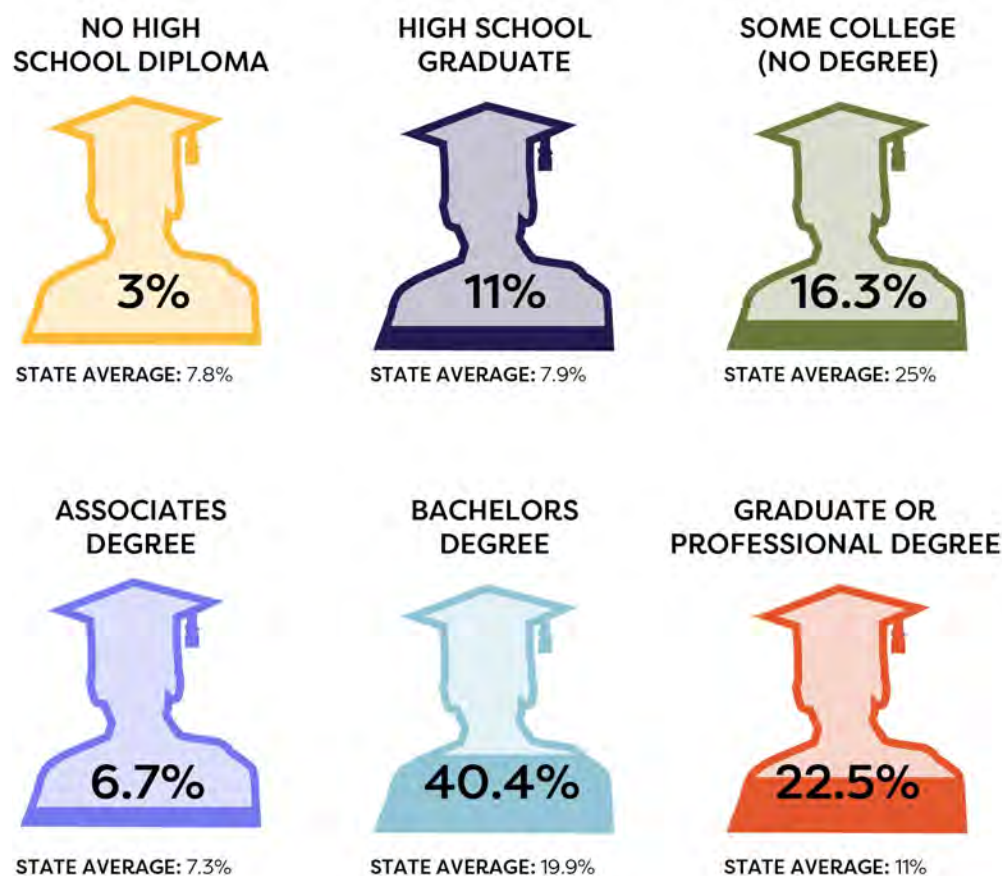
Source: U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2020.



EDUCATIONAL ATTAINMENT

Among the residents in Flower Mound who are over the age of 25, 40.4 percent have a bachelor's degree. This percentage is higher than the Denton County average at 30.8 percent and the state average at 19.9 percent. The next largest group is residents who earned their graduate or a professional degree, which make up 22.5 percent of Flower Mound's population. This percentage is also higher than the Denton County average of 15.4 percent and the state average of 11 percent. Overall, most of the population who are over the age of 25 have received a bachelor's degree or higher.

FIGURE 2.5: EDUCATIONAL ATTAINMENT, 2020



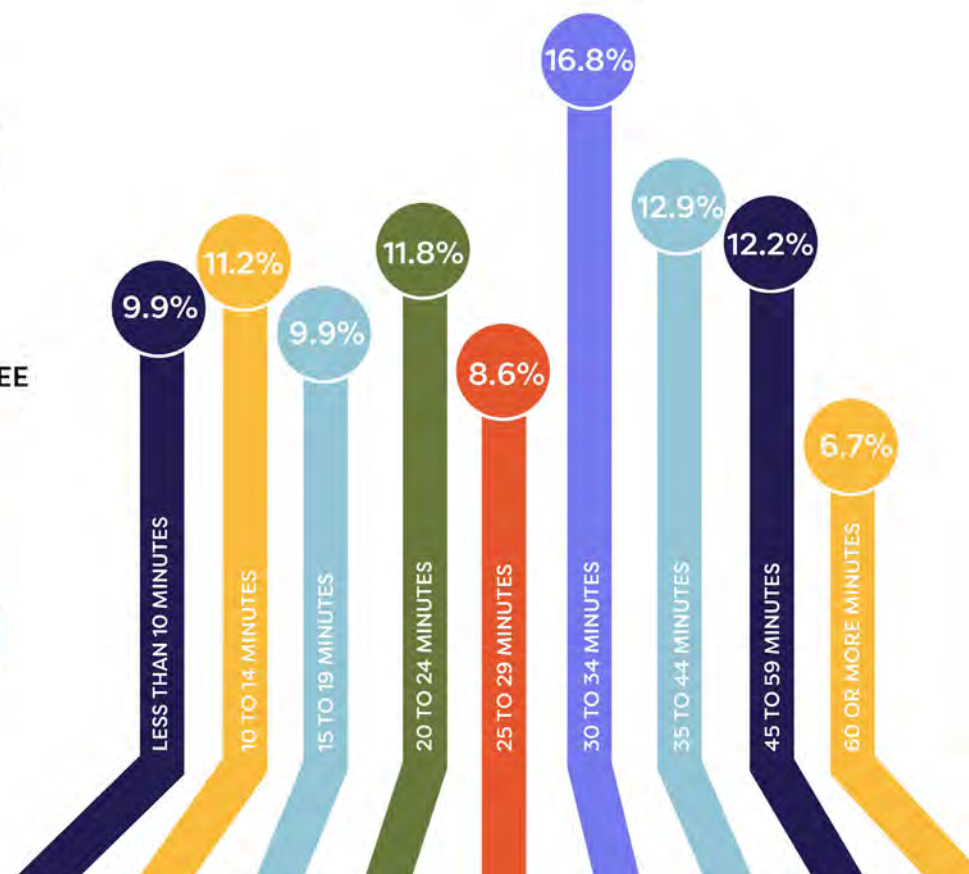
Source: U.S. Census Bureau, Census 2010 Summary File 1. ESRI forecasts for 2020.

COMMUTE TIME

According to the Census Bureau, the average commute time in 2019 was 28.4 minutes. Over the past five years, this number has decreased from 29.2 minutes and currently is at its lowest. For the working population over the age of 16, the most common commute time frame was between 30 - 34 minutes (16.8 percent). Additionally, 21.1 percent of the population in Flower Mound have a shorter commute time between 10 - 19 minutes and 25.1 percent of the population have a longer commute time between 35 - 59 minutes. In 2019, most of the population used a car, truck, or van as a means of transportation to work (86.6 percent). This number has fallen slightly since 2014. Over the past five years, Flower Mound has seen an increase of its population working from home and biking to work.

FIGURE 2.6: AVERAGE COMMUTE TIME, 2019

Source: U.S. Census Bureau, 2019 ACS 5-Year Estimates.

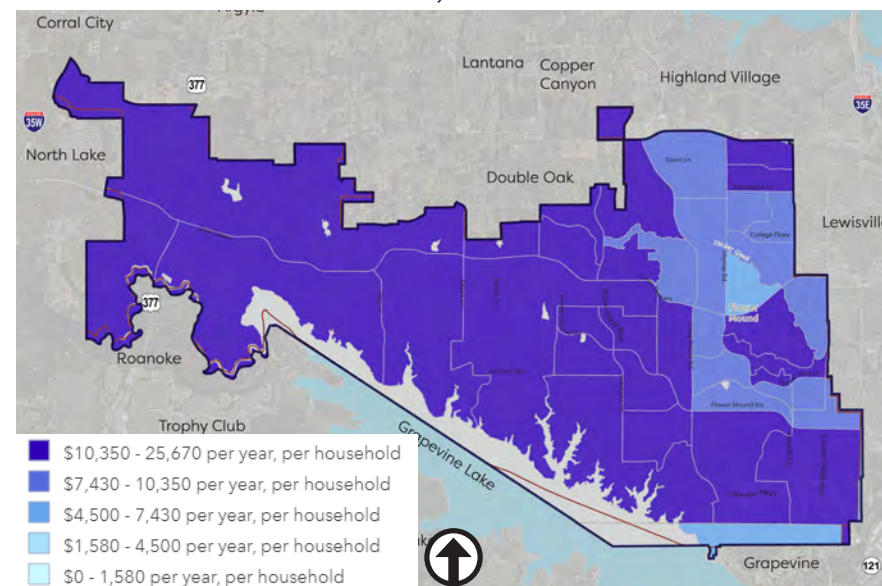


HEALTH

Figure 2.7 displays the average amount spent on healthcare per household in Flower Mound in 2021. All residents in the Town spend at least \$4,500 per year towards their health. However, the largest proportion of the Town spends in the highest bracket that ranges between \$10,350 - \$25,670 a year. This aligns with healthcare services being the second largest category of consumer spending for the Town.

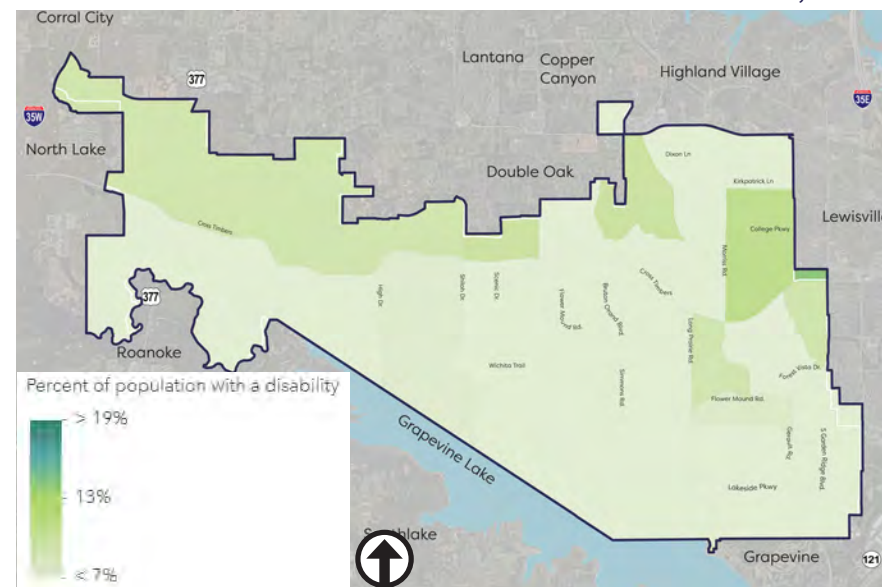
Figure 2.8 displays the percent of population with a disability, based off the six different types of disabilities: mobility/physical, visual, mental health, intellectual, hearing, and learning. Overall, Flower Mound has a low percentage of its population with a disability; in 2019, 5.8 percent of Flower Mound residents had a disability. The largest share of the population with a disability was residents over the age of 65 (55 percent). They are also concentrated on the east side of Flower Mound between Kirkpatrick St and Cross Timbers, primarily around the Pink Evening Primrose Trail.

FIGURE 2.7: HEALTH SPENDING, 2021



Source: ESRI's 2021 U.S. Consumer Spending Data in Census 2010 Geo-graphics, Business Analyst.

FIGURE 2.8: PERCENT OF POPULATION WITH A DISABILITY, 2014



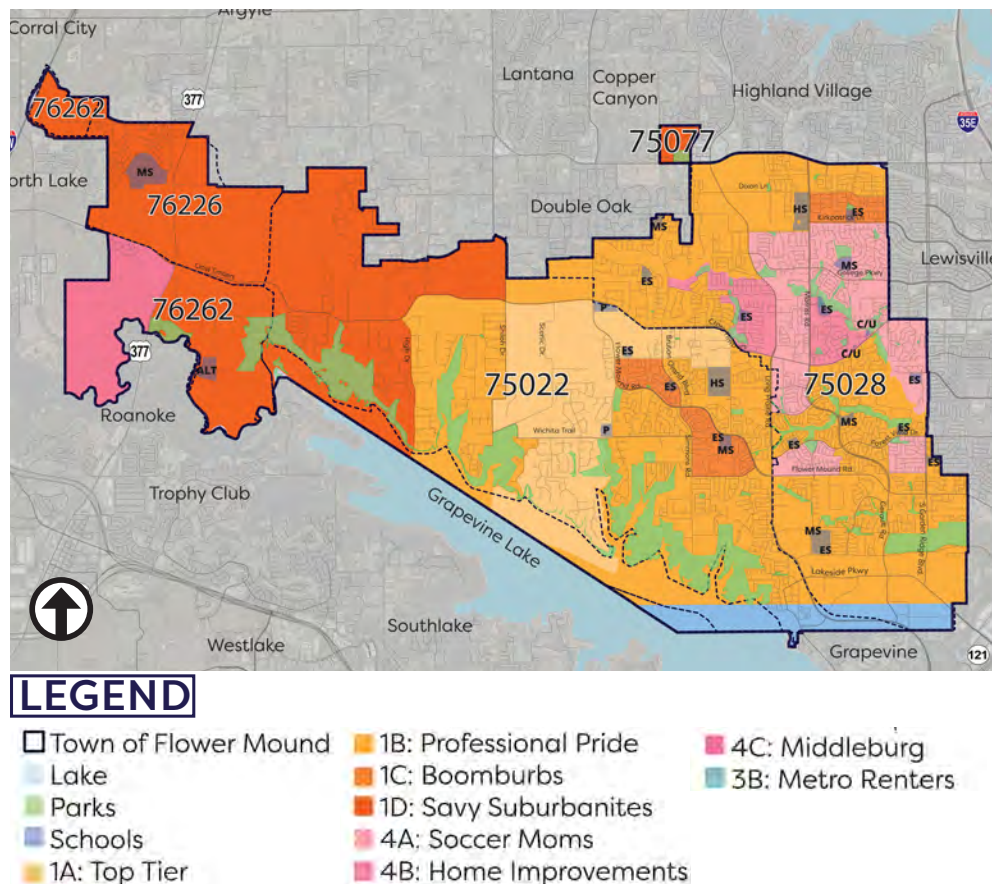
Source: 2010-2014 American Census Survey 5 year-data, Business Analyst.



ESRI TAPESTRY SEGMENTS

ESRI (Environmental Science and Research Institute) is a demographic and mapping company that uses spatial data to help inform communities. The ESRI tapestry market segmentation identifies markets in each community using its geographic, socioeconomic, and demographic characteristics. This helps communities better understand their consumer market. Based on Census block groups in Flower Mound, the top three most represented segments within Flower Mound are “Professional Pride,” “Soccer Moms,” and “Boomburbs.” Page 20 and 21 display all the segments that are represented within Flower Mound along with their associated characteristics and definitions. **Figure 2.9** displays the location of zip codes in Flower Mound and the associated tapestry segments.

FIGURE 2.9: ESRI TAPESTRY SEGMENTS





This segment is considered the wealthiest Tapestry market; members earn more than three times the average US household income. They are also highly educated and more than one in three residents have a postgraduate degree. They are socially responsible consumers that aim for a balanced lifestyle and take interest in expanding their knowledge.

Median Household Income

\$173,200

Median Age

47.3

Average Household Size

2.84



These residents are well-educated, career professionals that work in fields such as science, technology, law, or finance. They are goal-oriented and have well established families. Households in this segment like routine as a daily ingredient to their lifestyle.

Median Household Income

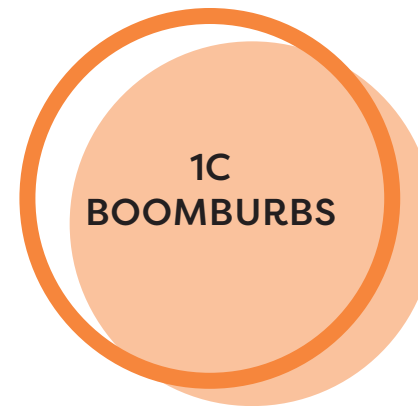
\$138,100

Median Age

40.8

Median Household Size

3.13



This is a new growth market with many well-educated young professionals with new families. The unemployment in this segment is low and most households have more than two workers. They are well connected to the newest technology and trends. Physical fitness is a priority for this group and leisure activities include sports such as hiking, biking, and golf.

Median Household Income

\$113,400

Median Age

34

Median Household Size

3.25



This segment includes residents who are well educated and well capitalized. They are informed shoppers and do extensive research prior to making a purchase. They are in older neighborhoods and include families that have no children or adult children. Their suburban lifestyle has a focus on the outdoors like gardening or active pursuits.

Median Household Income

\$108,700

Median Age

45.1

Median Household Size

2.85



4A SOCCER MOMS

These residents are an affluent and family-oriented market. The neighborhoods have a country flavor that are in the suburban periphery of metropolitan areas. This group carries a higher level of debt with the largest proportion having only some college. They favor time saving services and purchases revolve around family-oriented products. Outdoor activities are an important aspect of this group's lifestyle.

Median Household Income

\$90,500

Median Age

37

Median Household Size

2.97

4B HOME IMPROVEMENT

This group is comprised of primarily married couple families that own a single-family home. They have high participation in the labor force and households typically have 2+ workers. Majority of incomes go towards paying off student loans, home mortgages, and eating out.

Median Household Income

\$72,100

Median Age

37.7

Median Household Size

2.88

4C MIDDLEBURG

These residents have transformed from the easy pace of country living to semi-rural subdivisions. They are family-oriented consumers and typically a younger demographic. 65 percent have a high school diploma or some college and have a labor force participation rate typical of a younger population. Outdoor activities popular with this segment include hunting, fishing, and baseball.

Median Household Income

\$59,800

Median Age

36.1

Median Household Size

2.75

3B METRO RENTERS

This segment is highly mobile and well educated with many still enrolled in college. Socializing is important to them as well as environmentally safe practices. They participate in leisure activities such as outdoor activities and yoga. They are very well connected and get a lot of their information via technology.

Median Household Income

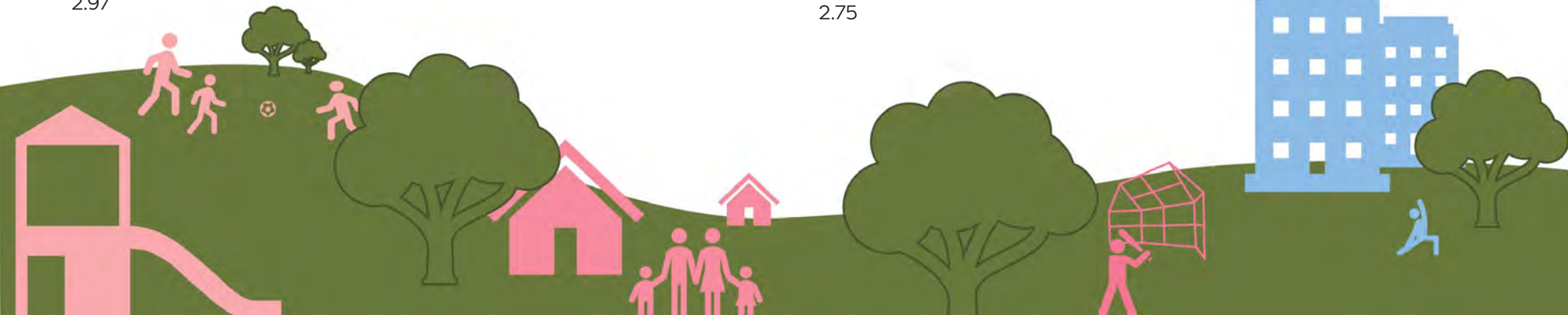
\$67,000

Median Age

32.5

Median Household Size

1.67



PLANNING GUIDANCE

PARKS AND RECREATION MASTER PLAN UPDATE

The 2017 Parks and Recreation Master Plan (PRMP) provides a framework for strategies regarding acquisition and development of recreation facilities for Flower Mound in the future. This plan focuses on the needs of the community within the next five to ten years and uses insights through engagement efforts as a foundation. The primary outcomes of the master plan were to identify a vision for the Parks and Recreation Department, determine the level of needs in current offerings, identify new opportunities that can be met by the department, complete initial testing on strategies for funding, and identify possible parks/facility components for new and future facilities. Finally, this plan identifies a variety of recommendations for the direction of the Parks and Recreation facilities for implementation.

According to the PRMP's level of service analysis, **paved multi-use trails were listed as the highest priority need** out of all parks and recreation amenities assessed as part of the plan. Nature trails and unpaved multi-use trails were also listed as a high priority. Additionally, the overall quality of walking/biking trails was identified as the highest-ranking response for survey takers when asked which services should receive the most attention over the next five years. Equestrian trails were ranked near the bottom in several questions related to identifying needs and priorities moving forward.

The strategic recommendations in the Parks and Recreation Master Plan outline action plans towards the community vision. There are four core community visions that are summarized by parkland and trails community mandates, facilities, programming, and operations and staffing. These four concepts each have a set of strategies that can be used as a road map for the future.

FIGURE 2.10: PRIORITIZED PROGRAM RANKINGS IN PARKS MASTER PLAN

Facility	Priority
Paved multi-use trails	High
Small neighborhood parks	
Nature trails (paved and unpaved)	
Large community parks	
Outdoor swimming pools/water parks	
Outdoor amphitheaters	
Off-leash dog park	
Unpaved multi-use trails	
Community garden	Medium
Outdoor water splash pads	
Picnic areas/pavilions	
Outdoor tennis courts	
Playground equipment	
Indoor gymnasiums	
Outdoor basketball courts	
Disc golf course	
Outdoor fishing areas	Low
Soccer fields	
Campgrounds	
Skate park	
Baseball & softball fields	
Football & lacrosse fields	
Boardwalks	
Cricket fields	
Equestrian trails	



BLUEBONNET TRAIL

23 Flower Mound Trails and Bikeways Master Plan

ECONOMIC DEVELOPMENT PLAN

The mission of the Economic Development Plan is to expand the commercial tax base and increase sales tax revenue through resiliency and sustainability efforts. This plan outlines goals, objectives, and strategies to create a diversified and regionally competitive economy within Flower Mound. One major goal outlined in this plan is to develop community resources that contribute to a business environment to encourage development. One example of a strategy that supports this concept is the prioritization of transportation and mobility planning to ensure the efficiency of the thoroughfare system. Another example is maintaining comprehensive park systems and preserving the natural environment that enhance the quality of life and support economic goals. Together, these strategies work to support the community in encouraging high-quality development and promote economic activity.



OPEN SPACE PLAN

A previous vision for Flower Mound identified that a key goal was focused on preservation. The Open Space Plan creates the foundation of a vision for how to adequately produce strategies towards defining and conserving open spaces. These strategies provide an array of techniques to maintain the town's unique natural environment. The plan highlights that it is not to be used as simply an inventory but instead provides an appropriate menu of protection techniques for agricultural, natural, and scenic open spaces in Flower Mound. This plan also determines funding strategies with the best potential as well as voluntary and incentive opportunities for landowners. Finally, the plan does reference providing trail connections throughout open space areas, but also notes that paved recreational trails are not the primary intended use of open space in Flower Mound.



LAND USE PLAN

The Land Use Plan aims to promote more efficient uses of land within Flower Mound. The plan goals center around preservation of the unique natural environment, mitigation efforts of rapid urbanization, creation of a balanced tax base, and development efforts that have exemplary quality and design. These goals reflect Flower Mound's vision of the community and dictates the shape of the town and identifies strategies achieved. The specific land use categories can be found in this plan in more detail, along with specific details regarding six major planning areas which include: Lakeside Business District, Long Prairie District, Cross Timbers Protection Area, Cross Timbers Conservation Development District, Prairie Vista District and Denton Creek District.

The Lakeside Business District prioritizes commercial development to spark economic growth. Long Prairie District is 90 percent developed, however any future uses will comply with emphasizing quality of life and preserving remaining natural landscapes. The Cross Timbers Protection Area covers the areas within the Long Prairie District where Cross Timbers ecosystem exists. The purpose is to preserve the remnants of the Cross Timbers that have been compromised due to urbanization and enact development standards to uphold the remaining Cross Timbers environmental character. The Cross Timbers Conservation Development District and the Prairie Vista District preserve the ecological area in central Flower Mound. Lastly, the Denton Creek District prioritizes future growth and economic opportunity through supporting uses such as commercial, industrial development, mixed office, retail, and residential uses.

FIGURE 2.11: DISTRIBUTION OF LAND USES FROM THE TOWN OF FLOWER MOUND'S MASTER PLAN

Land Use	Percentage of the Acreage	Flexibility Factor
Non-residential Uses*	45%	-25%
Public Uses	5%	±5%
Residential Uses**	45%	25%
Civic/Open Space (Public and Private)	5%	+10%
Total	100%	
*Non-residential uses shall include retail, office, hospitality, entertainment, etc.		
** Residential uses above commercial uses shall not be included in the calculation of percentage of residential uses in the overall development		



THOROUGHFARE PLAN

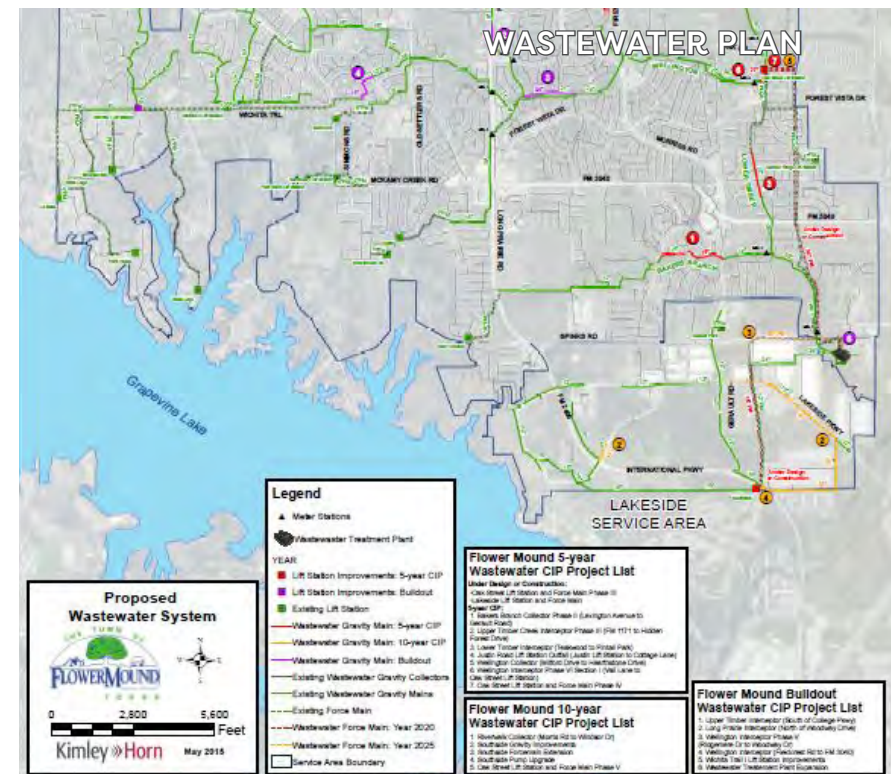
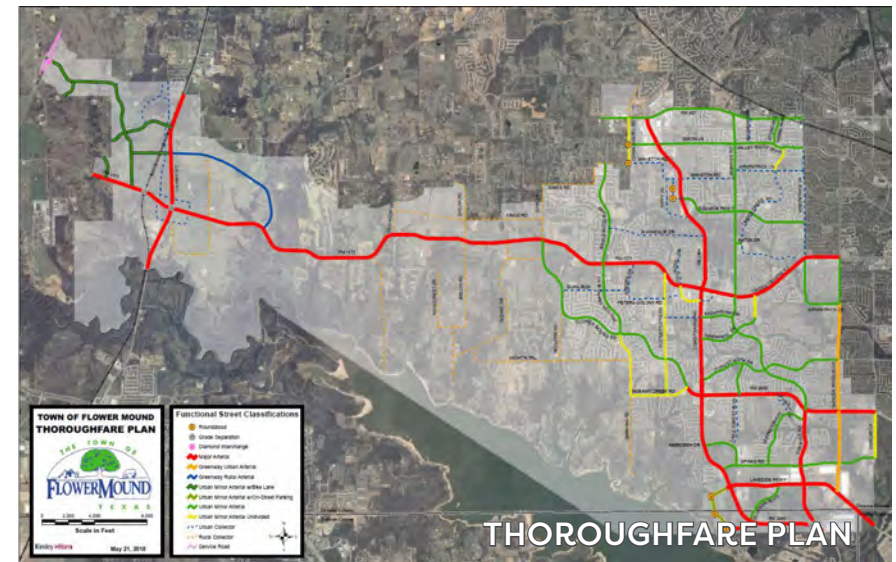
The Thoroughfare Plan uses projected land uses to guide the development of future thoroughfares. Recommendations were based off technical modeling and information obtained by the public in hearings. The features of this plan include a lakeside parkway connection to SH 121, Flower Mound Road, Kirkpatrick Extension, and collector street cross-sections. Recommendations include cross-sections that display the intended configuration of future roadways based on their purpose; the cross-sections with on-street bicycle accommodations are the urban minor arterial with bike lanes and the rural collector. In these cross-sections, a 5' bike lane is included in both directions with striping designating the bike lane from the travel lane. According to the 2018 thoroughfare map, roadways designated as the urban minor arterial with bike lanes are all located in the far western portion of the town which is currently primarily undeveloped.

WASTEWATER PLAN

The Wastewater Plan is an update from the Wastewater Master Plan adopted in 2009 and then amended in 2015 based on new demographics, land uses, and growth projections. The purpose was to provide strategies for the future of wastewater management within Flower Mound. The 2015 amendment projected growth for 2020, 2025, and community build-out and provided a guide for infrastructure needs. These recommendations directly link to the community's land use plan. Two major planning areas were identified to project wastewater demands: Lakeside and Denton Creek. This plan provides recommendations for the wastewater treatment plant, service areas, and each of the five districts outlined in the land use plan.

WATER PLAN

The Water Plan is based on the updates created in 2015 to the 2009 Water Master Plan. The purpose of this plan is to assess the existing conditions of the water storage and distribution system as well as to project future needs. The components that have been evaluated in this document are water supply, ground storage, elevated storage, pumping stations, and the distribution system. Other aspects of this plan outline the Denton Creek Reuse Water Master Plan and the Lakeside Reuse Water Master Plan. Both master plans were adopted to meet Flower Mound's reuse water system infrastructure needs, and to provide tools and strategies for current and future needs.



URBAN DESIGN PLAN

The Flower Mound Urban Design Plan provides design guidelines for landscaping elements and architectural standards for non-residential buildings. This was created as part of the Flower Mound Master Plan and was reviewed via community engagement and focus groups. The purpose of the plan is to provide structure to establish community-wide architectural standards for non-residential projects and landscape, gateway, and intersection treatments in the five districts outlined in the land use plan. Each district has a distinct goal that aims to strengthen the community and character identity of the following districts:

- Lakeside Business District
- Long Prairie District
- Cross Timbers Conservation Development District
- Denton Creek District
- Prairie Vista District

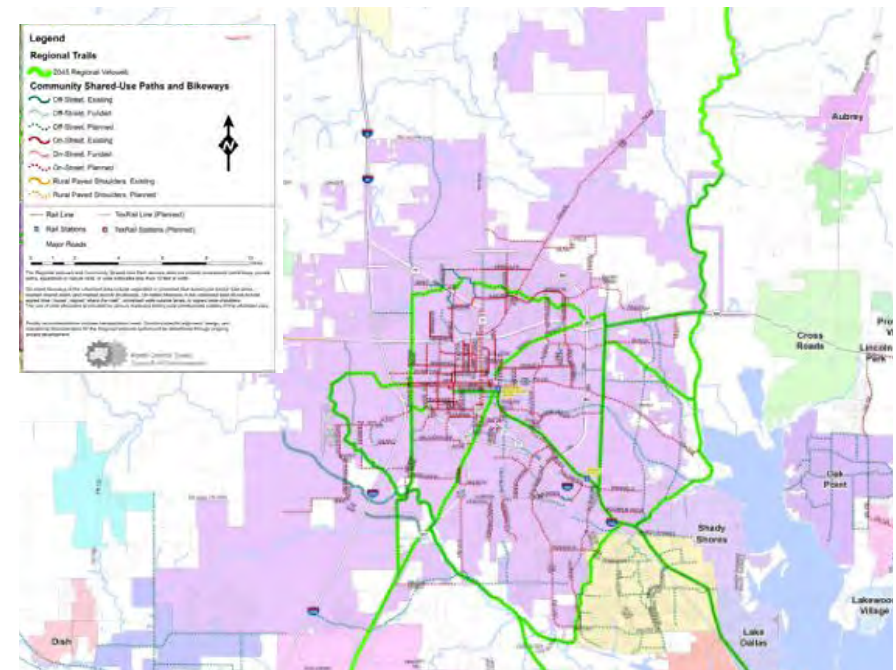


NCTCOG VELOWEB

The North Central Texas Council of Governments (NCTCOG) Regional Veloweb is a regional network of off-street shared use trails. These trails serve as a network of active transportation for multiple user groups including bicyclists, pedestrians, and other non-motorized modes of transportation. The Veloweb is updated by NCTCOG and the latest version of the regional network is included in the NCTCOG Mobility 2045 plan. This plan contains 1,876 miles of off-street trails that has planned connections in 10 counties and 105 cities in North Central Texas. Determining the alignments for the Veloweb trails are achieved through collaborative planning efforts between NCTCOG staff and local governments.

The Mobility 2045 Plan outlines the Veloweb trail segments as existing, funded and planned. Within the context of Flower Mound, all of the Veloweb segments are categorized as 'planned' trails. Most of the planned trails are north to south making connections to neighboring communities.

FIGURE 2.12: NCTCOG VELOWEB REGIONAL MAP



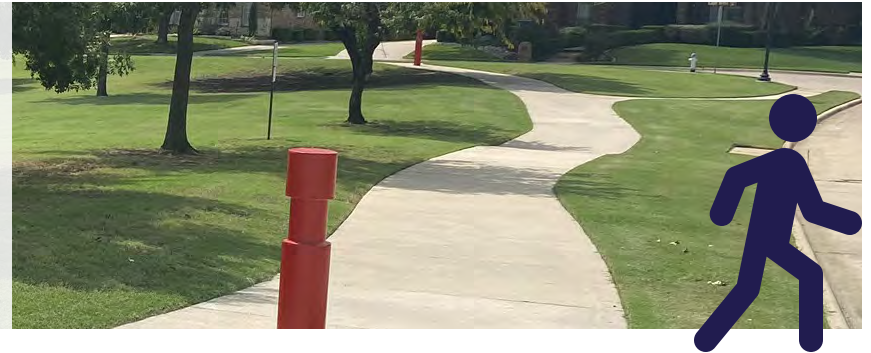
EXISTING TRAILS AND BIKEWAYS SYSTEM

The Flower Mound trail system has diverse offerings for its residents and visitors from across the region and beyond. These trails aim to connect residential neighborhoods to schools, parks, and commercial centers and expand mobility for its residents. Flower Mound has a unique natural landscape that adds to the overall experience of trail users. Currently, there are 65.3 miles of 8' or wider paved Town trails, 6.3 miles of on-street bikeways, 14.5 miles of equestrian trails, and 34.5 miles of trails owned and maintained by other entities within Flower Mound. **Figure 2.13** and **Table 2.3** display Flower Mound's inventory of trails and on-street bikeways.

For the purpose of this inventory the following facility definitions are used:

Town Trails:

Trails that are owned and mostly maintained by the Town of Flower Mound. These trails include multi-use trails (sidepaths adjacent to a roadway or off-street trails) that are between 8' and 10' in width, soft-surface trails, and equestrian soft-surface trails within an easement range of 15' to 50'. The Town has developed a trail naming system for much of the existing trail system; the majority of existing trails are named after various wildflowers. These trails are referred to as “branded trails.”



Other Trails:

Multi-use soft-surface paths for hiking and mountain biking that are located within the Town of Flower Mound and are not owned or maintained by the Town. The Dallas Off-Road Bicycle Association (DORBA) maintains over 30 miles of soft-surface trails on USACE land along the shores of Grapevine Lake.

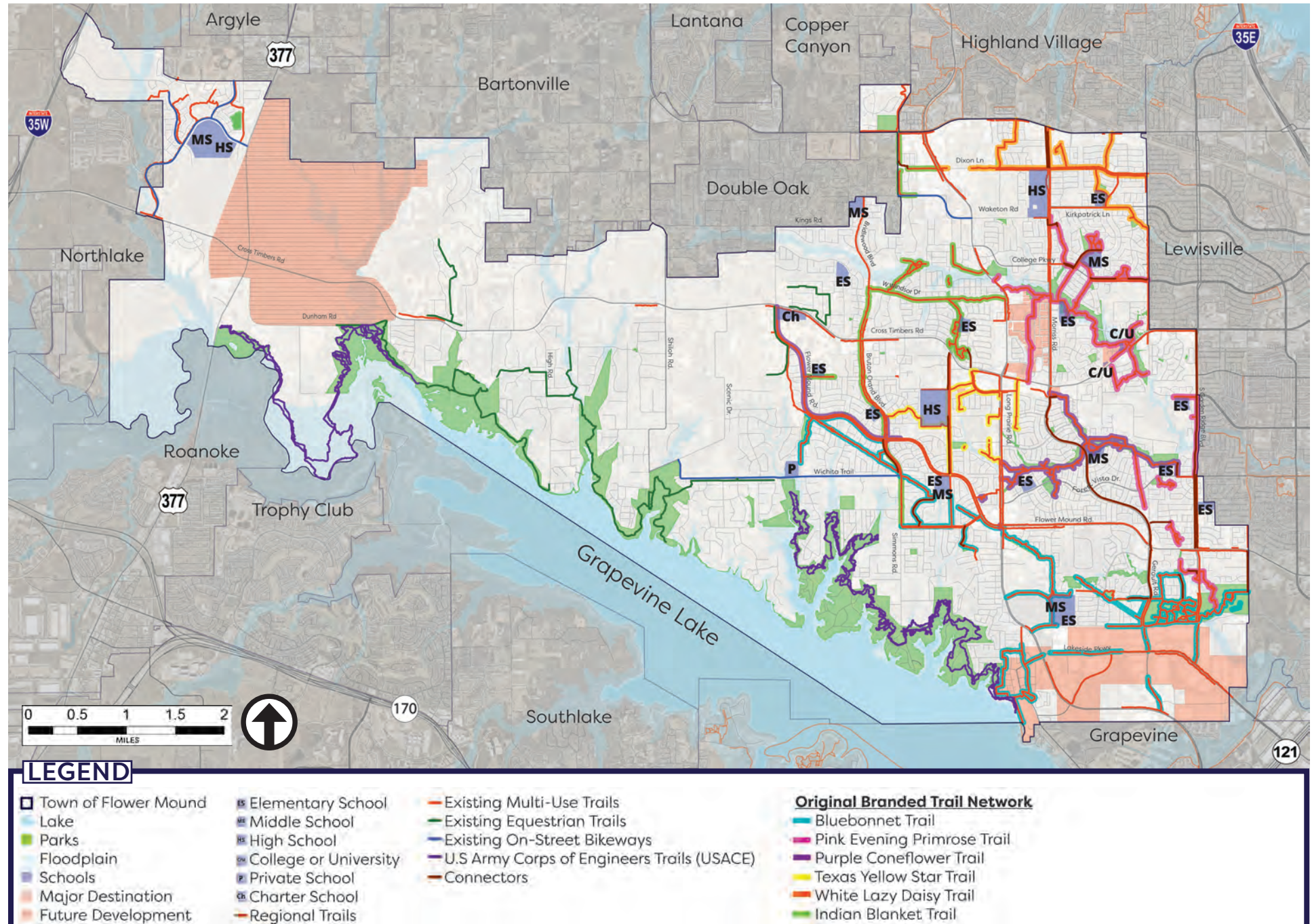


On-Street Bikeways:

Designated accommodations for bicyclists within a roadway such as bike lanes and shared-use lanes. There are approximately six miles of existing on-street bikeways in Flower Mound today.



FIGURE 2.13: EXISTING TRAILS AND BIKEWAYS



TOWN TRAILS

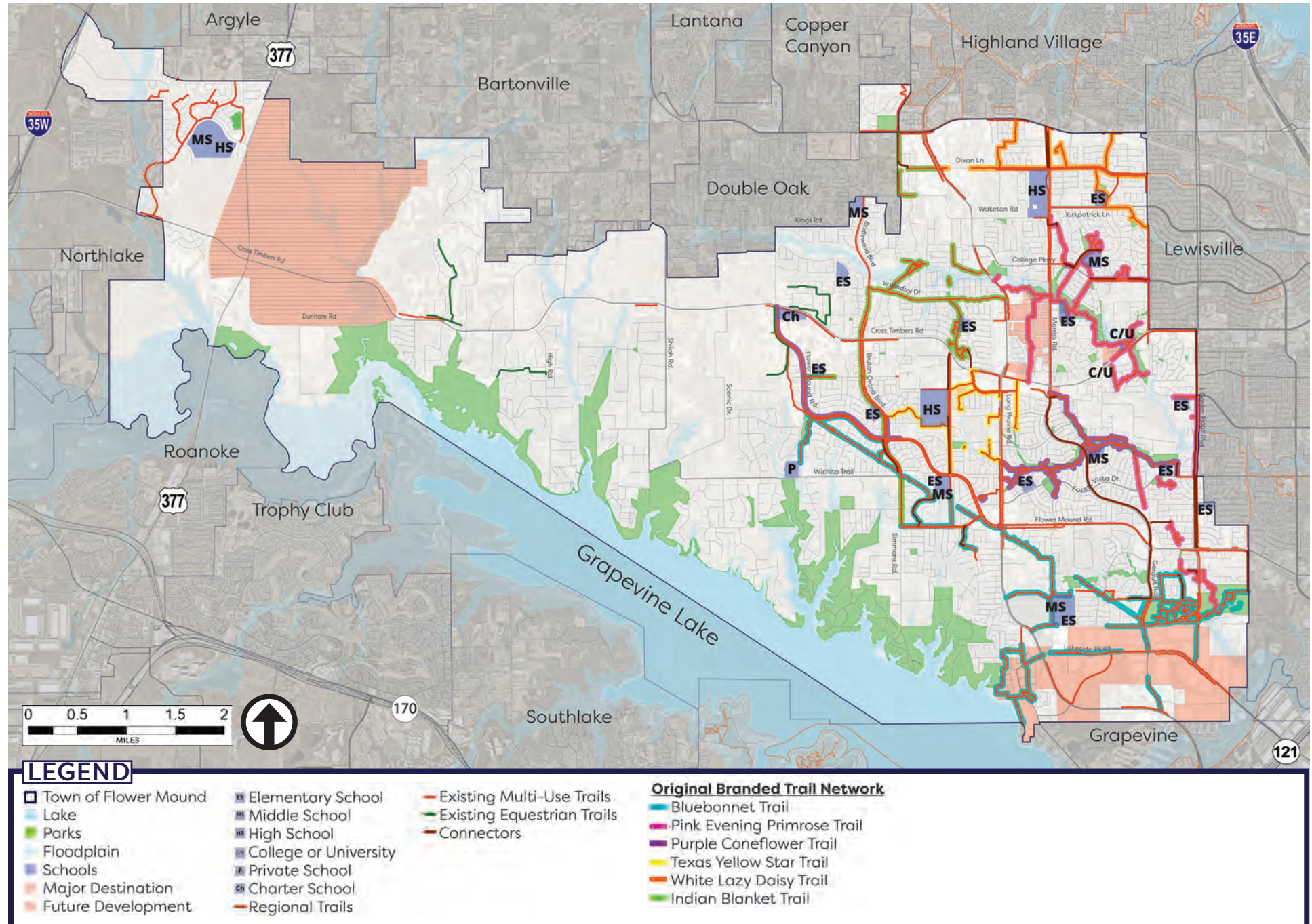
Flower Mound's town trails include paved multi-use, soft-surface, and equestrian trails. These trails are owned and mostly maintained by the Town of Flower Mound. Currently, there are 65.3 miles of multi-use trails within Flower Mound's trail system that are 8' or wider. Of the existing multi-use trails, approximately 43 percent are sidepaths and 57 percent are off-street trails. 70.6 percent of those paved multi-use trails that are 8' or wider are within Flower Mound's designated branded trail network, which are named after wildflowers found in Texas. The Bluebonnet Trail has the most mileage out of all the branded multi-use trails and connects to the town's most prominent park, Heritage Park. There is one short segment of the Pink Evening Primrose Trail that is made from decomposed granite. Equestrian trails are another type of soft-surface trail maintained by the Town. There is a total of 14.5 miles of equestrian trails located in Flower Mound, most of which are located on U.S Army Corps of Engineers land and is not maintained by the Town; 4.2 of those miles of equestrian trails are maintained by the Town.

TABLE 2.3: TOWN TRAILS INVENTORY

Trail Name	Length (Miles)	Width (Feet)	Surface Type
Bluebonnet Trail	16.2	4'-10'	Concrete
Indian Blanket Trail	8.1	5'-10'	Concrete
Pink Evening Primrose Trail	12.5	4'-10'	Concrete/Soft-Surface
Purple Coneflower Trail	7.5	4'-8'	Concrete
Texas Yellow Star Trail	3.3	4'-8'	Concrete
White Lazy Daisy Trail	4.7	4'-10'	Concrete
Unnamed Multi-Use Trails	14.9	4'-10'	Concrete
Connectors (Unnamed)	6.4	4'	Concrete
Equestrian Trails	14.5	15'-50'	Soft-Surface
Total Length	88.1		
Total Length* (8ft or wider) (*Does not include equestrian or soft-surface trails)	65.3		
Total Length* (Less than 8ft) (*Does not include equestrian or soft-surface trails)	8.3		



FIGURE 2.14: EXISTING TOWN TRAILS

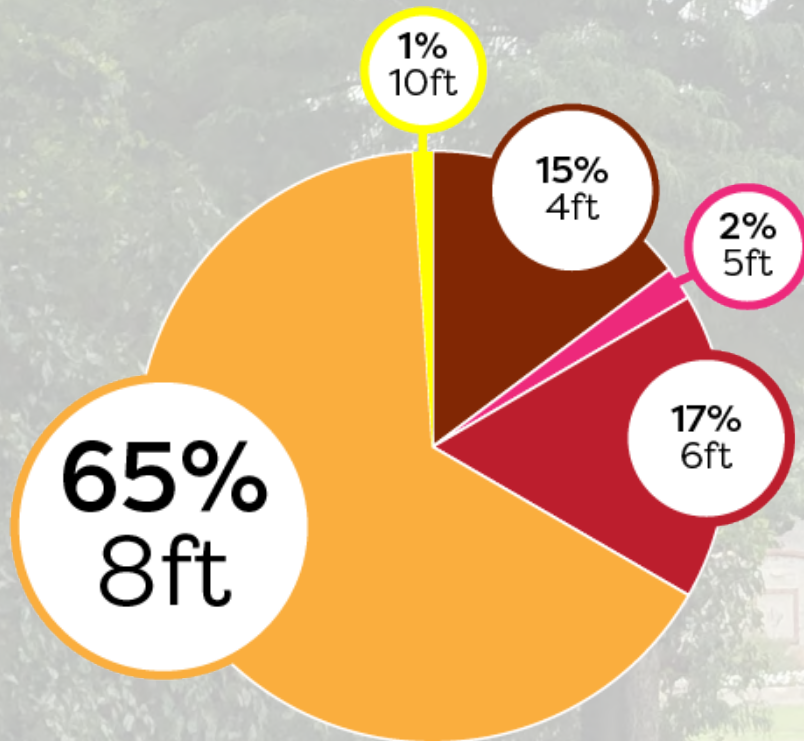


* Map as of April 2022

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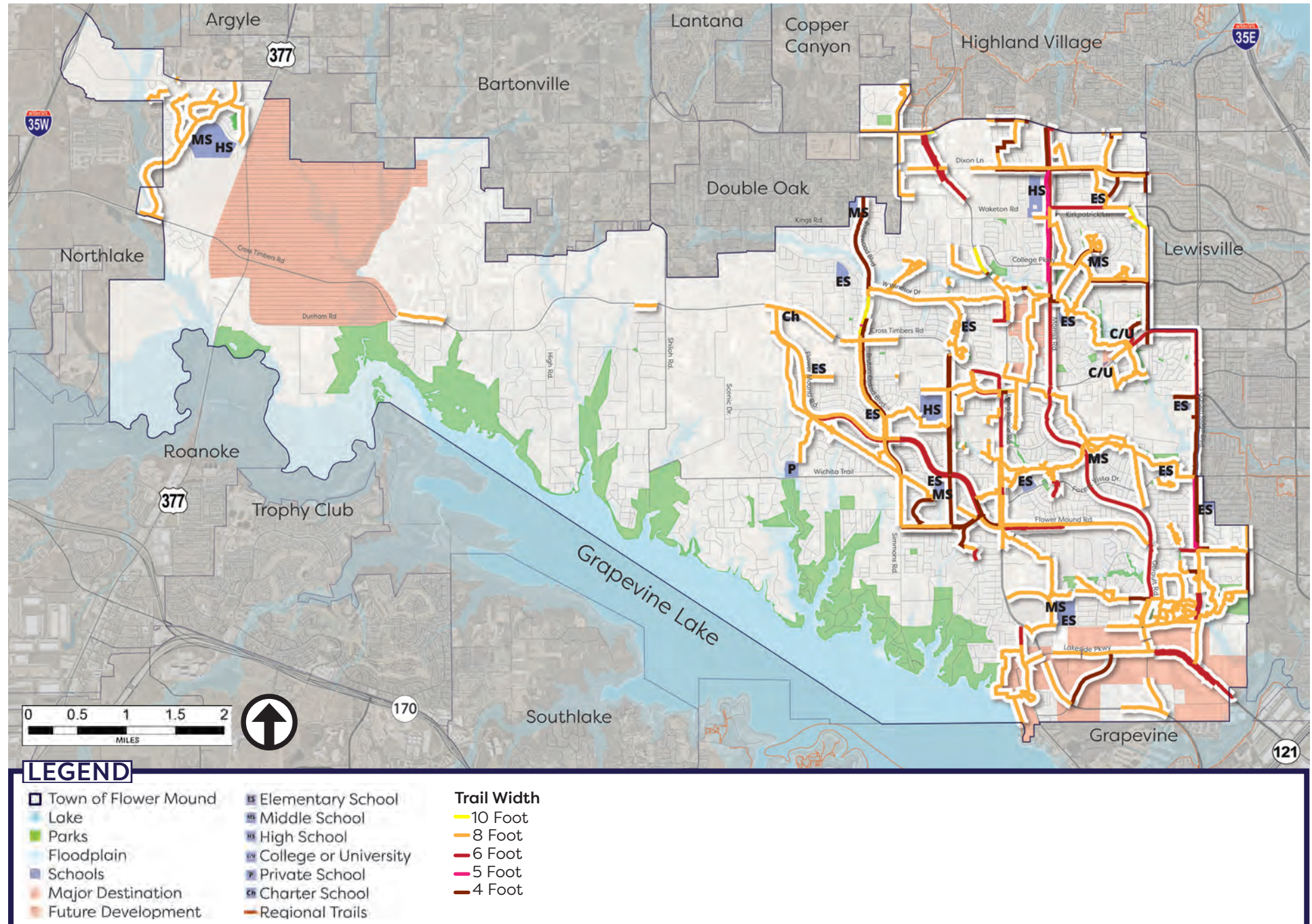
While there are segments of the existing branded trails that are 4' – 6' in width, to be considered multi-use trails, the facilities should be at least 8' wide, but preferably 10-foot. **Figure 2.15** depicts the breakdown of the widths of existing town trail facilities not including equestrian widths. Segments that depict 8' to 10' widths reflect the town multi-use trails and segments under 8' reflect connectors in the Town's trail system.

FIGURE 2.15: EXISTING TOWN TRAIL FACILITIES BY WIDTH



WHITE LAZY DAISY TRAIL

FIGURE 2.16: EXISTING TOWN TRAIL FACILITIES BY WIDTH



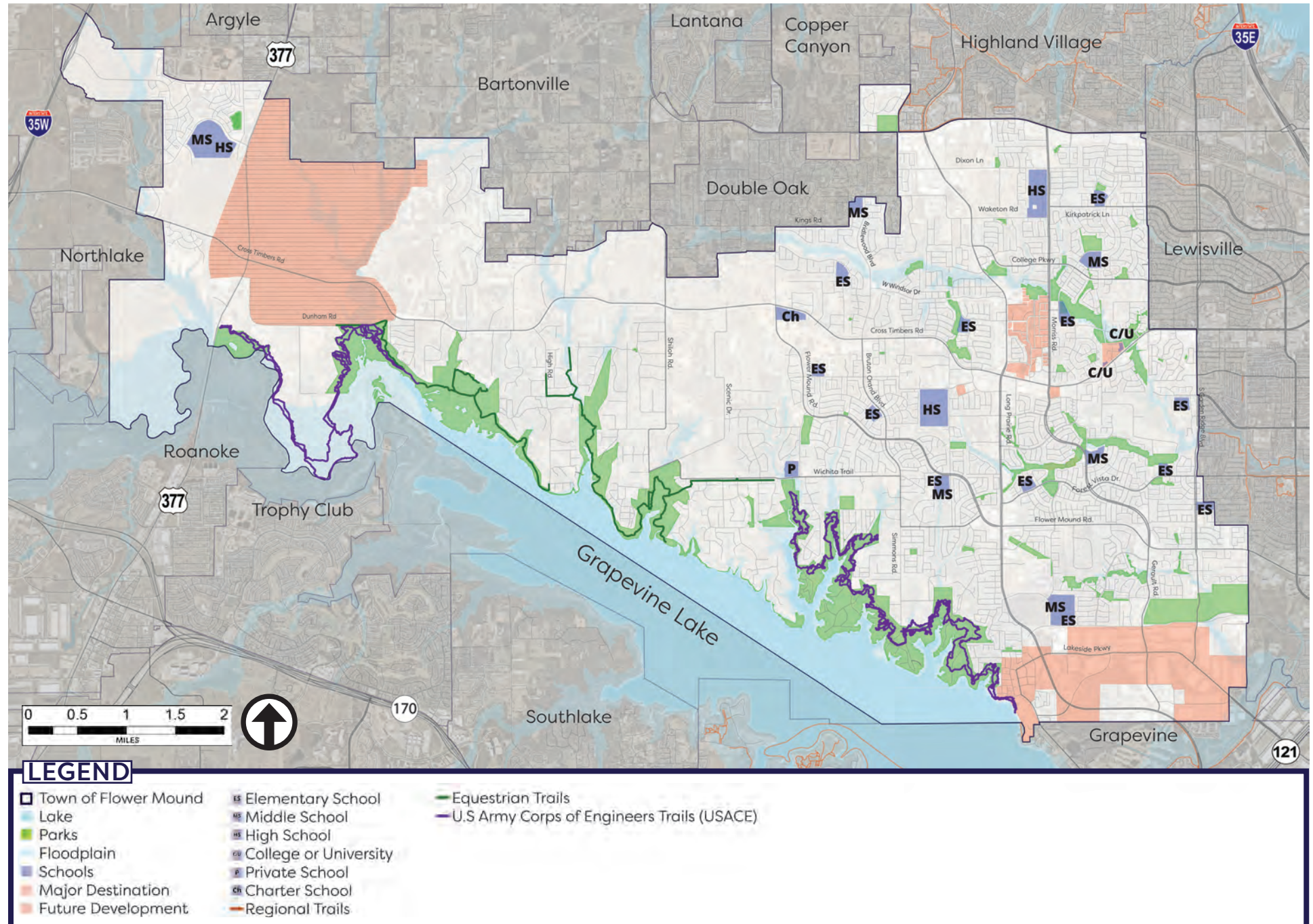
OTHER TRAILS

Flower Mound's proximity to Grapevine Lake adds to the natural landscape of the Town. Many of the soft-surface trails in Flower Mound are located along the northern shore of Grapevine Lake on the Town's southern border. These trails are located on United States Army Corps of Engineers (USACE) property and are maintained by DORBA (Dallas Off-Road Bicycle Association). The USACE trails are primarily used for mountain biking, hiking, and where designated, equestrian use.

TABLE 2.4: OTHER TRAILS INVENTORY

Trail Name	Length (Miles)	Width (Feet)	Surface Type
Blue Diamond	0.6	6'	Soft-Surface
Boy Scout Loop	3.0	6'	Soft-Surface
Knob Hills	12.9	6'	Soft-Surface
MAAD East Loop	3.5	6'	Soft-Surface
MAAD West Loop	3.3	6'	Soft-Surface
Murrell Loop	3.3	6'	Soft-Surface
North Shore Far West	2.7	6'	Soft-Surface
Rockledge Loop	2.3	6'	Soft-Surface
Twin Coves Loop	2.7	6'	Soft-Surface
Undesignated	0.2	N/A	Soft-Surface
Total Length	34.3		



FIGURE 2.17: EXISTING OTHER TRAILS

ON-STREET BIKEWAYS

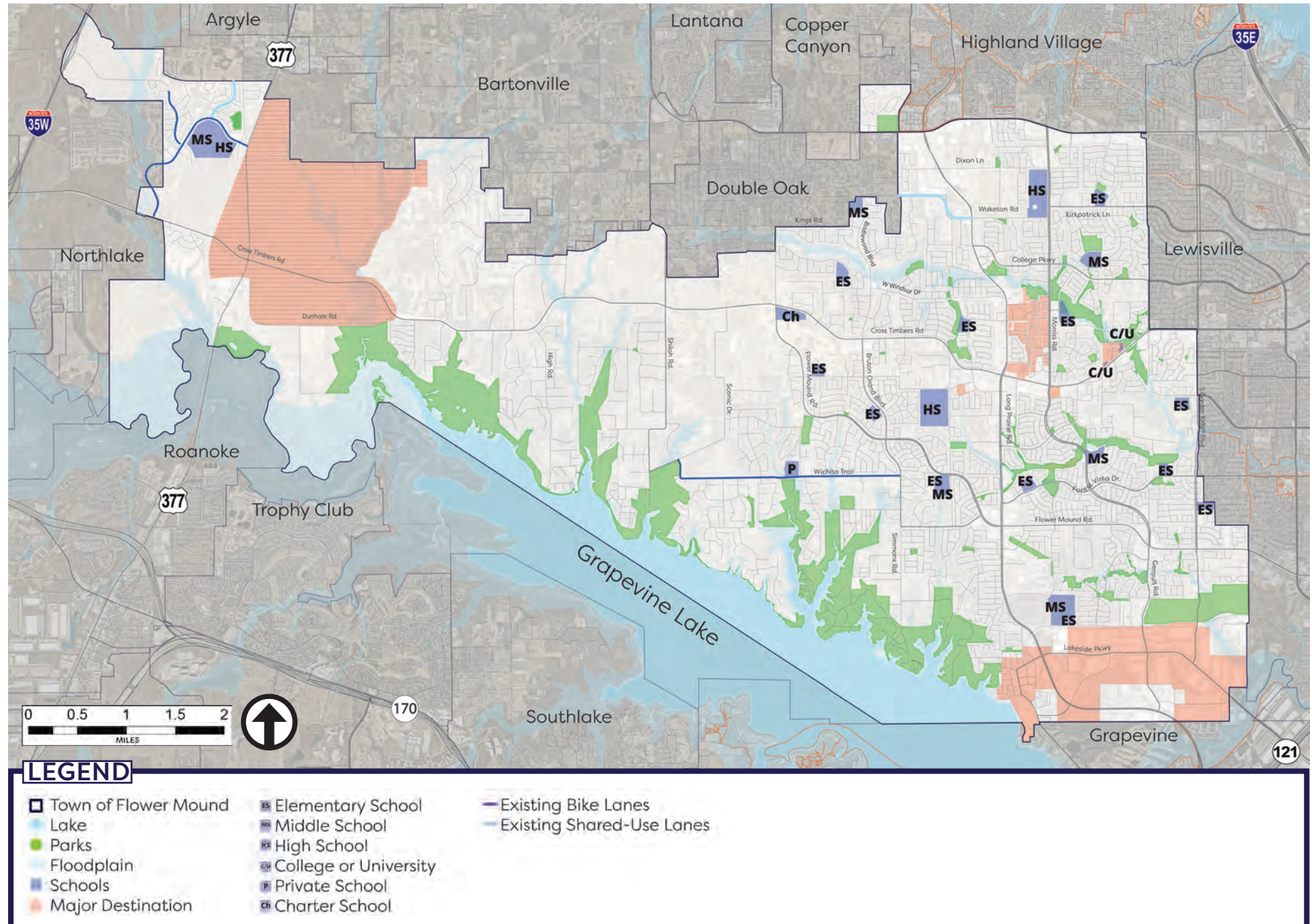
Flower Mound currently has limited offerings for existing on-street bikeways. The types of on-street bikeways in Flower Mound are primarily designated bike lanes that are located on Wichita Trail and Canyon Falls Drive. There are also shared lane markings on Prairie Ridge Road and Waketon Street.

TABLE 2.5: ON-STREET BIKEWAY INVENTORY

Bikeway Name	Length (Miles)	Accommodation
Canyon Falls Drive	1.9	Bike Lane
Denton Creek Blvd	0.7	Bike Lane
Prairie Ridge Road	0.5	Shared Lane Markings
Waketon Street	0.8	Shared Lane Markings
Wichita Trail	2.4	Bike Lane
Total Length	6.3	



FIGURE 2.18: EXISTING ON-STREET BIKEWAYS



CURRENTLY PLANNED SYSTEM

The 2017 Park and Trails Plan established a network of planned trails and bikeways for the Town. This plan identified over 50 miles of additional Town Trails and nearly 30 miles of additional on-street bikeways. These planned routes aim to fill gaps in the current trails system in Flower Mound and increase regional and internal connectivity. The currently planned trails will be reviewed as part of this planning effort to determine if they are still warranted and feasible.

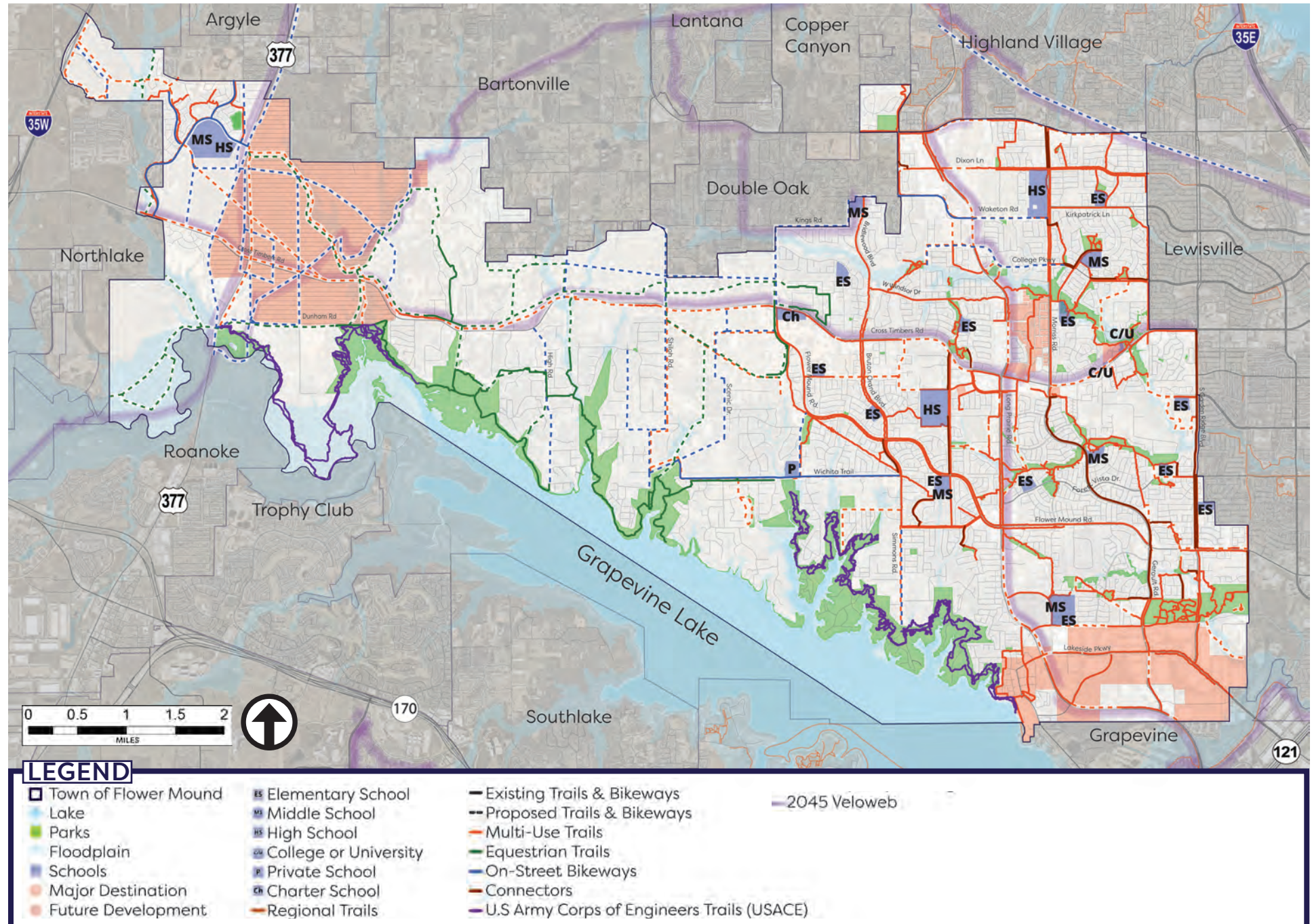
TABLE 2.6: EXISTING & CURRENTLY PLANNED SYSTEM

Facility Type	Existing Length (miles)	Planned Length (miles)
Town Trails (8' or wider)	65.3	53.4
On-Street Bikeways	6.3	29.0
Equestrian Trails	14.5	22.7
Total Length	86.1	105.1



SHILOH ROAD SIGNAGE

FIGURE 2.19: 2017 MASTER PLAN PROPOSED TRAILS & BIKEWAYS



**System Users
Community Input
Needs Assessment
Barriers & Opportunities**



03 TRAILS & BIKEWAYS SYSTEM NEEDS



41 Flower Mound Trails and Bikeways Master Plan

A comprehensive trails and bikeways system is designed based on the needs of the community, the opportunities that exist, and the barriers that may prevent connections. This chapter describes Flower Mound's identified needs based on existing conditions, safety issues, standards, and benchmarking. This chapter also identifies needs based on community engagement, existing barriers in the trail system, and opportunities for new trail and bikeway corridors.

SYSTEM USERS

Trails and bikeways can be designed to serve a range of users that express and exhibit different needs, interests, and abilities. Communities that recognize and acknowledge the overlapping needs and preferences of their residents are best able to develop a trails and bikeways system that efficiently accommodates multiple user groups.



PEDESTRIANS

A large number of people use trails for recreational purposes and some use them for commuting purposes as well. Walking is a great option for passive recreation because it is affordable and accessible for most people. It is also important to provide pedestrian connections for residents without access to a vehicle. Therefore, it is crucial that trails provide connectivity between neighborhoods and nearby destinations to encourage walking. When developing trails for pedestrians it is important to design them to be safe, enjoyable, and comfortable.



RUNNERS/JOGGERS

Trail systems are great locations for runners and joggers who seek opportunities for sports, leisure, and fitness since they provide a safe, off-street environment away from motor vehicles. Multi-use trails provide adequate space for runners and joggers to safely and comfortably pass other users and provides enough space for running groups and meet-ups. Runners prefer either paved or soft-surface trails, so providing options for both is important.



BICYCLISTS

Bicyclists consist of three groups: the occasional rider (children and seniors); the recreational rider (basic); and, the more experienced rider (advanced).

Children and Seniors

Children and seniors represent some of a community's most vulnerable demographic groups and therefore require easily accessible trail routes that are simple and easy to navigate. When developing trails and bikeways, it is important to provide spaces that are safe and comfortable for children and seniors. These groups typically prefer to ride on an off-street trail that is located away from the roadway to minimize potential interaction with motorists.

Basic

Bicyclists who fall within the basic skill category typically ride for leisure and prefer off-street trails or sidepaths adjacent to roadways. This user group is less likely to cycle as a mode of transportation since they are generally less confident riders. However, they are more likely to ride on-street within residential neighborhoods with low traffic speeds and within parks.

Advanced

Experienced bicyclists typically view cycling as a mode of transportation and are more comfortable using on-street facilities. These bicyclists are confident on roadways and undeterred by various roadway conditions, including sharing lanes with motor vehicle traffic. Users within this group may be part of a cycling organization or view cycling as a viable commuting option for some of their weekly trips. If advanced riders use trails, implementing speed control elements is recommended to reduce the potential for conflict with slower trail users.



MOUNTAIN BIKERS

Mountain bikers use soft-surface off-road trails for recreation and fitness purposes. Soft-surface trails can incorporate features such as jumps, ramps, and grade changes to add obstacles for the trail users. These narrow trails can be designed for beginners through advanced riders and typically attract visitors from outside of the community.



HIKERS

Hikers use soft-surface off-road trails for recreation, leisure, and fitness purposes. Hikers enjoy physical activity in a more natural setting. Hiking trails can be designed with grade changes and switch backs to add variation for beginners to advanced hikers.



EQUESTRIAN USERS

Equestrian trails are enjoyed by people on horseback as a way to explore nature and ride in a different environment than arena riding. These trails are often soft-surface and natural. Equestrian trails may be designed primarily for horseback riding, or they may be shared for soft-surface walking, jogging, and biking. If multiple users are allowed, the trails should provide etiquette on sharing the trail for all users.



PADDLE SPORTS

Kayakers and canoers utilize a network of waterway trails. These trails, sometimes called paddling trails or blueways, are accessed through launch points along a river, creek, lake, or other body of water. Paddlers may consist of people in kayaks, canoes, small non-motorized boats, or paddle boards and may have varying experience levels.



COMMUNITY INPUT

Engaging with current and future trail system users to collaborate on the vision and goals of the trail system is a crucial part of the planning process. Establishing engagement sessions that reach a variety of residents in Flower Mound help the Town benchmark needs of the community regarding opportunities and barriers in the existing trails system. Various engagement methods were utilized that involved a variety of stakeholders and the community. These engagement efforts included a steering committee representing a diverse selection of community members and interests, a technical working group comprised of town staff, listening sessions, and in-person and online public engagement.

STEERING COMMITTEE

The Steering Committee is comprised of community leaders and key community stakeholders to review and guide the plan development. Members included representatives from cycling, running, and riding groups, boards and commissions, Lewisville ISD, and students. This committee met three times during the process to help with identifying trails and bikeways needs, visioning, reviewing findings and preliminary recommendations, and recommending approval of the final plan.



TECHNICAL WORKING GROUP

The Technical Working Group is comprised of town staff members from various departments to assist with review and development of the plan. During the planning process, the group met three times to discuss current and future needs, review preliminary recommendations, and provide final guidance on the draft plan. Having input from different departments throughout the process helped to ensure that the recommendations were feasible.



STAKEHOLDER LISTENING SESSIONS

During the initial phase of the project, visioning meetings with community organizations and key community representatives were conducted to solicit feedback on the strengths and weaknesses of the Town's existing trails and bikeways system. These meetings were designed to assess the needs and desires for the trails and bikeways system in the Town. Invited groups included governmental agencies, trail and bikeway user groups, economic development groups, and education groups.



OPEN HOUSES

Two public open houses were offered to solicit feedback from the community during the planning process. The first was conducted in person and virtually to determine the needs and vision of the community for the trails and bikeways system. The second meeting was held at the end of the project to allow the community to review and provide feedback on the draft master plan.



POP-UP EVENTS

The team attended Town of Flower Mound events to increase awareness of upcoming engagement opportunities (discussed on page 45) and to collect information about the existing trails and bikeways system in Flower Mound. The pop-up events included the Arts in the Park inaugural event and a Friday night concert series event in Heritage Park.



BOARD & COMMISSION MEETINGS

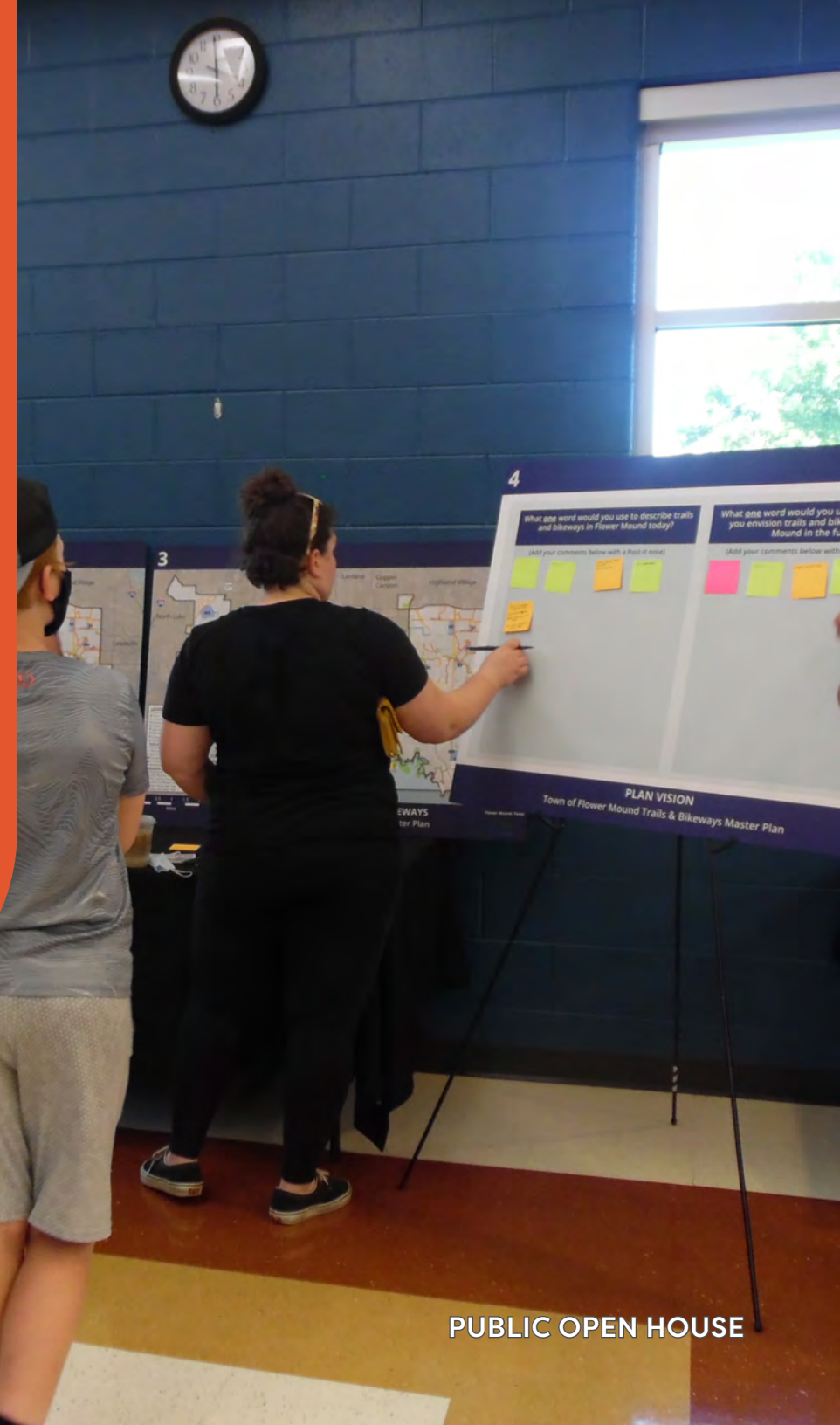
Presentations to the Parks Board, Transportation Commission, Planning & Zoning Commission, and Town Council during the process allowed the team to gather additional input and review draft recommendations for the plan.



ONLINE ENGAGEMENT

Several online engagement methods were used to reach people who weren't able to attend events in person.

- The **Project Website** was established to advertise upcoming meetings, update the community on the status of the project, allow for input, access virtual engagement rooms and community surveys, and share data and reports created through the process.
- A **Community-wide Online Survey** was conducted early in the process to garner feedback on the community's trails and bikeways system. There were a total of 947 responses received between May and June 2021.
- A **Virtual Public Engagement Room** was developed to mimic the activities conducted at the first public open house in May 2021 in an online setting. The site generated roughly 1,300 views and nearly 100 people provided input via the virtual public engagement room stations.
- An **Interactive Map** was developed to allow residents to give location-specific input on needed connections within the system.
- A series of **Educational Videos** were developed about the Flower Mound trails and bikeways system and the master plan initiative. The videos outlined the plan process, reviewed the current conditions and plan goals, and provided an overview of the plan recommendations.



PUBLIC OPEN HOUSE

ENGAGEMENT RESULTS:

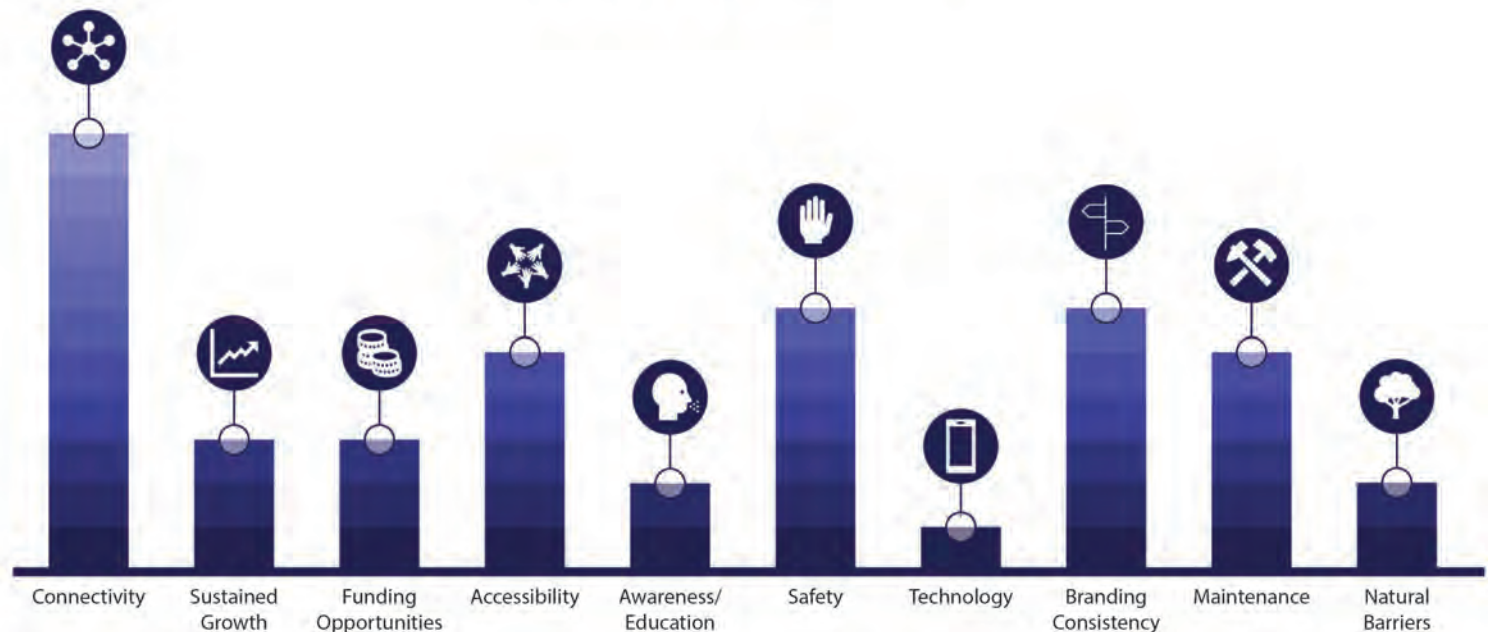
Steering Committee, Technical Working Group, and Stakeholder Listening Sessions

The following questions were asked during our visioning sessions in May 2021. The following graphics are a summary of the questions that were posed to the Steering Committee, Technical Working Group, and stakeholder listening sessions.

WHAT IS YOUR
VISION FOR
THE FUTURE
OF TRAILS AND
BIKEWAYS IN
FLOWER MOUND?



WHAT ARE SOME OF
THE CHALLENGES
RELATED TO TRAILS
AND BIKEWAYS IN
FLOWER MOUND
TODAY?



ENGAGEMENT RESULTS:

Public Open House & Virtual Public Engagement Room

The following questions were asked during the first public open house in May 2021 and within the virtual public engagement room that was available immediately following the open house. The following graphics are a summary of the feedback that was received during those meetings.

WHAT ONE WORD
WOULD YOU USE TO
DESCRIBE TRAILS
AND BIKEWAYS IN
FLOWER MOUND
TODAY?



WHAT ONE WORD
WOULD YOU USE TO
DESCRIBE HOW YOU
ENVISION TRAILS
AND BIKEWAYS IN
FLOWER MOUND IN
THE FUTURE?

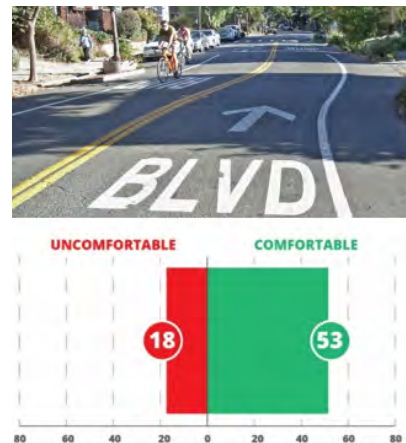


ENGAGEMENT RESULTS:

Public Open House & Virtual Public Engagement Room

The following graphics summarize feedback received during the public open house and virtual public engagement room. Participants were asked to choose if they would feel comfortable or uncomfortable using the depicted facility. The number below each picture show the total responses for each.

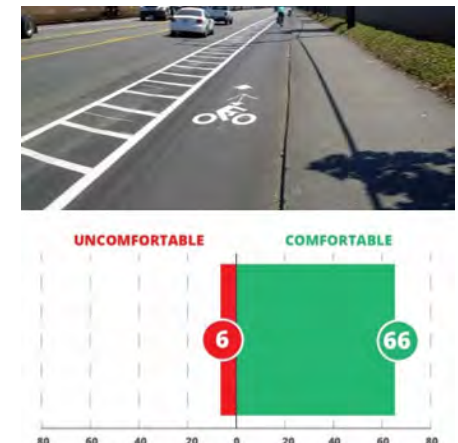
WHAT IS YOUR
LEVEL OF
COMFORT WITH
THE FOLLOWING
TYPES OF ON-
STREET BICYCLE
FACILITIES?
(TOP 3 OF 6)



**BICYCLE
BOULEVARD**



CYCLE TRACK



**BUFFERED
BIKE LANE**

WHAT IS YOUR
LEVEL OF COMFORT
WITH THE
FOLLOWING TYPES
OF OFF-STREET
TRAILS?
(TOP 3 OF 6)



**OFF-STREET
TRAIL
(PAVED)**



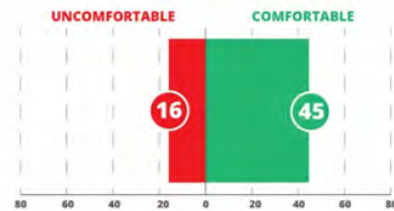
**SIDEPATH
(PAVED)**



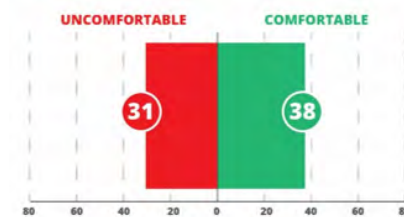
**SOFT SURFACE
TRAIL**

ENGAGEMENT RESULTS: Public Open House & Virtual Public Engagement Room

WHAT IS YOUR
LEVEL OF
COMFORT WITH
THE FOLLOWING
TYPES OF
EQUESTRIAN
PATHS?



**SOFT-SURFACE
(AWAY FROM ROAD)**



**SOFT-SURFACE
(ADJACENT TO ROAD)**

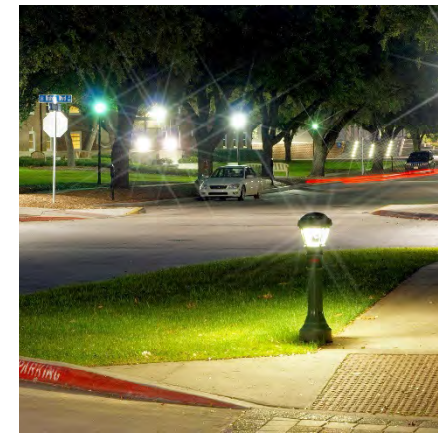
WHAT ARE YOUR
TOP THREE
PREFERRED TRAIL
AMENITIES THAT
YOU WOULD LIKE
TO SEE ALONG
TRAILS IN FLOWER
MOUND?



**WAYFINDING
SIGNAGE**

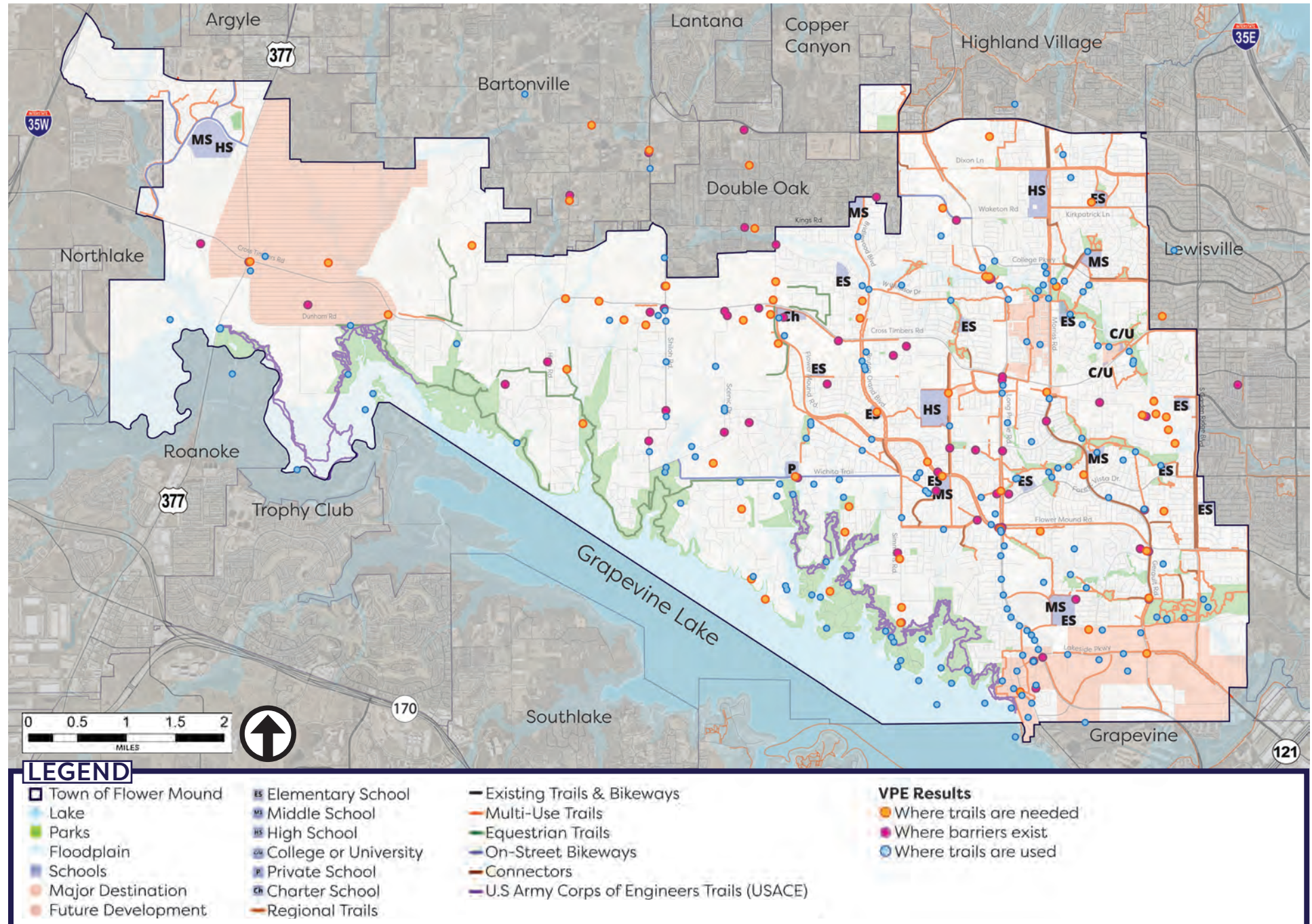


PARKING



LIGHTING

FIGURE 3.1: VIRTUAL ENGAGEMENT ROOM RESULTS

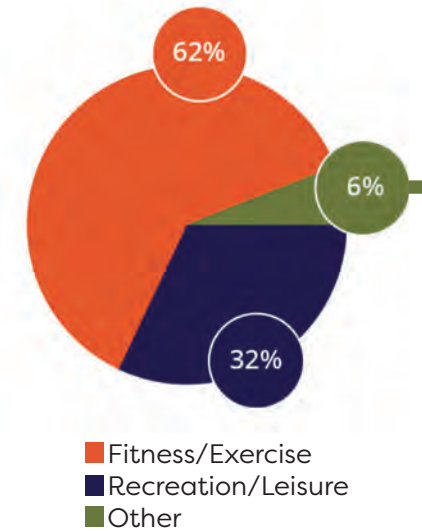


ENGAGEMENT RESULTS: Public Open House & Virtual Public Engagement Room

WHAT TYPE
OF TRAIL OR
BIKEWAY
IN FLOWER
MOUND DO
YOU GENERALLY
USE?



WHAT IS YOUR
PRIMARY
PURPOSE FOR
USING A TRAIL
OR BIKEWAY IN
FLOWER MOUND?



Other (6%) Breakdown

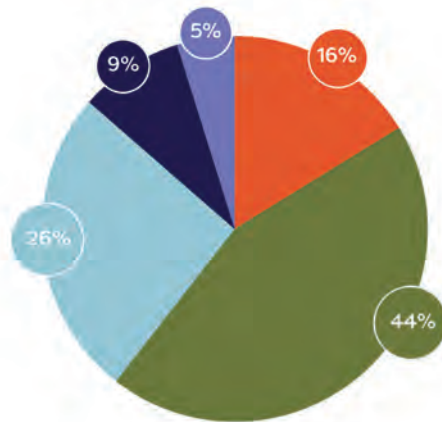


Commuter to work/school	(20%)
Trips in neighborhood	(18%)
Run errands	(6%)
Visit friends/family	(8%)
I do not use a trail/bikeway	(18%)
Other	(30%)

ENGAGEMENT RESULTS:

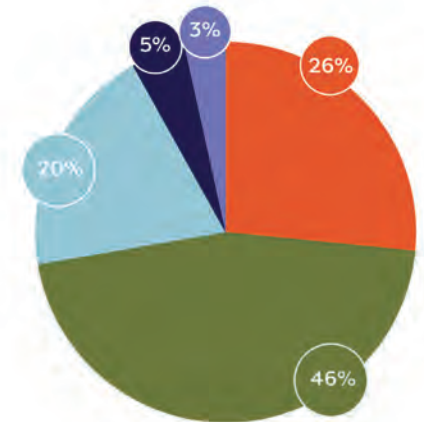
Public Open House & Virtual Public Engagement Room

HOW OFTEN DID YOU USE TRAILS OR BIKEWAYS IN FLOWER MOUND PRE-COVID?



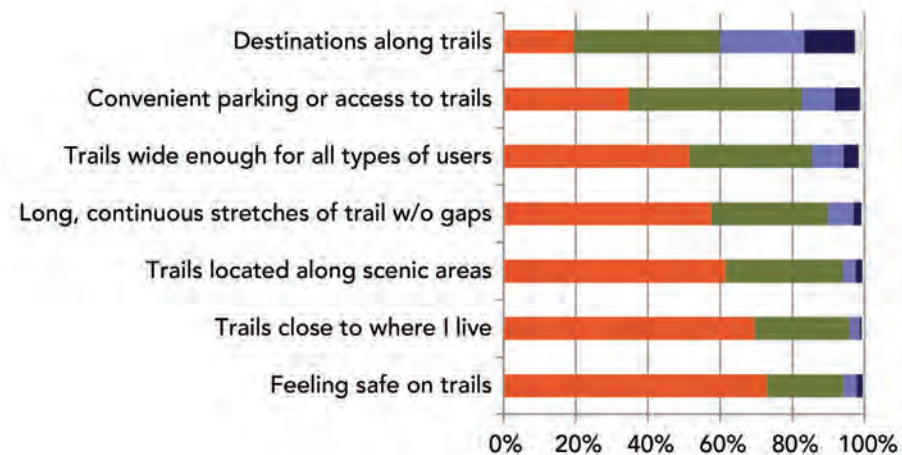
■ Daily
■ A few times a week
■ A few times a month
■ A few times a year
■ Never

HOW OFTEN DID YOU USE TRAILS OR BIKEWAYS IN FLOWER MOUND DURING COVID?



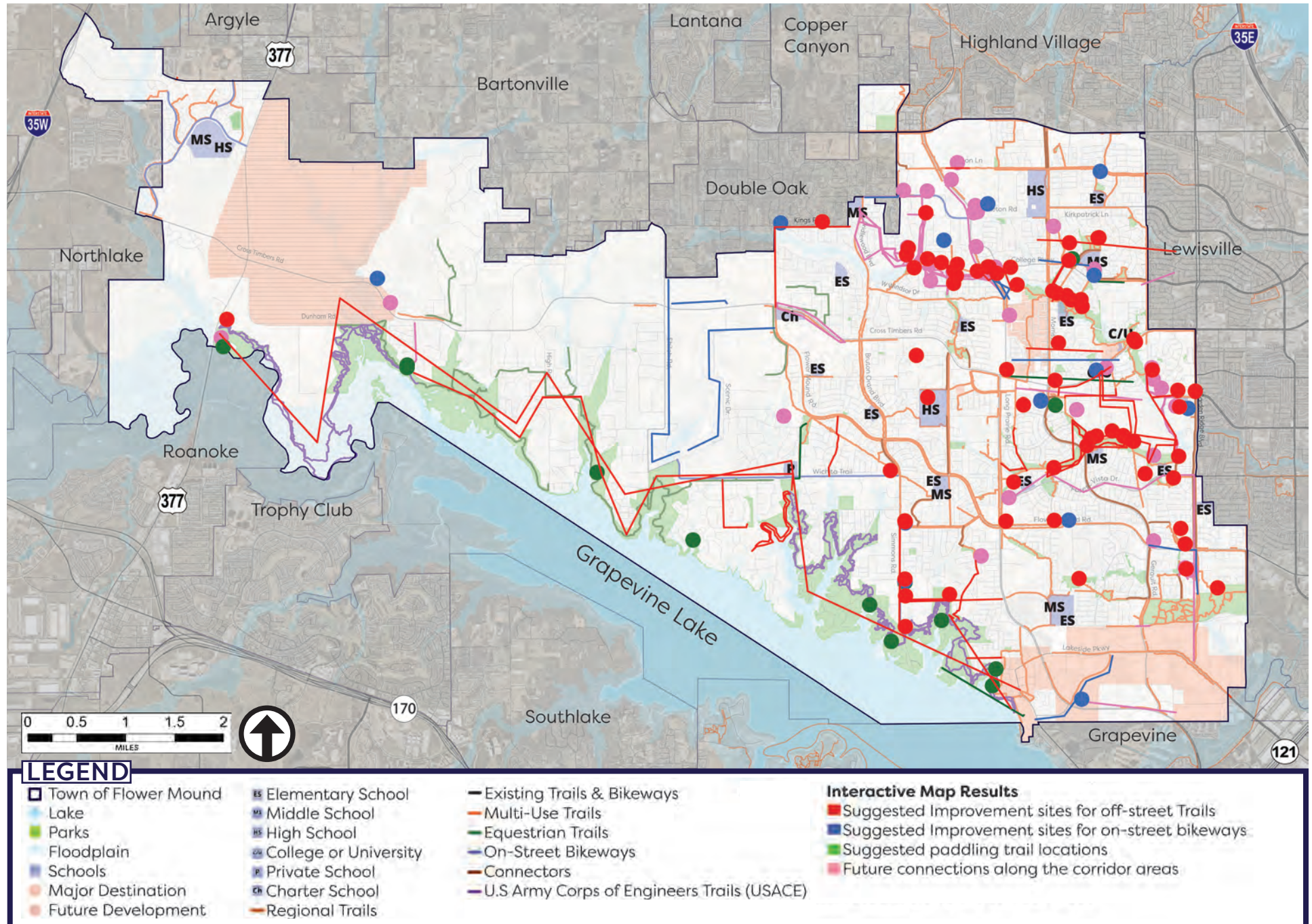
■ Daily
■ A few times a week
■ A few times a month
■ A few times a year
■ Never

HOW IMPORTANT ARE EACH OF THE FOLLOWING FEATURES OF TRAIL FACILITIES?



■ Very important
■ Important
■ No opinion
■ Not very important
■ Not Important at all

FIGURE 3.2: INTERACTIVE ONLINE ENGAGEMENT MAP



ENGAGEMENT KEY TAKEAWAYS:

- Filling in gaps in the system for overall better connectivity is needed.
- Wayfinding and directional signage is needed to help users identify what trail they are on and where they are going.
- Intersection crossings should be improved in many areas.
- Additional amenities, such as lighting, parking, and drinking fountains, are desired throughout the trail system.
- Off-street trails are preferred by a majority of respondents to roadside trails.



PURPLE CONEFLOWER TRAIL

NEEDS ASSESSMENT

As indicated in the previous section, the residents of Flower Mound have established that trails and bikeways are very important to their community. As the population in the town continues to increase, an additional burden will be placed on existing trail and bikeway facilities. This section provides the current state of Flower Mound's trails and bikeways today and projected into the future.

To evaluate the needs of the community, assessments of the existing system were conducted. Based on the assessment findings, recommendations for the future network can be proposed to ensure users of all ages and abilities are considered. Assessments are based on community input, trail evaluations, trail level of service, comparison to benchmark communities, opportunities and barriers, roadway characteristics, and potential corridor assessments.

TRAIL EVALUATION

Trail evaluations were completed for the existing named trails. The evaluations considered trail surface conditions, clearance, grades and slopes, street intersections/trail crossings, constructed trailway features, safety/security, signage and wayfinding, and trailheads. This section provides the key findings from each of the evaluations.



PINK EVENING PRIMROSE TRAIL



KNOB HILLS TRAIL

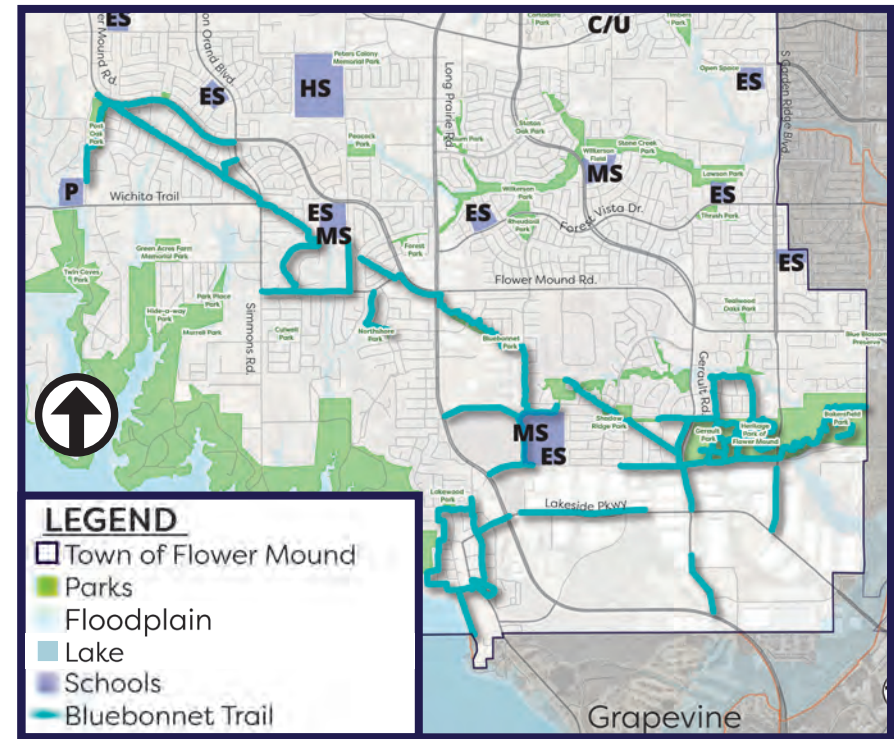
BLUEBONNET TRAIL

Length: 16.2 miles

The Bluebonnet Trail runs from Bakersfield Park in the far southeastern corner of the Town to the northwest ending at Post Oak Park. The trail is the longest of all the six branded trails (see page 27). There are numerous neighborhood connections to the trail; while the trail provides access to residents, it is disconnected in areas and features some segments that are only 4' in width. The trail is generally in good condition with adequate vertical and horizontal clearance. Most of the trail is designed at a grade and slope that is comfortable. However, the segment along Winding Oaks Drive and Pasadena Place includes switchbacks and a slope that may not be ADA accessible.

Improvements to intersection crossings are needed, both within the neighborhoods and along major corridors such as FM 2499. There are benches, waste receptacles, and pet waste stations distributed along the trail, however additional facilities such as water fountains, bike racks, and bike repair stations would improve the overall user experience. Additional signage and trail branding are needed for wayfinding and safety. Finally, the trail connects to many parks, schools, and other named trails, but additional segments would better connect the community.

FIGURE 3.3: BLUEBONNET TRAIL KEY MAP



Trail marker in a neighborhood



Trail within a power line easement



Retaining wall adjacent to trail



Trailhead marker

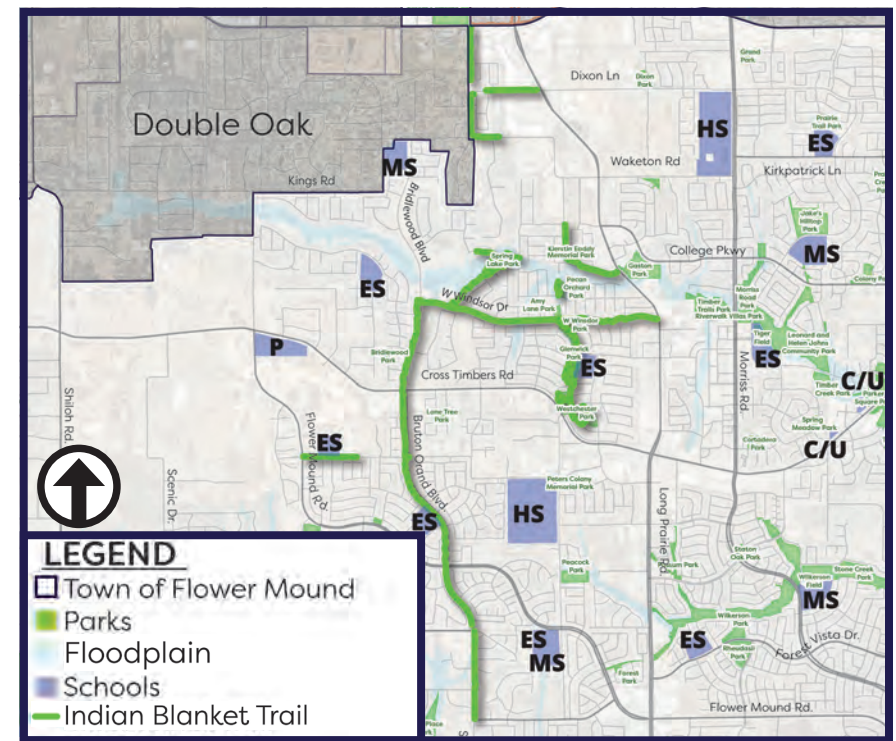
INDIAN BLANKET TRAIL

Length: 8.1 miles

The Indian Blanket Trail runs along West Windsor Drive, south to Simmons Road, connects Westchester Park to Spring Lake Park, and eventually connects to the Bluebonnet Trail. The trail segments north of Windsor Drive are largely disconnected, and there are portions of the trail that are only 4'-6' in width. The trail is generally in good condition with adequate vertical and horizontal clearance and designed at a grade and slope that is comfortable.

Improvements to intersection crossings are needed throughout the trail corridor. There are benches, waste receptacles, and pet waste stations, however additional facilities such as water fountains and bike racks could improve the overall user experience. Additional signage is needed for wayfinding and safety. The addition of trailheads would better identify the branding and location of the trail. Finally, the trail provides good access to neighborhoods, but aside from parks and schools there are not many destinations accessible from the trail.

FIGURE 3.4: INDIAN BLANKET TRAIL KEY MAP



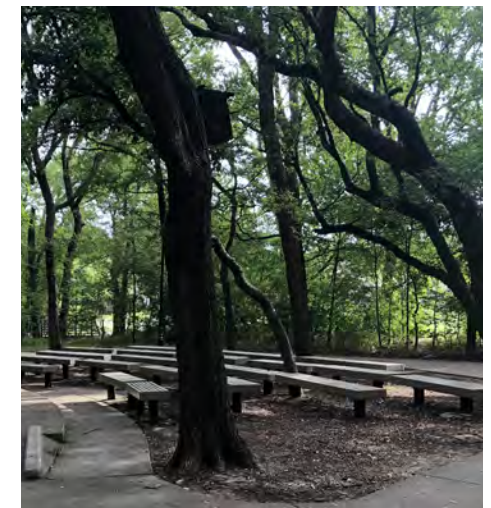
Trail adjacent to roadway



Signalized pedestrian crossing



8' trail segment



Amphitheater in Park

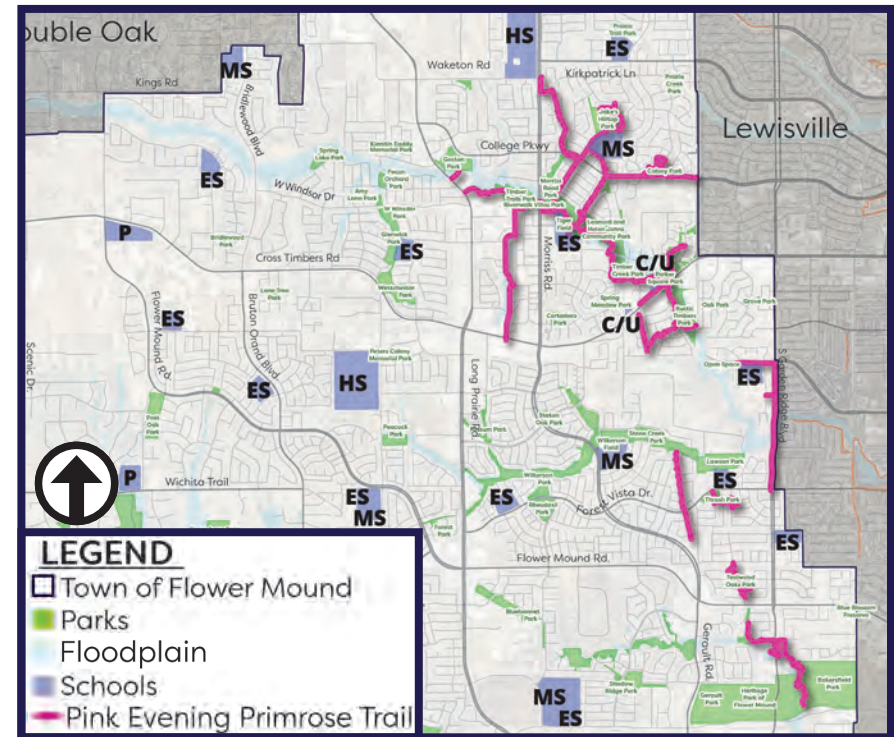
PINK EVENING PRIMROSE TRAIL

Length: 12.5 miles

The Pink Evening Primrose Trail is a north-south trail corridor in the far eastern portion of Flower Mound. The trail runs through numerous neighborhoods and connects to schools, parks, and the Bluebonnet Trail. The trail width varies from 6' to 8'. The trail is generally in good condition with adequate vertical clearance, however in some areas trees, vegetation, and retaining walls present horizontal clearance constraints. Most of the trail is designed at a grade and slope that is ADA accessible, but there are a few areas along the trail that are a little steep. The trail includes a few pedestrian activated signals, but additional improvements to intersection crossings are needed. The trail also travels under two major roadways: Morriss Road near the Riverwalk and Cross Timbers Road (FM 1171). Both under crossings would be safer if they were wider and if they had more cautionary signage to ensure users slow down when approaching the bridge. There are many segmented parts of the overall trail that could be better connected.

There are benches, waste receptacles, fitness stations, and pet waste stations located along the trail, however those facilities are mainly around the Timber Trails Park. Additional facilities such as water fountains, bike racks, and bike repair stations installed along the trail would improve the experience for trail users. Additional signage is needed for wayfinding and safety. Some of the corners and bends in the trail are difficult to navigate and views of oncoming traffic by trail users are obscured. There are also older bridges that should be assessed by a structural engineer to ensure their safety. Finally, the trail connects parks and schools but filling the gaps in the overall corridor would improve connectivity to schools, parks, and key destinations such as Riverwalk.

FIGURE 3.5: PINK EVENING PRIMROSE TRAIL KEY MAP



Red bollards designating trail



Intersection ramp



Trail bridge near Riverside



Fitness station along trail

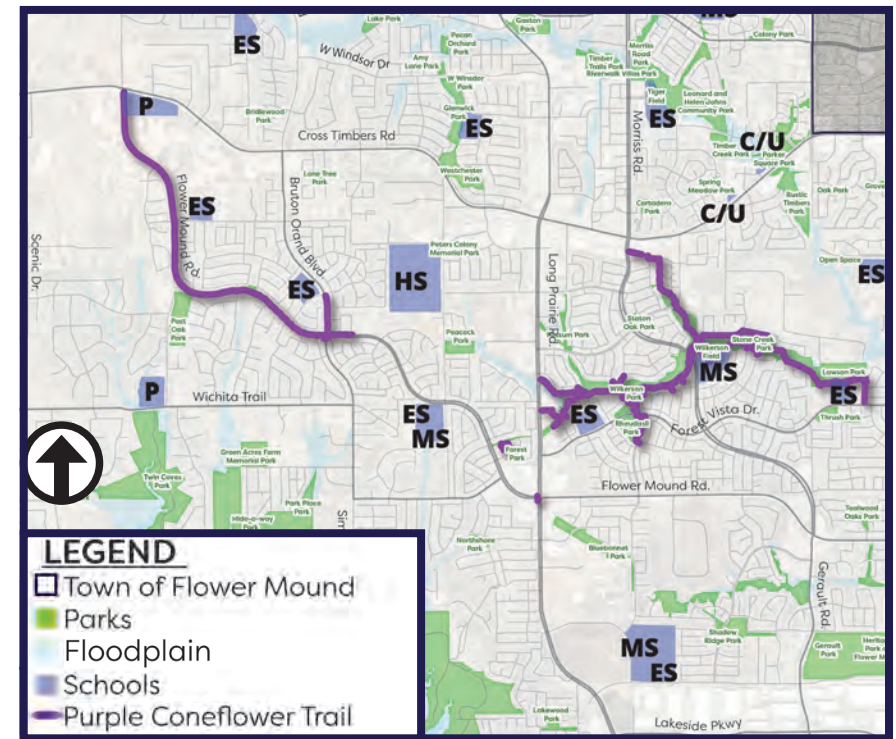
PURPLE CONEFLOWER TRAIL

Length: 7.5 miles

The Purple Coneflower Trail is an east/west corridor located north of the Bluebonnet Trail and connects the Tree Farm to Liberty Elementary School. While the trail provides access to numerous residents, it is disconnected in areas and has segments that are 4' to 6' in width in neighborhood loops. Additionally, the segment located along Flower Mound Road is only 4' wide. It is generally in good condition with adequate vertical and horizontal clearance. Most of the trail is designed at a grade and slope that is comfortable, but a few segments have steep slopes and grading issues. Improvements to some intersection crossings are needed as there are fewer pedestrian activated signals along this trail compared to others within the Town. Long Prairie Road (FM 2499) poses a significant barrier as the only way to get across now is at a signalized intersection.

There are standard amenities such as benches, waste receptacles, and pet waste stations, but enhancements to amenities such as water fountains, lighting, and bike repair stations could improve trail experiences. Red bollards are prevalent along the trail, and there are two larger trailheads. Additional signage is needed for wayfinding and safety. Finally, the trail connects parks and schools, but additional routes or segments would better connect the community to other trails and destinations.

FIGURE 3.6: PURPLE CONEFLOWER TRAIL KEY MAP



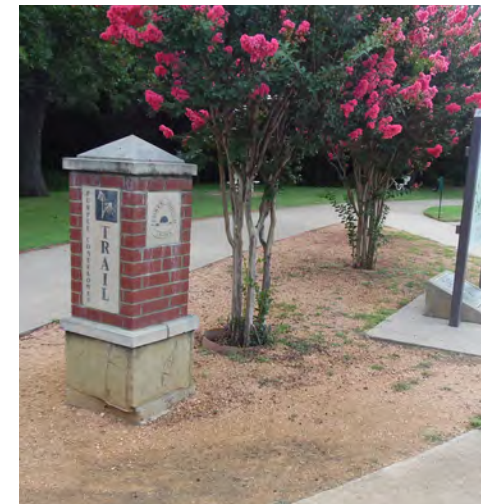
Pedestrian bridge over creek



Red bollards within a neighborhood



Trail leading to a park



Trailhead

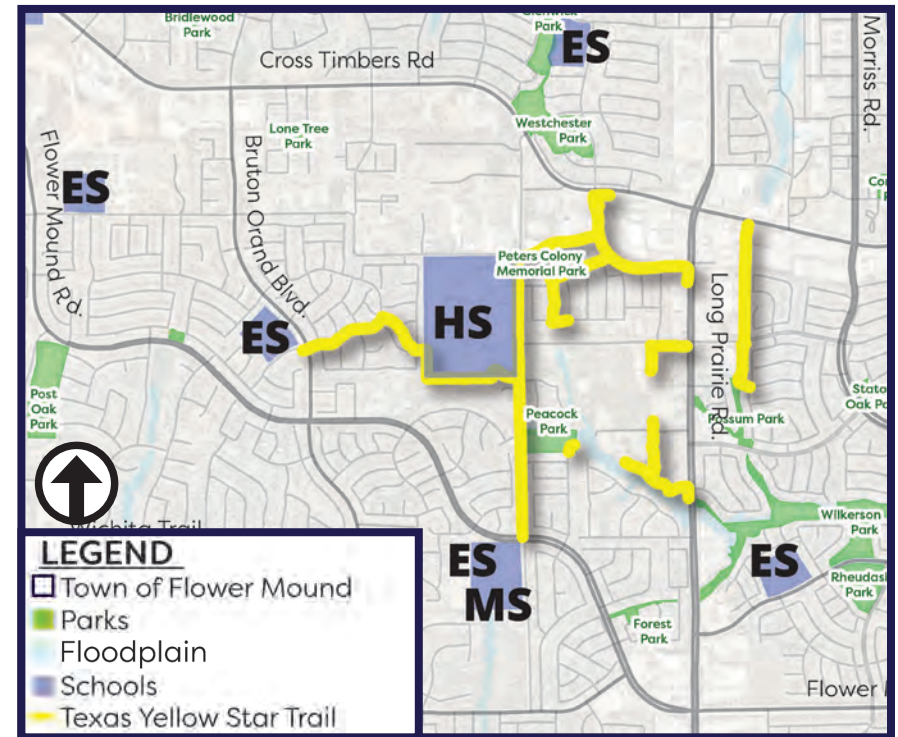
TEXAS YELLOW STAR TRAIL

Length: 3.3 miles

The Texas Yellow Star Trail is a shorter trail corridor in central Flower Mound. It links Wellington Elementary School and Flower Mound High School to the surrounding community. The trail is in good condition, with most segments being 8'-10' in width, and primarily runs adjacent to Old Settlers Road. Newer sections of trail that have been built with recent development are in very good condition. Much of the landscape is maintained by non-municipal entities such as homeowner associations.

The trail has adequate vertical and horizontal clearance and is designed at a grade and slope that is accessible for most users. Improvements to intersection crossings are needed. There are minimal amenities along the trail so additional trail amenities would improve the trail experience. Additional signage is needed for wayfinding and safety. The trail connects parks and schools, but additional routes or segments would better connect the community.

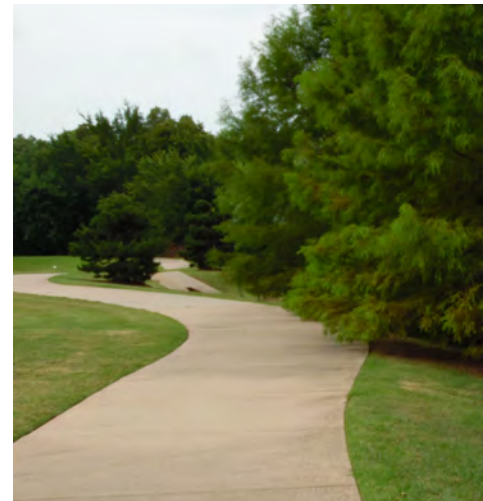
FIGURE 3.7: TEXAS YELLOW STAR TRAIL KEY MAP



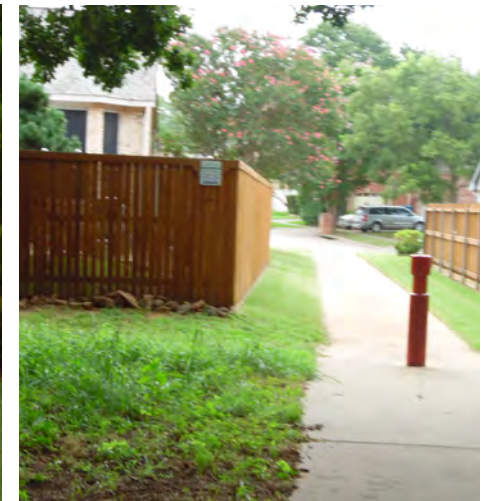
Red bollards within a neighborhood



Trail near the high school



Overgrowth along trail



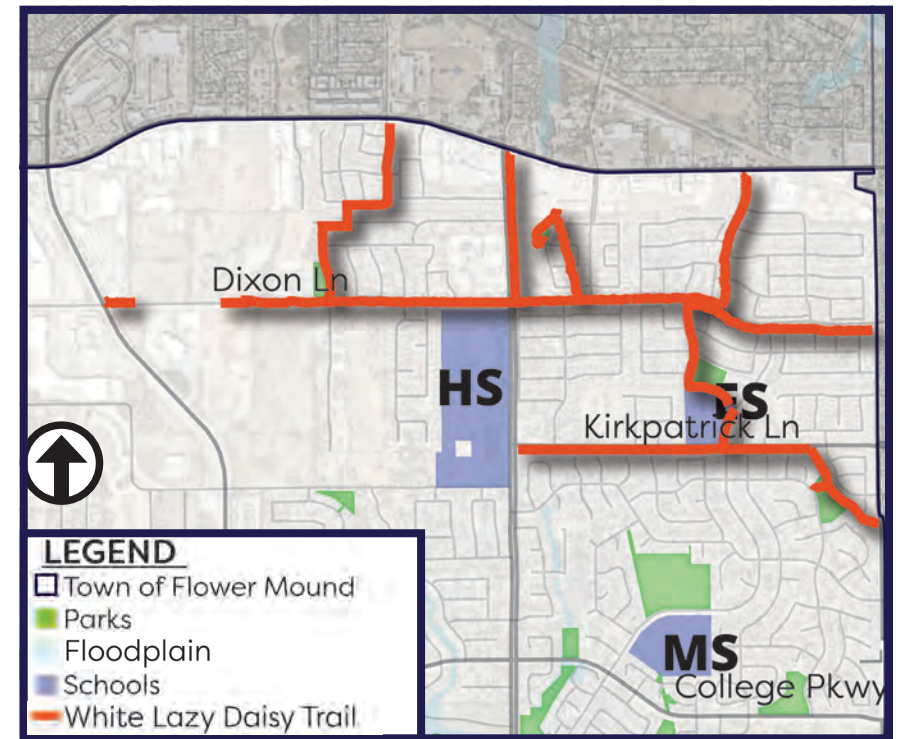
Neighborhood access point

WHITE LAZY DAISY TRAIL

Length: 4.7 miles

The White Lazy Daisy Trail is located in northern Flower Mound and connects Dixon Park to Prairie Trail Elementary School. There are numerous neighborhood connectors to the trail. The trail is in good condition, is mostly 8' in width, and runs adjacent to the roadway with some shade provided by vegetation. There is adequate vertical and horizontal clearance, with some vegetation encroachment. Most of the trail is designed at a grade and slope that is comfortable, however, portions along Valley Ridge Boulevard are steep and may not allow for ADA accessibility. Improvements to intersection crossings are needed as crosswalks, signage, improved ramps, and lighting is lacking along the corridor. There are limited amenities along the trail. Additional signage is needed for wayfinding and safety.

FIGURE 3.8: WHITE LAZY DAISY TRAIL KEY MAP



Curb ramp



Trail between houses



Trail adjacent to a school



Intersection crossing

OVERALL TRAIL EVALUATION KEY FINDINGS

- Wayfinding and directional signage along the trail system is needed.
- Four-foot wide segments should not be considered “trails”, instead they should be denoted as connectors to the trail system.
- Roadway crossings need to be improved to increase the safety for trail users, especially at major intersections that are identified as barriers to the system.
- Additional amenities along the trail are needed, such as bike racks and lighting at trailheads.
- Maps located at trailheads are outdated and with a rapidly growing system will likely continue to be. Alternatives such as QR codes that link to an online map should be explored.
- Emergency call boxes, lighting, cameras, and other safety factors should be included to increase safety and comfort.
- An overall ADA assessment of the trail system would confirm where trails are not ADA accessible.



BLUEBONNET TRAIL

TRAIL LEVEL OF SERVICE

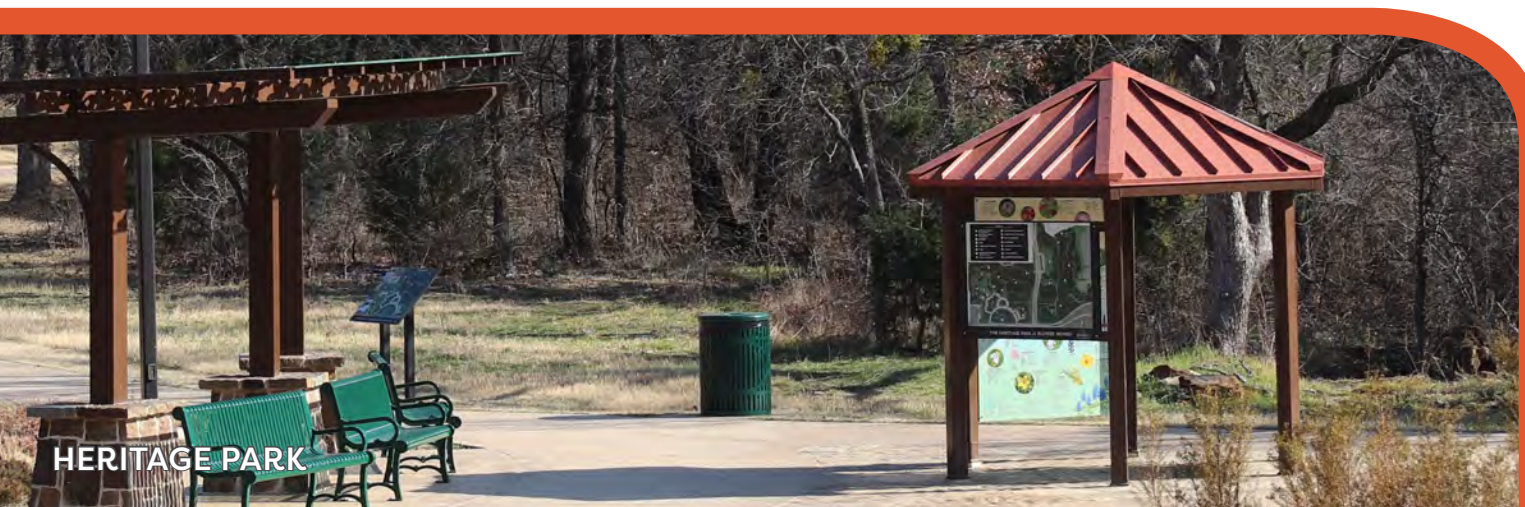
Level of Service (LOS) is a metric used to compare the miles of trail within a community with the total population. The LOS analysis includes an assessment of existing and proposed trails and compares it to existing and future populations. **Table 3.1** below shows the level of service for 6' and wider paths and 8' and wider paths. In order to compare to other communities, the LOS figures for trails 8' or wider is recommended to meet regional standards. The Future LOS represents the level of service if no additional trails were built between now and 2038, indicating that the level of service would decrease with expected additional population growth. For the DFW region, a target benchmark of 1 mile of trail for every 1,200 residents has been established. Chapter 4 reviews the recommended network. When the trails in the recommended network are constructed, the Town will surpass the regional target benchmark.

TABLE 3.1: TRAIL LEVEL OF SERVICE

2020 Population* (Current Population)		78,080	
2038 Population** (Projected Build-Out Population)		109,544	
Trails = 6' or wider multi-use paths		Trails = 8' or wider multi-use paths	
Current LOS - 2020	1 mile per 867 residents (1.15 miles per 1,000)	Current LOS- 2020	1 mile per 1,251 residents (0.80 miles per 1,000)
Future LOS - 2038 (No additional trails built)	1 mile per 1,217 residents (0.82 miles per 1,000)	Future LOS -2038 (No additional trails built)	1 mile per 1,756 residents (0.57 miles per 1,000)
Future LOS - 2038 (All currently proposed trails built)	1 mile per 769 residents (1.30 miles per 1,000)	Future LOS-2038 (All currently proposed trails built)	1 mile per 947 residents (1.06 miles per 1,000)

*Source: NCTCOG Regional Data Center, 2020.

**Source: Town of Flower Mound.



HERITAGE PARK

BENCHMARK COMMUNITIES

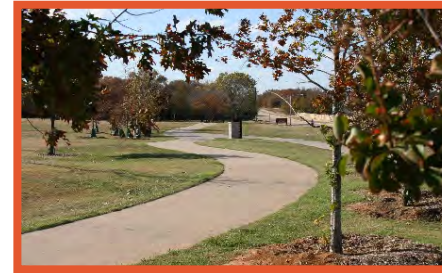
When analyzing the current LOS for Flower Mound, it is important to consider how it compares to cities of similar size and demographic composition in the DFW region. The population-per-mile benchmark is used to compare to the different cities; the lower the population-per-mile, the higher the LOS is for the trail system. Based on an average of many DFW communities, a regional benchmark of 1 mile of trail for every 1,200 residents has been established. The following communities are frequently used by Flower Mound to compare amenity and facility offerings. The following comparison only considers existing paved trails that are 8' or greater in width. Flower Mound has a current (2021) LOS of 1 mile per 1,251 residents. This ratio is better than the other identified benchmark communities, which indicates that Flower Mound has more trails per resident than the other communities but does not indicate the connectivity and accessibility of the overall system by comparison. Additionally, LOS just looks at the quantity of trails, not at the quality or condition of trails.



COLLEYVILLE

1 mile per 1,330 residents

Population: 26,462
Existing Trail Miles: 20
City Area: 8,384 Acres



LEWISVILLE

1 mile per 5,172 residents

Population: 106,386
Existing Trail Miles: 21
City Area: 23,488 Acres



GRAPEVINE

1 mile per 2,424 residents

Population: 53,317
Existing Trail Miles: 22
City Area: 20,480 Acres



MCKINNEY

1 mile per 3,515 residents

Population: 182,055
Existing Trail Miles: 52
City Area: 40,320 Acres



KELLER

1 mile per 2,783 residents

Population: 46,813
Existing Trail Miles: 17
City Area: 11,840 Acres



FLOWER MOUND

1 mile per 1,251 residents

Population: 78,080
Existing Trail Miles: 65.3*
Town Area: 27,776 Acres

**Includes paved multi-use paths 8' or wider*

BICYCLE AND PEDESTRIAN CRASH DATA

To identify potential safety issues for the existing bicycle and pedestrian network in Flower Mound, bicycle and pedestrian crash data was evaluated. The database used for this section is the Texas Department of Transportation (TxDOT) Crash Record Information System (CRIS) 2016-2020 bicycle and pedestrian crash data. Only reported crashes are represented in the data, so if a minor crash occurs that was not reported to the police, this data would not reflect it. The figures displayed in **Table 3.2** represent the number of crash types in Flower Mound. **Figure 3.9** on page 66 represents the locations of bicycle and pedestrian crashes separated by user type (bicycle or pedestrian) and crash type (fatal or non-fatal), where the location of the crash was available.

Of all crashes involving a bicyclist and/or pedestrian between 2016-2020, sixty-five percent involved bicycles and were mostly non-fatal. Thirty five percent involved pedestrians and were mostly non-fatal. A common thread for the crashes is that they occurred along major roadways mainly at intersections where the trail system exists on at least one side of the road. The crashes can be contributed to gaps in the system and unsafe, unidentified, or non-existent pedestrian crossings. The fatal pedestrian crash was in the same location as a non-fatal bicycle crash and a non-fatal pedestrian crash, indicating that the intersection may need improvements. The fatal bicycle crash occurred on a six-lane major thoroughfare between two existing neighborhoods and close to Heritage Park. Without appropriate signage and advanced warning, motorized vehicles may not be aware of pedestrians and bicyclists crossing roadways or using facilities along roadways.

TRAIL USAGE

Strava is a Global Positioning System (GPS) application that allows runners, cyclists, and walkers to track their preferred routes or discover popular routes used by other users. Recent Strava data for Flower Mound is shown as a heat map in **Figure 3.10** on page 67 to indicate the most frequently used trail facilities while **Figure 3.11** on page 67 displays the most frequently used bikeway facilities. Strava data was used to show where people are biking and walking in Flower Mound today. As illustrated on page 67, major trails are heavily used, as well as sidewalks along major roadways and within neighborhoods. Sidewalks, bike lanes, and trails are more prevalent and used in the eastern part of Flower Mound. Both figures illustrate the locations of gaps in the system, where barriers may exist, and where trails and bikeways can be added.

TABLE 3.2: BICYCLE AND PEDESTRIAN CRASH DATA

Crash Type	Number of Crashes
Non-Injury Bicycle	23
Suspected Injury Bicycle	16
Fatal Bicycle	1
Non-Injury Pedestrian	21
Suspected Injury Pedestrian	10
Fatal Pedestrian	2
Total Crashes	73

Source: TxDOT Motor Vehicle Crash Data for Flower Mound, 2016-2020

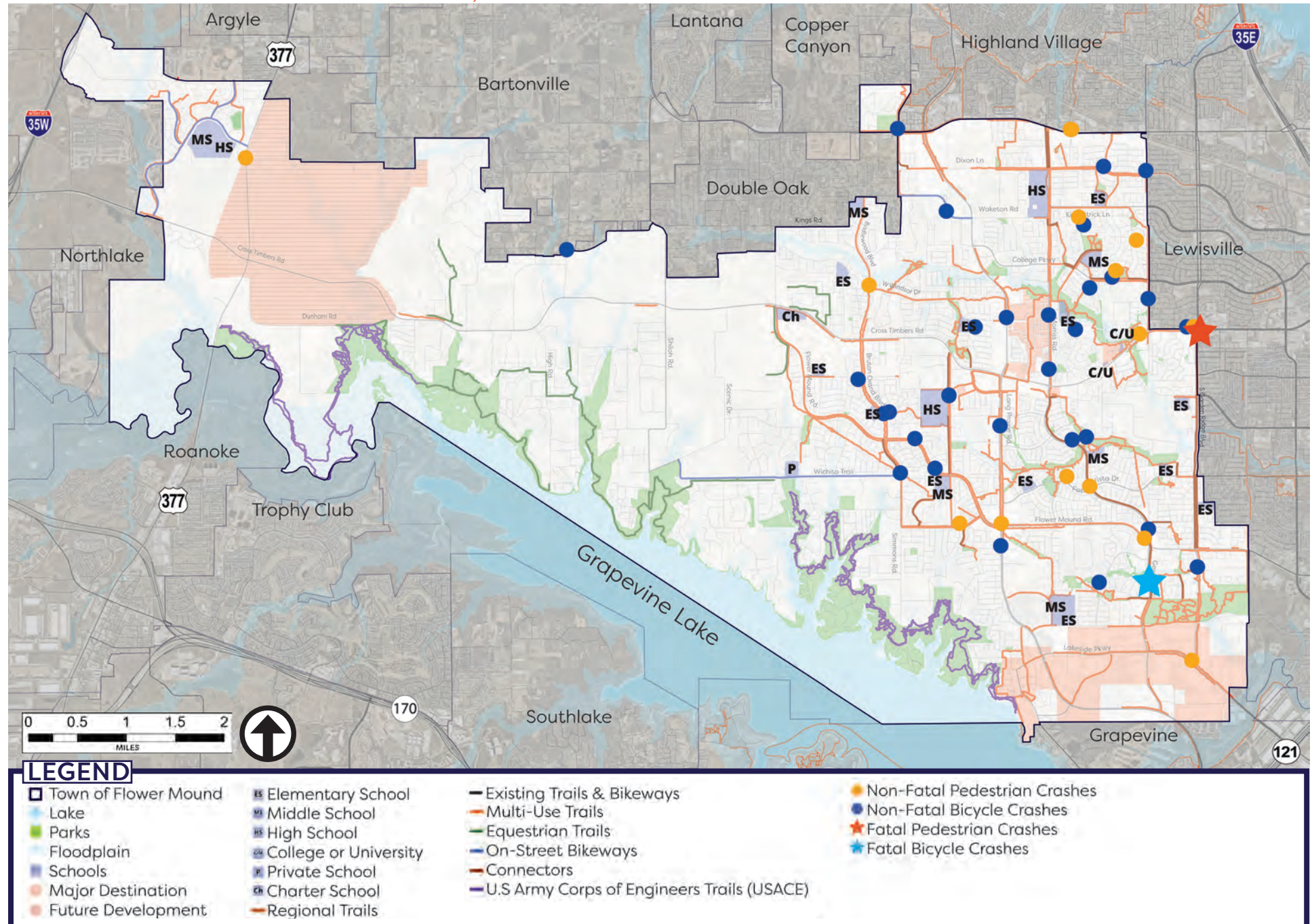
Note: Not all crashes are geo-located, some may be on boundary with other municipalities.

VISION ZERO

Vision Zero is the belief that everyone has the right to a safe transportation network. This approach is intended to improve safety on roadways for all users and prevent fatalities and severe injuries from crashes through design, policies, and technology. An effective Vision Zero policy focuses on the built environment, behaviors, and equity in order to have data-driven and measurable impacts to the system.

A Vision Zero policy can foster and encourage active transportation, improve accessibility to the roadway system for all users, and reduce economic impacts resulting from crashes through an implementable action plan. An action plan provides the Town with goals and recommended steps to improve roadway safety for all. These steps may include educational campaigns, safe speed design standards and engineering, data collection, and regular monitoring and evaluation.

FIGURE 3.9: BICYCLE AND PEDESTRIAN CRASH MAP, 2016 - 2020



Source: TxDOT Motor Vehicle Crash Data for Flower Mound, 2016-2020

ON-STREET BIKEWAY ASSESSMENT

The goal of recommending new bikeway designations is to provide safe on-street bicycle routes throughout Flower Mound that increase connectivity between neighborhoods and to regional destinations. The three types of on-street bikeway accommodations that are preferred by planning participants are shared-use lanes, standard bike lanes, and buffered bike lanes. These accommodations were determined by examining multiple attributes of Flower Mound's existing roadway system such as speed limit, existing traffic volumes, available capacity, and right-of-way widths. Examples of these facilities can be found on page 48 in the engagement section. As a reminder, bicyclists can also use sidepaths or off-street trails if they do not wish to ride in the street.

SHARED – USE LANES

Shared-use lanes are the easiest to implement and are proposed for roadways with low speeds and volumes since cyclists share the lane with motor vehicles. Utilizing these bikeway accommodations along Flower Mound's local and collector roads provides opportunities to expand upon the existing network and connect key areas.

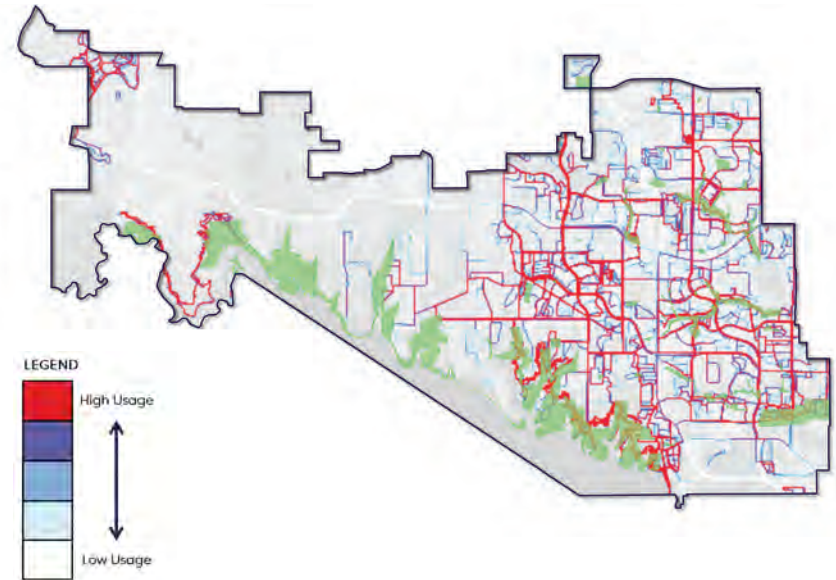
STANDARD BIKE LANES

Standard bike lanes are recommended along roadways that have slightly higher speeds and volumes for the safety of the user. These designations are also recommended on roadways that have the available width to accommodate modifications. Standard bike lanes offer increased comfort for cyclists and can encourage use by those that don't feel comfortable in a shared lane.

BUFFERED BIKE LANE

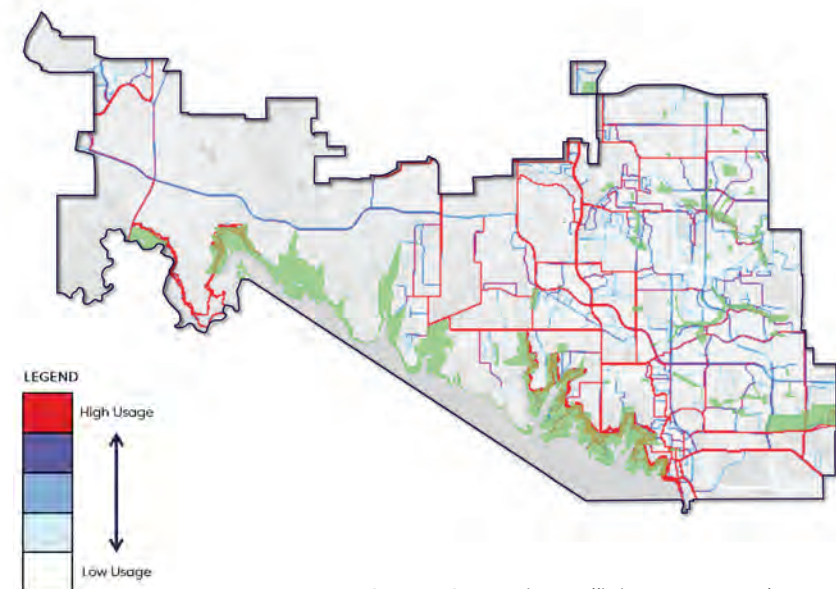
Similar to standard bike lanes, buffered bike lanes are offered along roadways that have higher speeds and volumes that need a spatial separation from the motor vehicles. However, these act as a major arterial for the bikeway network of a community. A buffered bike lane is used to connect major destinations and are proposed along major arterials in a community.

FIGURE 3.10: STRAVA PEDESTRIAN HEAT MAP, MAY 2021



Source: Strava, <https://labs.strava.com/>

FIGURE 3.11: STRAVA BICYCLE HEAT MAP, MAY 2021



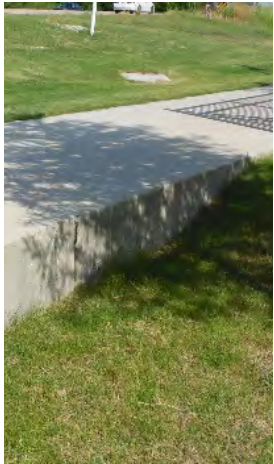
Source: Strava, <https://labs.strava.com/>

BARRIERS AND OPPORTUNITIES

Based on the needs assessment and public input described earlier in this chapter, a series of barriers and opportunities were identified to help further expand the trails and bikeways system.

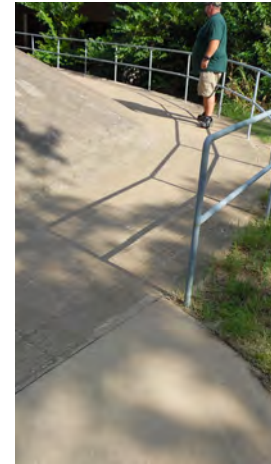
BARRIERS

The major barriers that exist in Flower Mound today can be divided into the following four categories and are shown in **Figure 3.12** on page 69.



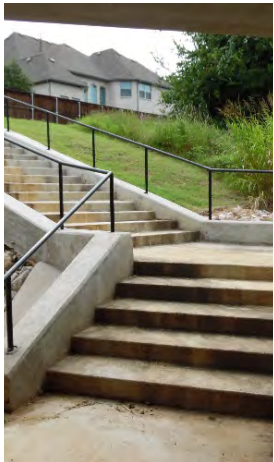
SAFETY ISSUES

This type of barrier includes major safety concerns along the trails such as lack of cautionary signage, unsafe roadway crossings, steep slopes or drop-offs, and poor visibility. Safety issues may discourage use of trails and bikeways because a user cannot cross roadways or maneuver trails safely. Improved roadway crossings throughout the system could improve safety for trail and bikeway users. Slope concerns exist along the Texas Yellow Star Trail and the White Lazy Daisy Trail. There is a need for additional cautionary signage at each of the trail crossings under roadway bridges.



PHYSICAL BARRIERS

This type of barrier includes major roadways, rail lines, and water features which may present difficulties to connect the trail system. Intersections with Flower Mound Road, Cross Timbers Road, Gerault Road, and Long Prairie Road present major challenges to the safety and accessibility of the trails and bikeways system.



NARROW TRAIL SEGMENTS

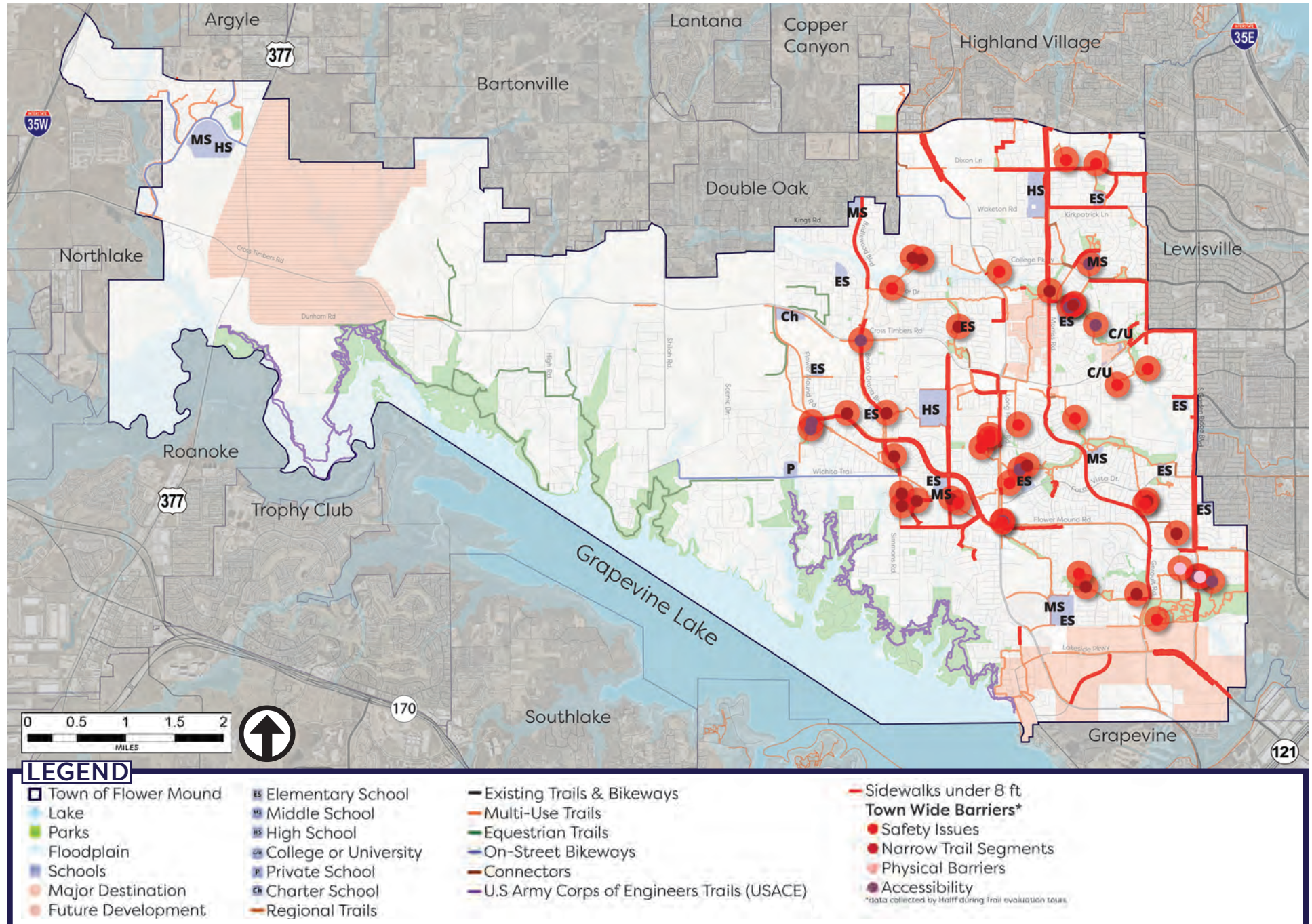
This type of barrier includes trail segments that are too narrow, including trails that are less than 8' in width. These segments may not be able to be widened due to right-of-way constraints, physical barriers, or may include bridges and infrastructure that cannot be widened. Narrow segments exist throughout the system, but are especially frequent within neighborhoods and internal to parks. As shown in **Figure 2.15**, just 65 percent of the trail system is 8' or wider. Narrow segments should be evaluated to see if they can be widened to meet national standards for trail widths.



ACCESSIBILITY

This type of barrier includes potential ADA compliance, lack of wayfinding/directional signage, and locations where trails dead end without warning. The entire trail system would benefit from increased wayfinding signage, but this would be especially useful where named trails intersect, or to provide direction to key destinations in Flower Mound.

FIGURE 3.12: MAJOR BARRIERS FOR TRAILS & BIKEWAYS



OPPORTUNITIES

Based on the needs assessment, evaluation of the existing trail system, and stakeholder input, opportunities for the trails and bikeways system were identified. These opportunities serve as a framework for the recommendations presented later in the document. **Figure 3.13** on page 72 shows opportunities in map form and the following categories are described below and on page 71.



CONNECTIONS TO MAJOR DESTINATIONS

Connections throughout the town were identified as important by system users. Key destinations include schools, parks, libraries, and activity centers such as Lakeside, Riverwalk, Parker Square, Grapevine Lake, Town Hall, and Stone Creek. Providing better connectivity to these places can reduce dependence on automobiles and encourage active transportation and healthier lifestyles.



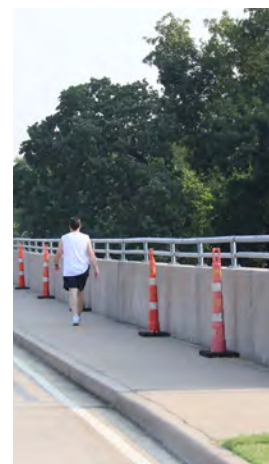
INTERJURISDICTIONAL CONNECTIONS

Interjurisdictional connections present opportunities to connect Flower Mound to adjacent communities like Grapevine, Coppell, Lewisville, Highland Village, Double Oak, Northlake, Roanoke, and Trophy Club. Improving bicycle and pedestrian connections to these communities, either through the expansion of the Regional Veloweb trailway system or through new connections, will enhance regional connectivity and provide access to key activity centers for residents of the region.



ACCESSIBILITY

The overall trails and bikeways system can be enhanced through filling in gaps in the existing system and providing for better connections to existing neighborhoods. Gaps in the system exist along all named and unnamed trails in Flower Mound. Potential new trails and connections would improve the accessibility of the system.



CORRIDORS TO WIDEN

Segments of trails that are less than 8 feet in width should be widened where possible to meet current standards and best practices. Opportunities to widen existing trails exist along Long Prairie Road, Gerault Road, S. Garden Ridge Blvd, Lakeside Parkway, and many other roads in eastern Flower Mound, as shown in **Figure 3.13**.

OPPORTUNITIES CONTD.



ADDITIONAL CONNECTIVITY OPPORTUNITIES

Opportunities to expand the system exist throughout the town. This plan considers five feasibility corridors discussed in the Appendix and utility corridors as places where new trails can be constructed to expand the system. It also looks at new paddling launch points for a paddling trail system, additional locations for trails along greenways or creeks, and improved intersection crossings to improve overall connectivity of the system.



PLACEMAKING

Placemaking can help strengthen and improve a community or system by improving the public realm. Placemaking strategies that can improve the trails and bikeways system in Flower Mound include branding of the trail system through trail naming, wayfinding, and trailheads. Interpretive signage can be included along trails to help educate the community about environmental resources, arts, culture, and history. Intersections of trails can be designed to match the brand of the trail systems.



AMENITIES

Amenities can improve the overall experience for trail users. They provide shade, shelter, places to rest, and places to dispose of waste. Trailheads can be used to identify the start and end of trails. Wayfinding signage can help people identify where they are and where they want to go, while providing for branding along the trail. Other amenities that can improve user experience along trails, bikeways, and at trailheads include: bike racks, bike repair stations, waste receptacles, benches, pet waste stations, lighting, and parking.

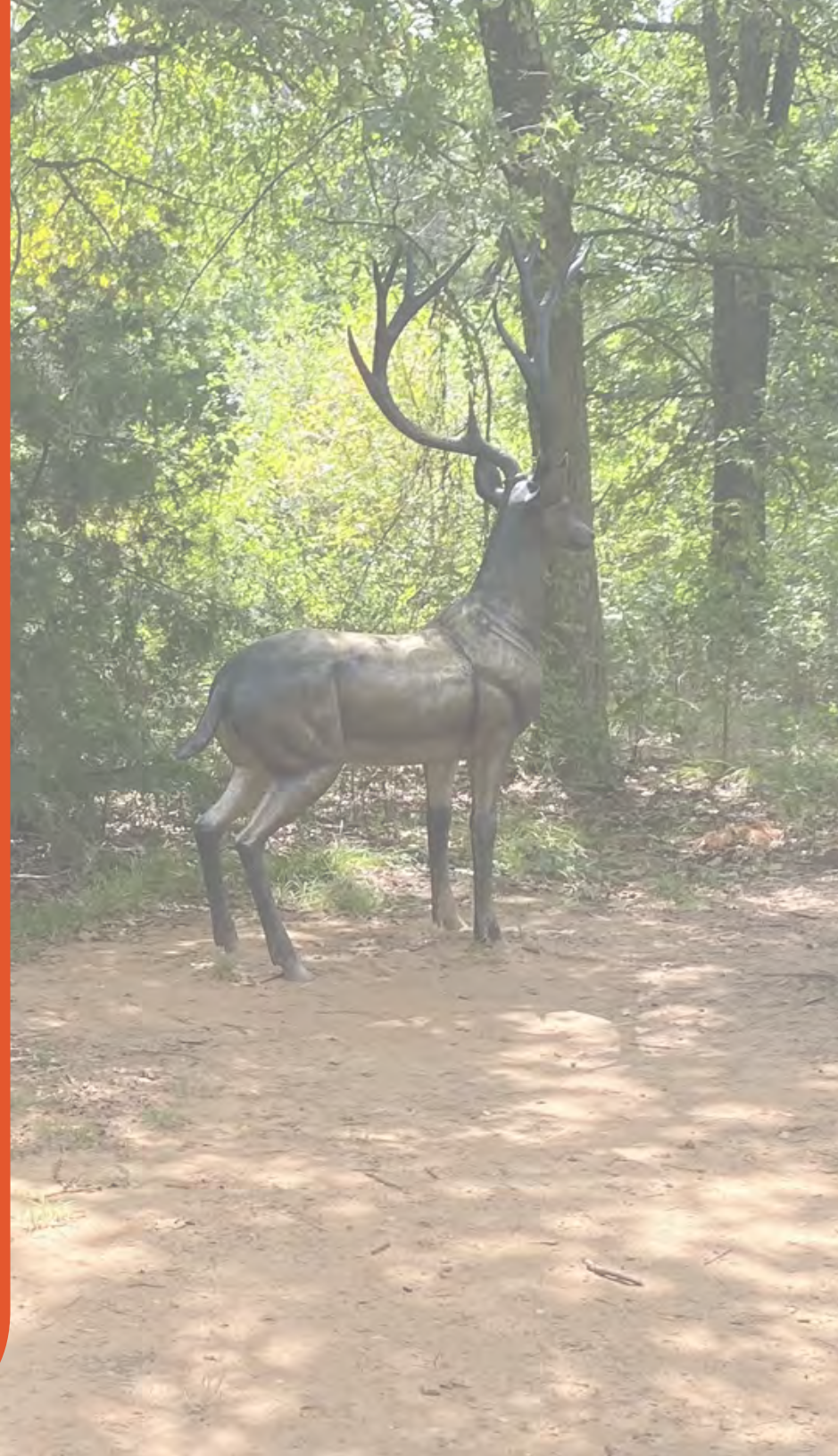
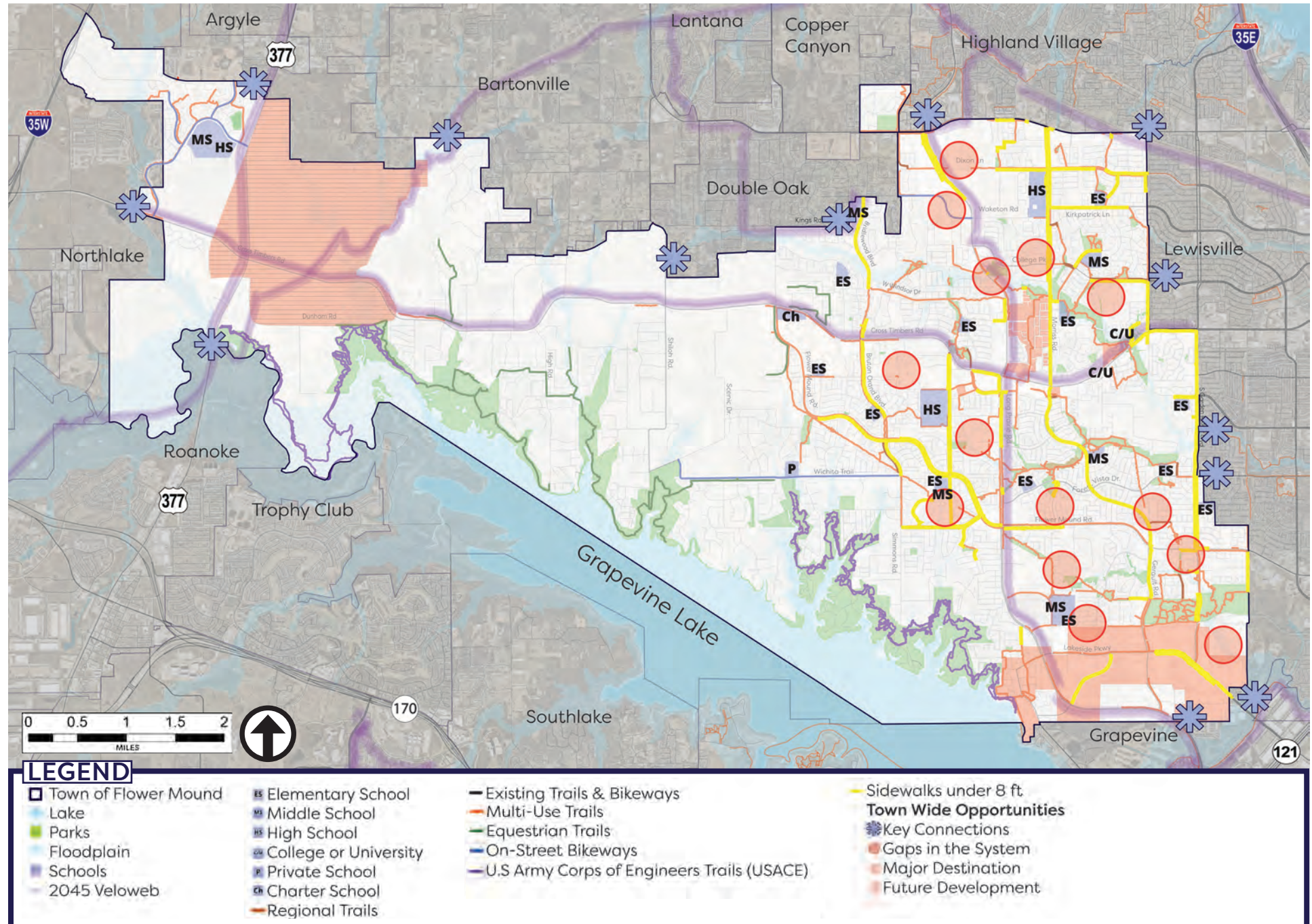


FIGURE 3.13: MAJOR OPPORTUNITIES FOR TRAILS & BIKEWAYS



Corridor Identification Facility Hierarchy Recommended Network



O4 TRAILS & BIKEWAYS SYSTEM NETWORK



75 Flower Mound Trails and Bikeways Master Plan

This plan proposes a well-connected network of on- and off-street trails and bikeways throughout the Town. The proposed network was developed through a combination of research, field observation, and community input, much of which has been summarized in preceding chapters. The network depicted intends to encourage recreation, active transportation, and healthy living for generations to come.

CORRIDOR IDENTIFICATION

Five primary evaluation criteria were considered to determine the suitability of the trails and bikeways network in Flower Mound. These criteria, listed below, are used to help determine the level of impact and feasibility of each segment. Not all trails align with each criterion.

Connects the system – The segment would provide connections to the existing or planned system by filling a gap within the existing network.

Connects to destinations – The segment would provide connections to community destinations such as parks, schools, entertainment, and employment opportunities.

Addresses safety issues – The segment would address safety concerns to improve access to the system.

Increases access – The segment is located close to residential areas and would provide additional connectivity to neighborhoods.

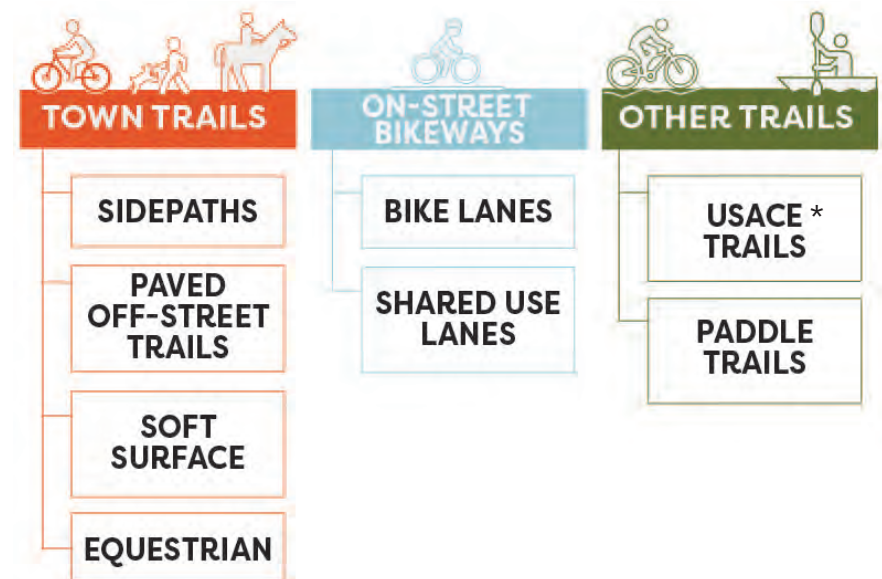
Feasibility of corridor – The segment should be generally feasible to construct. Elements considered during a planning level review include available right-of-way or easements, lane widths, property ownership, topography, and floodplain.

FACILITY HIERARCHY

The Town of Flower Mound's network includes town trails, connectors, on-street bikeway facilities, and other trails, as shown in **Figure 4.1**. Each facility is designed to accommodate specific users. This section discusses key characteristics of each facility hierarchy. More details on design characteristics of each facility type is included in Chapter 5.



FIGURE 4.1: FACILITY HIERARCHY



* US Army Corps of Engineers

TOWN TRAILS

Town Trails provide a high level of comfort for users based on widths and locations of the trails. These trails include paved multi-use trails, soft surface trails, and equestrian trails that are maintained by the Town.



PAVED MULTI-USE TRAILS

Paved multi-use trails are separated into two types: sidepaths that are adjacent to roadways or off-street trails that are located within utility easements, parks, or greenways. These wide, paved facilities are comfortable for bicycle and pedestrian users of various ages and abilities. The minimum width for trails is recommended to be 12', however, 10' may be applicable in areas where there are existing ROW constraints. This is consistent with AASHTO and regional standards. For trails designated as part of the Regional Veloweb, the trail should be 12' to meet NCTCOG standards and provide for a high level of comfort. These paths can be used for recreational uses or for commuting when they connect to employment centers and schools.



PAVED MULTI-USE TRAIL



SOFT SURFACE TRAILS

Soft surface trails maintained by the Town should be designed with decomposed granite or another soft surface material, and can be used in environmentally sensitive areas and should be a minimum of 8' in width. Soft surface trails provide recreational opportunities, connect people to nature, and can be less expensive to construct. There is heavier maintenance required on these trails to maintain ADA accessibility. Anticipated users include walkers, joggers, and people wanting to experience the outdoors.



SOFT SURFACE TRAIL



EQUESTRIAN TRAILS

Equestrian trails are for primary use by people on horseback. These natural surface trails can be located through wooded and vegetated areas to provide people with alternative riding experiences and allows them to explore nature. The surface material is typically compacted earth with a width of approximately 15'. Where possible, considerations for hitching posts and trailer parking should be incorporated into equestrian trailheads.



BRIDLEWOOD EQUESTRIAN TRAIL

ON-STREET BIKEWAYS

BIKE LANES



Bike lanes are designated spaces on roadways with relatively higher volumes and travel speeds. Based on AASHTO and Town standards, the minimum width of a bike lane is 5' to provide a more comfortable space for bicyclists. When the facilities are buffered with either striping or a physical barrier, bike lanes can be attractive for a wider range of comfort levels.

SHARED-USE LANES



Shared-use lanes are designated roadways with low traffic volumes and speeds, and include pavement markings on the road to indicate the street is to be shared between vehicles and bicyclists. Pavement markings include arrows and a bicycle, and the roads typically include shared lane signage. In lower traffic areas such as residential streets, these roadways can be designated with just signage and not pavement markings.



SHARED-USE LANE

OTHER TRAILS

OTHER SOFT SURFACE TRAILS



The US Army Corps of Engineers (USACE) owns soft-surface trails along Grapevine Lake that are maintained by the Dallas Off-Road Bicycling Association (DORBA) and the Cross Timbers Equestrian Trails Association (CTETA). These trails provide recreational opportunities for mountain bikers, hikers, people on horseback, and nature seekers. Any proposed changes to the trail system should be coordinated with the USACE. These trails vary in width and are typically compacted dirt.



USACE TRAIL AT GRAPEVINE LAKE

PADDLING TRAILS



Paddling trails located on Grapevine Lake are designated waterway trails that provide the opportunity to explore the lake, engage with nature, bird watch, fish, and experience similar water-based activities. Paddling trails are associated with a series of launch points where paddling users can put in and take out their watercraft. Considerations for interactions with operators of motorized boats is important.



TWIN COVES PARK KAYAK LAUNCH

OTHER FACILITIES



CONNECTORS

Connectors are enhanced sidewalks up to 8' in width that connect neighborhoods to key destinations, such as employment centers, entertainment opportunities, schools, and parks. All new connectors or reconstruction of existing connectors should be widened to 6'-8' where feasible. This facility type is typically found along major roadways that have constraints restricting the construction of a wider multi-use path. These facilities differ from other sidewalks within the Town since they fill in key gaps in the overall trail and bikeway system.



HIERARCHY SUMMARY

Table 4.1 provides a summary of the key characteristics of each proposed facility type. For additional descriptions of the design of each facility type, please refer to Chapter 5.

TABLE 4.1: HIERARCHY SUMMARY

Facility Type	Preferred Surface Material	Width (Feet)	Primary Users	Locations
Town Trails				
Paved Off-Street Trail	Concrete	12', 10' if existing ROW constraints	Pedestrian and Cyclist	Greenbelt corridors, utility easements, and parks
Paved Sidepath	Concrete	12', 10' if existing ROW constraints	Pedestrian and Cyclist	Adjacent to roadways
Soft Surface Trails	Decomposed Granite	8'	Pedestrian	Areas of environmental interest
Equestrian Trails	Compacted Earth	15'	Equestrian Users	Located away from roadways
On-Street Bikeways				
Bike Lanes	Pavement	5' minimum	Cyclist	Roadways with speeds less than 45 mph
Shared-Use Lanes	Pavement	14' lane width	Cyclist	Roadways with speeds less than 35 mph
Other Trails				
USACE Trails	Compacted Earth	Varies	Hikers, Mountain Bikers, Equestrian	Within USACE land
Paddling Trails	n/a	n/a	Kayaks, Canoes	Along Grapevine Lake
Other Facilities				
Connectors	Concrete	6'-8' depending on existing ROW constraints	Pedestrian	Adjacent to roadways

RECOMMENDED NETWORK

The recommended network of trails, bikeways, and connectors was informed by public input, needs assessments, corridor evaluations, and guidance from the overall plan goals. This section discusses the proposed network.

COMBINED RECOMMENDATIONS

The combined recommendations create a robust trails and bikeways system throughout Flower Mound to connect residents to key destinations and to the larger DFW region. Some of the key components of the network recommendations are described below.

Major Destinations in Flower Mound include parks, schools, major employers, and entertainment centers. As development occurs in these areas, there are opportunities to enhance the system by widening existing facilities, filling in gaps, and constructing new facilities. As development occurs in western Flower Mound, connections should be provided to future destinations.

Regional Connections are important to connect residents to opportunities in surrounding communities. Interjurisdictional connections include trails and bikeways that can connect Flower Mound's citizens to all the DFW Metroplex has to offer, and improves overall regional connectivity, mobility, and recreation.

Filling in Gaps in the existing trail and bikeway system was identified as a priority through the master plan public input process. Many of the existing trail gaps are located in the eastern part of Town that is primarily built-out. This plan sought to fill in strategic gaps to provide more continuous trail segments. Many of these gaps are found along the branded trails such as the Pink Evening Primrose Trail and the Bluebonnet Trail.

HOW TO USE THE MAP

The Trails and Bikeways Master Plan recommendations map should serve as a blueprint for Town staff, leaders, and developers when considering new trails and bikeways within Flower Mound. Whenever a new development or redevelopment is proposed, the associated recommended trail facility is required to be constructed by the developer. Moreover, whenever a roadway is built, expanded, or reconstructed, the proposed bikeway accommodations should be included. Furthermore, future updates to the Thoroughfare Plan may necessitate modifications to the alignments of trails adjacent to roadways and on-street bikeway accommodations. Finally, the Trails and Bikeways Master Plan map may be amended by the Town Council; it is recommended that these modifications occur annually to reflect facilities that are built and other needed changes.

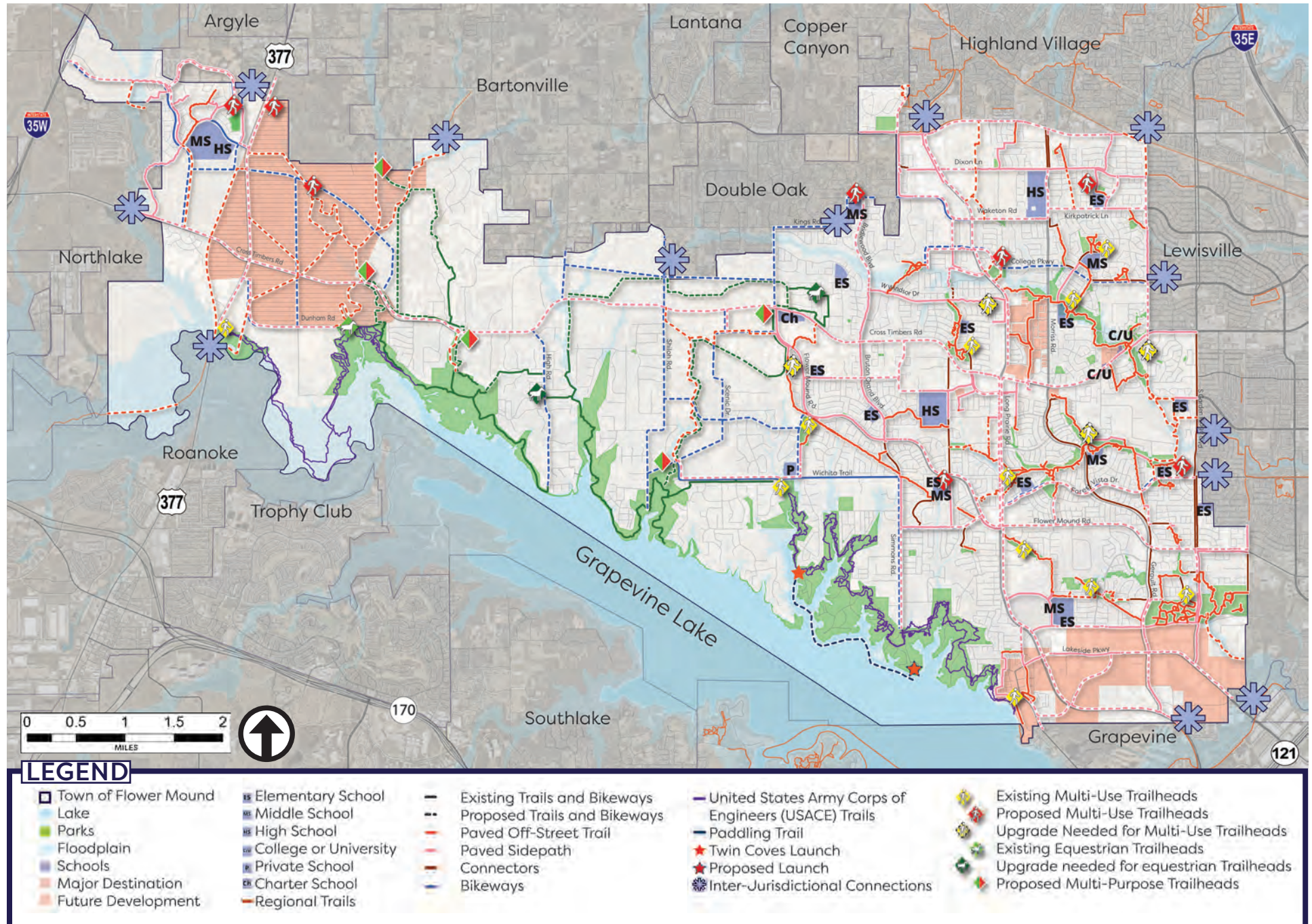
Figure 4.2 on the facing page represents the collective network recommendations for the Town of Flower Mound. **Table 4.2** provides details on the existing and proposed mileage of all facility types.

TABLE 4.2: RECOMMENDED SYSTEMWIDE FACILITY MILEAGE

Facility Type	Existing Mileage	Recommended Mileage	Total Mileage
Town Trails*	90.9	85.6	176.5
On-Street Bikeways	6.3	33.3	39.6
Other Trails	34.5	1.9	36.4
Total	131.8	120.8	252.5

**Town Trails include paved off-street trails, sidepaths, soft surface trails, collectors, and equestrian trails maintained by the Town.*

FIGURE 4.2: COMBINED RECOMMENDATIONS MAP



TOWN TRAIL RECOMMENDATIONS

Figure 4.3 illustrates the network of town trails intended to accommodate both pedestrians and bicyclists. The designated facilities aim to provide town-wide connectivity to destinations and the larger DFW Region.

PAVED MULTI-USE TRAILS

The proposed paved multi-use trails include sidepaths and off-street trails to create connections and fill in gaps in the existing trail network town-wide. These trails provide local and regional connections, access to recreation and destinations, and improve overall accessibility of the system. The recommended segments include widening existing trails to meet new standards, and constructing new trails to improve the overall network.

SOFT SURFACE TRAILS

Soft surface trails will primarily exist on USACE property along Grapevine Lake. Beyond the existing soft-surface trails that are managed by the Town today, there are no additional soft-surface trails recommended since they are not accessible to all users. While this plan does not recommend these types of trails, this does not prohibit the Town from installing them in parks or floodways in the future.

EQUESTRIAN TRAILS

The Town of Flower Mound has an active and avid equestrian community. This plan seeks to connect existing trails, create trail loops, and enhance the overall equestrian trails network to connect riders with nature. There are opportunities to finish trail loops where development is proposed on the more natural, west side of Town. The addition of trails to connect north of Cross Timbers Road to the USACE trails along Grapevine Lake are provided at locations where trails either already exist, or where there will be enhanced trail crossing infrastructure, such as an underpass.

TOWN CONNECTORS

These are sidewalks that connect to major destinations and are usually on major roadways where existing constraints prohibit widening a trail. The desired width for connectors is 8', however where constraints exist and sidewalks cannot be widened, they should be a minimum of 6'.

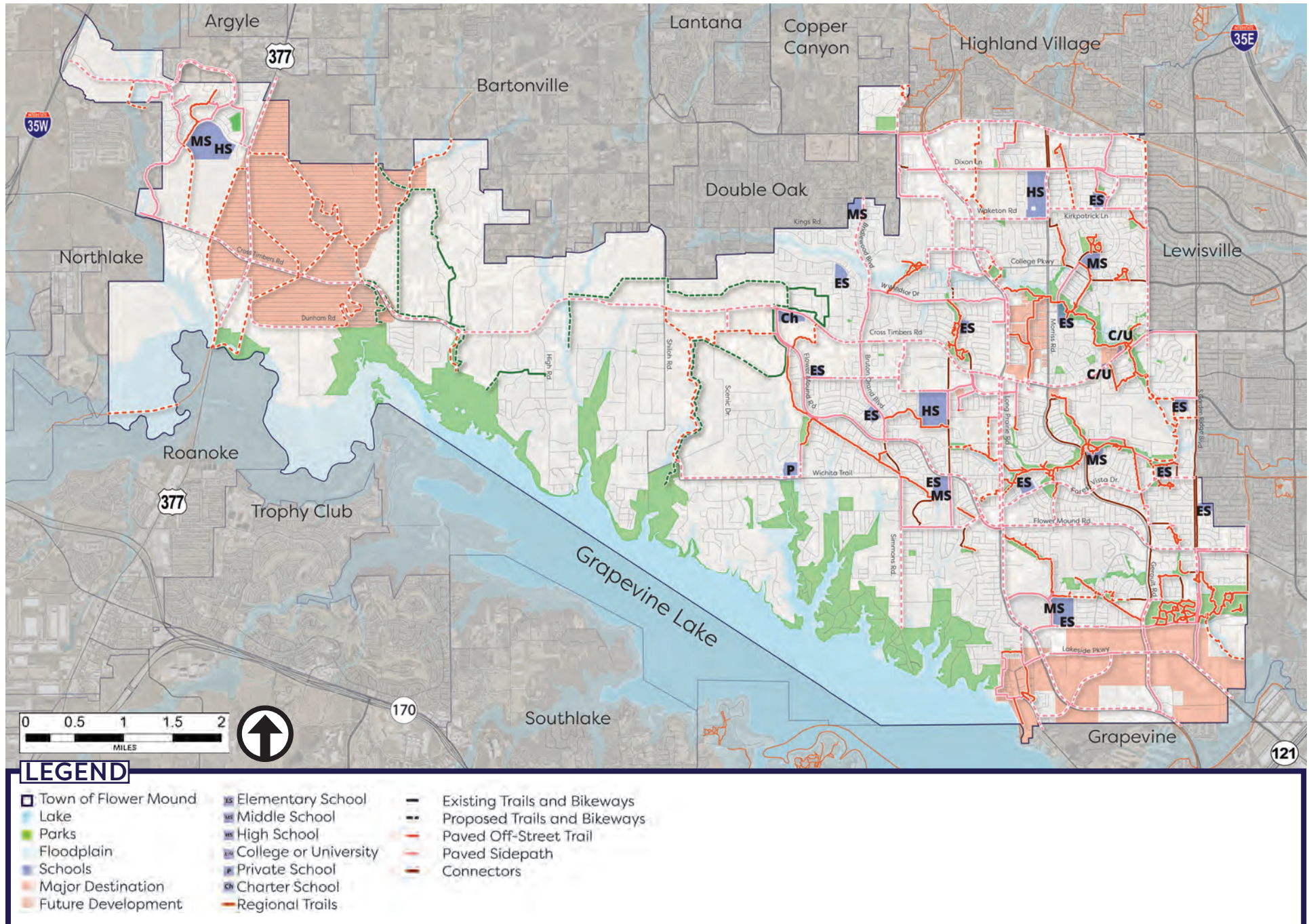
TABLE 4.3: TOWN TRAILS RECOMMENDATION SUMMARY

Facility Type	Existing Mileage	Recommended Mileage	Total Mileage
Paved Off-Street Trails	37.0	24.2	61.2
Paved Sidepaths	28.3	50.6	78.9
Soft Surface Trails	0.1	0	0.1
Equestrian Trails	14.5	10.8	25.3
Connectors	11	0.1	11.1
Total	90.9	85.7	176.6

COMPLETING THE NETWORK

Based on input heard throughout the plan process, the focus for recommendations in the eastern part of Flower Mound is to fill in gaps in the trail network to create a more connected system and the focus for the western part of Town is to have a plan for a connected system as more development occurs. Since the eastern part of Town is primarily built-out, it is difficult and often cost-prohibitive to make significant additional off-street connections due to private property, utilities, and other limitations to trail development. Therefore, the recommendations are a combination of sidepaths and off-street trails. Sidepaths provide a safe pathway that is often times buffered from the roadway and provide more direct connections to destinations such as neighborhoods, parks, schools, and commercial areas. In many instances, there are small gaps in a trail segment adjacent to vacant properties; as these areas are developed it will be the responsibility of the developer to add in trail facilities. More opportunities for off-street trail development exists in the less developed western part of the Town where there are less built properties and utilities posing obstructions. The Town can continue to work with developers to pursue additional off-street trail connections in currently undeveloped areas.

FIGURE 4.3: TOWN TRAILS RECOMMENDATIONS MAP



ON-STREET BIKEWAYS RECOMMENDATIONS

BIKE LANES

Bike lanes have been recommended for the roadways that have relatively higher speeds and volumes and have the available right-of-way, or pavement width, to accommodate the modifications necessary to install bike lanes. Proposed bike lanes were designated along roadways where continuous and comfortable routes for residents are feasible. They provide key connections to the mountain biking trails along Grapevine Lake and to the proposed or existing Town Trails. Generally, riders feel an increased level of comfort on separated facilities, such as bike lanes, and as such they should be implemented opportunistically. The Town should consider designs to add bike lanes where feasible and there is available rights-of-way when thoroughfares are updated, whether they are shown on this map or not. Future updates to the thoroughfare plan can also indicate where additional bike lanes are feasible.

SHARED-USE LANES

Shared-use lanes can be easily implemented and require little change to the existing roadway. A majority of the bikeway facilities on the east side of Town are shared-use lanes due to existing constraints. These routes are on local roads or collectors with low volumes and speeds, which are more ideal for creating a comfortable riding experience for users of all ages and abilities. These routes connect residents to the trail system, bike lanes, and destinations throughout the Town.

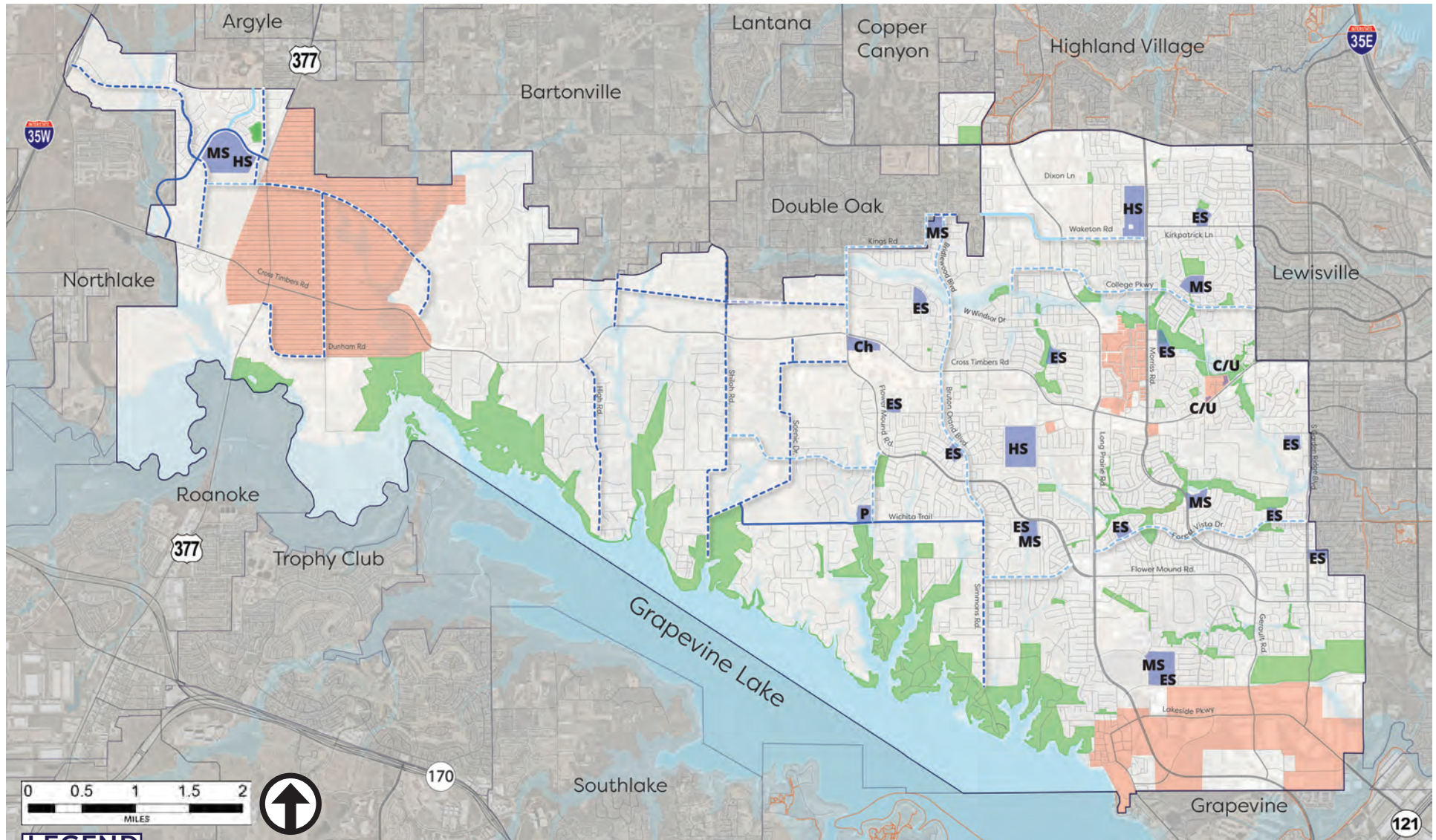


TABLE 4.4: ON-STREET BIKEWAYS RECOMMENDATION SUMMARY

Facility Type	Existing Mileage	Recommended Mileage	Total Mileage
Bike Lanes	5.0	19.3	24.3
Shared-Use Lanes	1.3	13.9	15.2
Total	6.3	33.2	39.5



FIGURE 4.4: ON-STREET BIKEWAYS RECOMMENDATIONS MAP

**LEGEND**

- | | | |
|----------------------|-----------------------|----------------------------|
| Town of Flower Mound | Elementary School | Existing Trails & Bikeways |
| Lake | Middle School | Proposed Trails & Bikeways |
| Parks | High School | Bike Lanes |
| Floodplain | College or University | Shared-Use Lanes |
| Schools | Private School | |
| Major Destination | Charter School | |
| Future Development | Regional Trails | |

OTHER TRAILS RECOMMENDATIONS

Other trails include the USACE soft-surface trails along Grapevine Lake and paddling trails in Grapevine Lake. These are diverse trails intended to serve a variety of users.

USACE TRAILS

USACE Trails are soft-surface trails located along Grapevine Lake and are maintained by DORBA and CTETA. This plan does not propose any additional trails on USACE property; additional trails would need to be planned by the USACE based on their requirements. These trails primarily serve mountain bikers, hikers, and equestrian users and attract people from around the DFW region.

PADDLING TRAILS

Paddling Trails are shown with proposed and existing launch points. These trails are intended to serve water users, including kayakers, canoers, and paddle boarders, exclusively. This plan proposes using the existing Twin Coves Launch point and a new launch point further south to create a 2.3 mile paddle route, as shown in **Figure 4.5**. The Town can work with the cities along Grapevine Lake to create a broader network of paddling trails in the future.

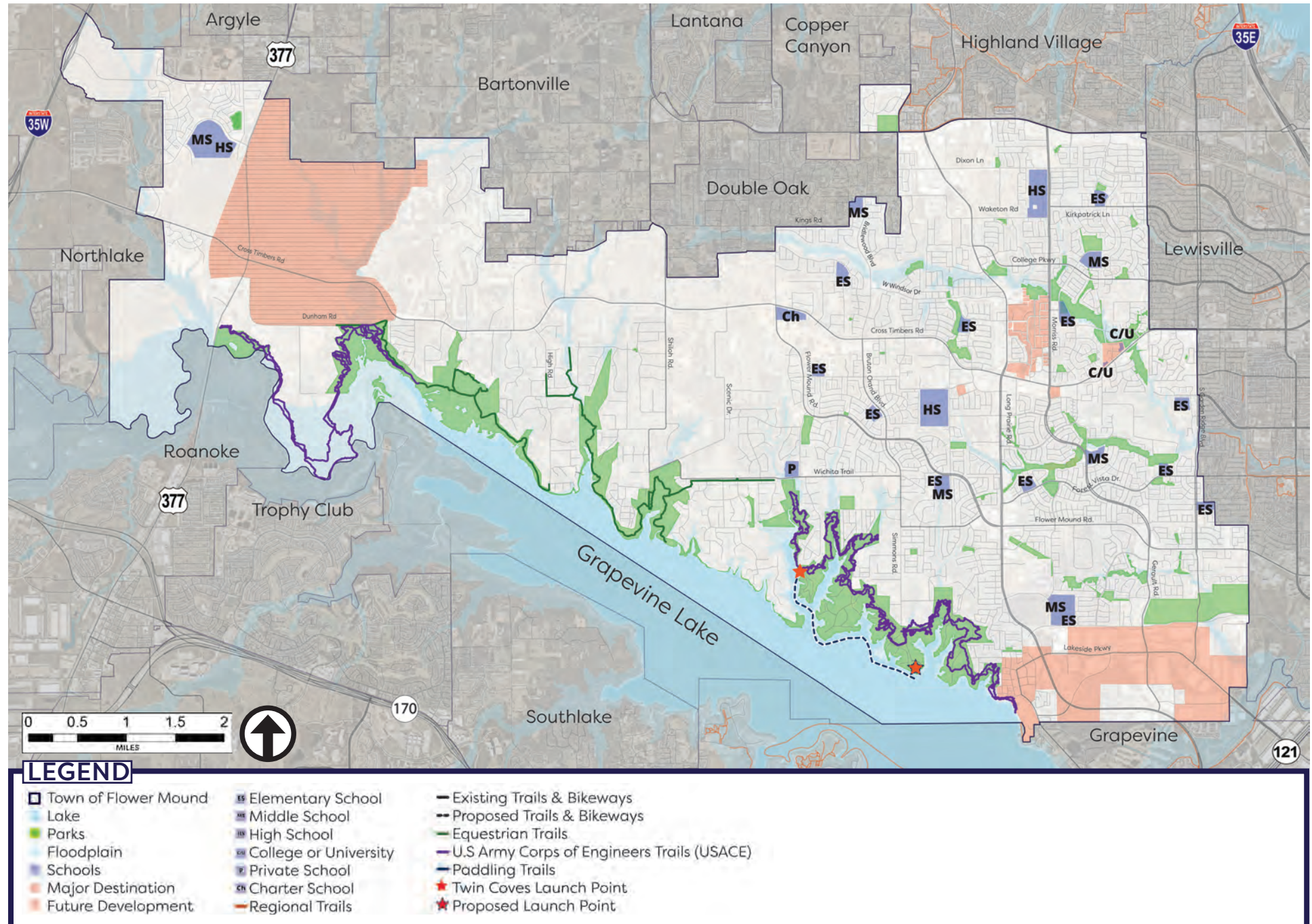


TABLE 4.5: OTHER TRAILS RECOMMENDATION SUMMARY

Facility Type	Existing Mileage	Recommended Mileage	Total Mileage
USACE Trails	34.5	0	34.5
Paddling Trails	0	1.9	1.9
Total	34.5	1.9	36.4



FIGURE 4.5: OTHER TRAILS RECOMMENDATIONS MAP



TRAILHEADS AND THE PRIMARY TRAIL NETWORK

TRAILHEADS

Key entrances to the trail system should be designated by trailheads. They should be distributed throughout the town at major destinations, such as community parks and entertainment centers. While [Figure 4.6](#) identifies proposed locations for trailheads, it does not limit the Town's ability to construct trailheads at other locations. Design considerations for trailheads are provided in Chapter 5.

Equestrian Trailheads

Equestrian trailheads are located at major entry points to the equestrian trail system. These should include a variety of amenities including informational signage, parking, and tie ups. **This plan does not propose any new equestrian trailheads, however it does propose enhancing existing trailheads. The new trailheads for equestrian trails are identified as multi-purpose trailheads.** Existing trailheads should be evaluated and enhanced in order to provide the necessary amenities for horseback riding and accessing existing equestrian trails.

Multi-Purpose Trailheads

Multi-purpose trailheads are located where multi-use trails and equestrian trails converge. Due to their location and anticipated user demand, a wider range of amenities should be provided, including parking areas with trailer parking and automobile parking, lighting, seating, signage, waste receptacles, bike amenities, shade, and similar amenities. The location of horse tie-ups should be away from the bike and pedestrian entry to the trail system to reduce user conflict. Signage should include a map, directions, safety precautions, and rules and regulations for using the trail for the various users. **This plan proposes five new multi-purpose trailheads.**

Multi-Use Trailheads

Multi-use trail trailheads are located where trails converge, or at trail entry points for pedestrians and bicyclists. The anticipated user volume, space limitations, and similar elements may determine the classification of trailhead. Existing trailheads are used to mark entry of trails from neighborhoods, but may not include recommended amenities to enhance access and usability of the trail. **The plan proposes 12 new or enhanced multi-use trailheads.**

PRIMARY TRAILS

Primary trails, shown in [Figure 4.6](#), are characterized by their accessibility through the Town. They are major east/west and north/south trails through Flower Mound, primarily located on major roadways like Long Prairie, Cross Timbers, and US-377. Many of these longer corridors are also part of the Regional Veloweb, which provides regional and local connectivity and can support major trailheads at main trail junctions. Primary trails can also be located through greenways and off major corridors to create loops and linkages to parks, schools, and destinations.

Primary trails provide residents with continuous corridors for walking, jogging, or general exercise purposes. In contrast, intersecting loop trails bring diversity to the system and create various mileage for trail users. Loops create scenic or relaxing experiences by connecting to off-road trail segments, improving shade along trails, and providing access to nature and exploration. These corridors are candidates for regional funding opportunities.

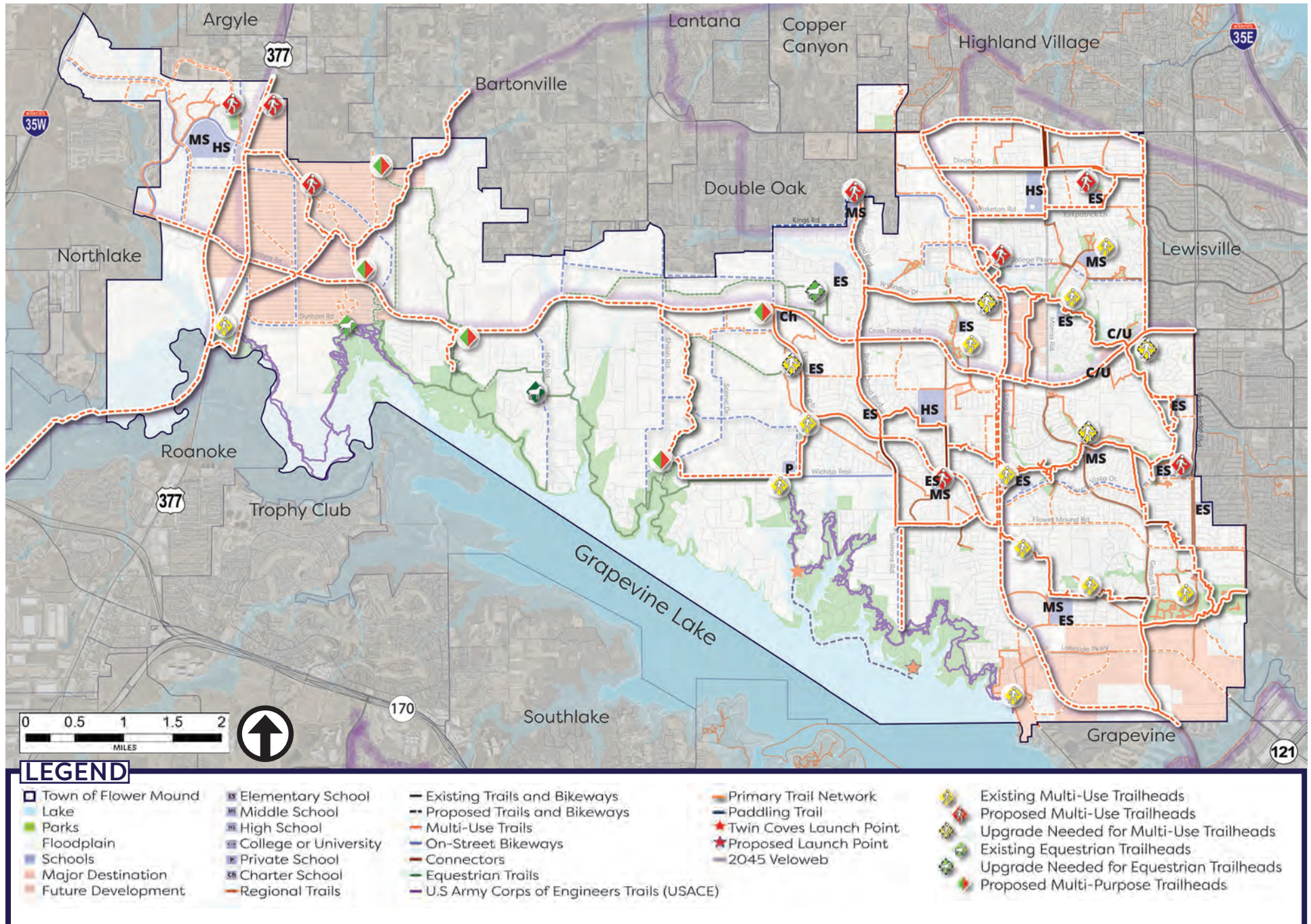
SECONDARY CORRIDORS

Secondary corridors are smaller segments that connect to residential neighborhoods. These smaller segments of trails are still important for creating accessibility throughout the entire system. These smaller trail segments are candidates for Town funding sources. The secondary trail system may be used more for recreation and access to schools and parks that are not located in major destinations.

INTERJURISDICTIONAL CONNECTIONS

The recommended network should take advantage of opportunities to connect residents to surrounding trails and bikeways in communities like Double Oak, Argyle, Highland Village, Grapevine, and Lewisville. Interjurisdictional connections and the Regional Veloweb allow Flower Mound residents to access amenities and entertainment throughout the DFW Metroplex. Interjurisdictional connections are shown in [Figure 4.2](#) (page 80). The Regional Veloweb alignment through Flower Mound is shown in [Figure 4.6](#).

FIGURE 4.6: TRAILHEADS AND PRIMARY TRAILS SYSTEM



SAFETY CONCERNS

MAJOR PEDESTRIAN CROSSINGS

Safety concerns were identified along the existing trails system as part of this master plan process. These include roadway crossings, blind spots, and existing slopes and drop-offs. General safety concerns are shown in **Figure 4.7**, however, this does not limit the Town's ability to address additional concerns that may be identified in the future. Design considerations for safety concerns are provided in Chapter 5.

Addressing the existing safety concerns should be a priority for the Town. In order to determine which intersections should be looked at more closely for improvements, all intersections where the trail network currently crosses were reviewed at a planning level. This high level analysis included:

- Completeness of crosswalks through the intersection;
- Quality of pavement markings;
- Number of lanes trail users have to cross; and,
- The speed of the roadway trail users have to cross.

ROADWAY INTERSECTIONS

Intersections are an important design consideration when creating a trails and bikeway system. Major roadway crossings are a barrier to connectivity in Flower Mound. Intersection design to enhance pedestrian crossings include signage, high emphasis pavement markings, and signalization, compliant with the TMUTCD. **Figure 4.7** shows existing controlled and uncontrolled intersections with the degree of priority indicated representing how critical needed improvements are.

MID-BLOCK CROSSINGS

Mid-block crossings are where facilities cross a road at a location between signalized intersections. They should be designed to alert drivers to trail users crossing the road through signage, rectangular rapid flashing beacons, and pavement markings relative to the roadway the trails are crossing. **Figure 4.7** shows existing mid-block and neighborhood crossings with the degree of priority for needed improvements.

Note: All design standards and placement of crossings shall comply with the TMUTCD and Town design guidelines.

NEIGHBORHOOD CROSSINGS

While neighborhood streets are typically less traveled and have lower speeds, it is important to provide warning of a trail crossing where the trail crosses mid-block, or there are visibility concerns for frequently used branded trails. This may include signage or standard striping. It is recommended that entrances to neighborhoods include crosswalk striping where there is a trail crossing.

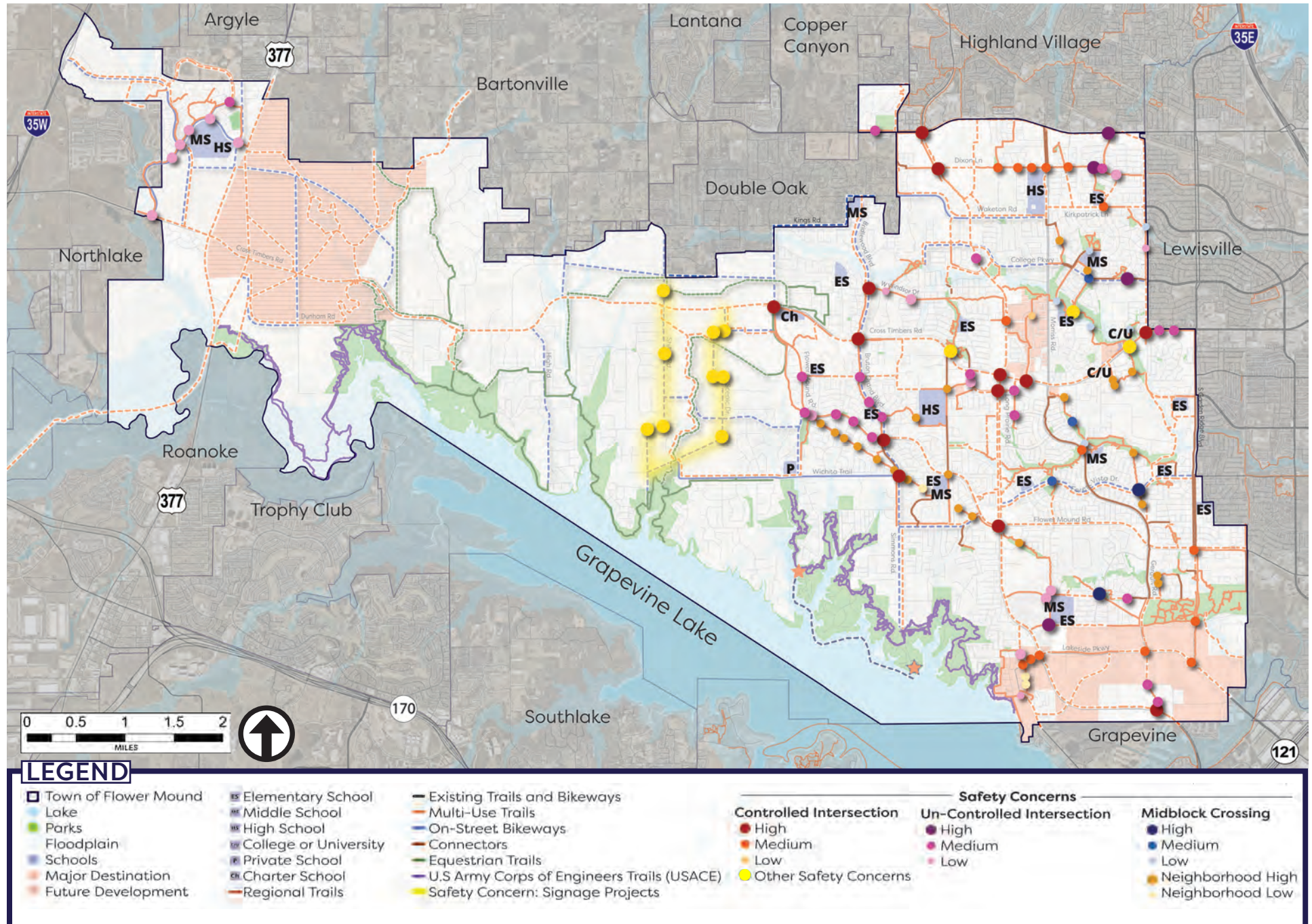
BLIND SPOTS AND OTHER SAFETY CONCERNS

Blind spots exist where a trail makes a 90 degree or extreme curve where trail users cannot see around the curve. This creates conflict points between different users.

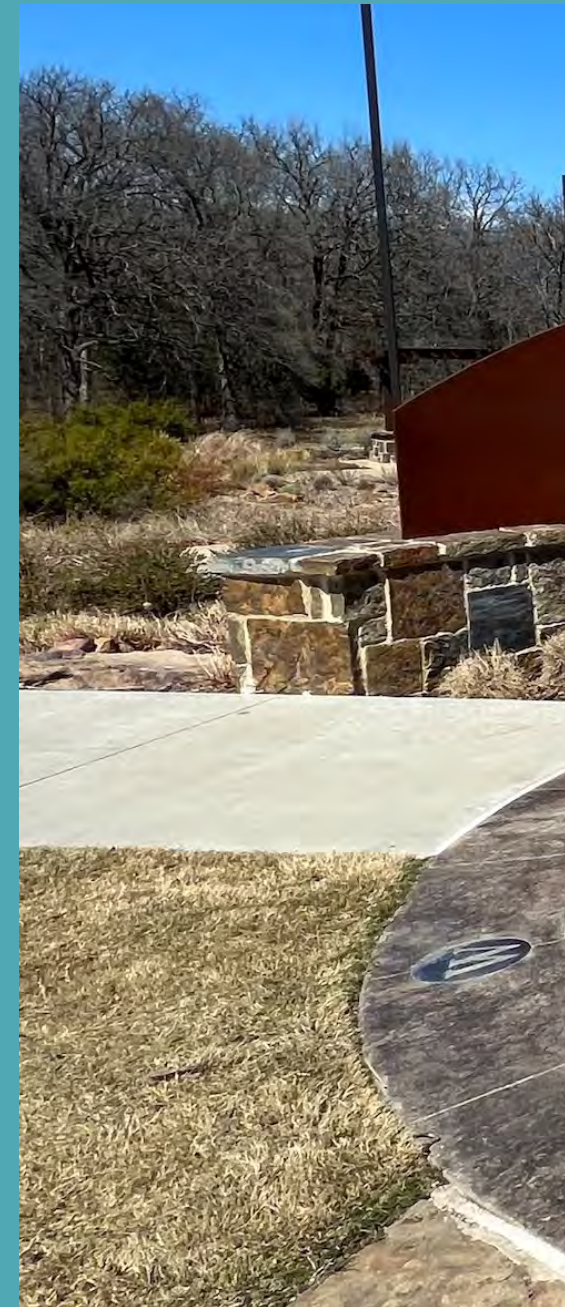
Routine maintenance is needed along the existing trail system to ensure there are not drop-offs or slope issues which create an unsafe atmosphere. This includes the removal of vegetation that may encroach onto the surface of a trail or overhang the trail creating clearance hazards. This also includes cracks, uneven trail surfaces, or drop-offs.

Other safety concerns include enhancing signage along highly used bicycle routes to alert drivers of potential conflicts along Shiloh Road and Scenic Drive. Temporary measures such as enhanced signage can be implemented for a relatively low cost in the near term, while the reconstruction of the road may be a longer-term action.

FIGURE 4.7: SAFETY CONCERNS



Design Guidelines Toolbox Using the Toolbox



05 TRAILS & BIKEWAYS DESIGN STANDARDS



HERITAGE PARK NATURE TRAIL

DESIGN GUIDELINES TOOLBOX

This plan proposed a diverse network of trail and bikeways to accommodate different types of users. These facilities have design standards intended to provide safety and convenience for various users. It is important to note that all trails and bikeways should at a minimum meet the American Association of State Highway and Transportation Officials (AASHTO), TxDOT, and Town of Flower Mound standards and should exceed those standards if and where possible. This section outlines design considerations related to various aspects of trail and bikeway facilities. Listed below are sources for the most commonly used standards for pedestrian and bicycle facility design; the recommended standards in this plan complies with these sources:

- **AASHTO**: American Association of State Highway and Transportation Officials
- **ADAAG**: American with Disabilities Act Accessibility Guidelines
- **ITE**: Institute of Transportation Engineers
- **NACTO**: National Association of City Transportation Officials
- **PROWAG**: Public Rights-of-Way Accessibility Guidelines
- **TAS**: Texas Accessibility Standards
- **TMUTCD**: Texas Manual on Uniform Traffic Control Devices
- **TTI**: Texas A&M Transportation Institute
- **TxDOT**: Texas Department of Transportation
- **NCTCOG**: North Central Texas Council of Governments

The intent is after this master plan is adopted, the Town will incorporate the design considerations described in this chapter into the applicable development regulations (subdivision ordinance, technical standards manual, etc.).

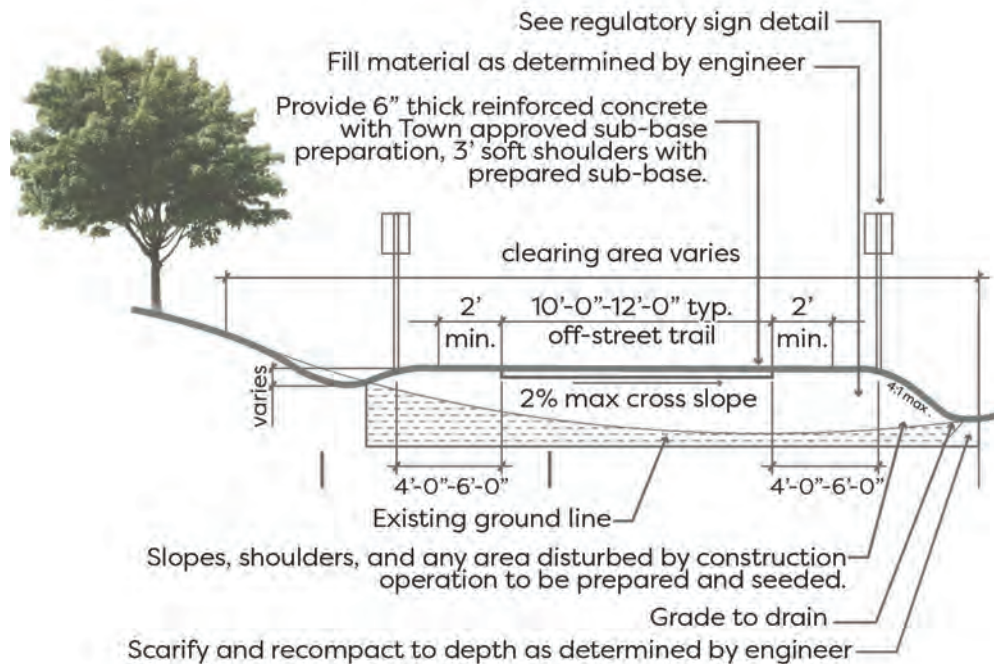


PAVED MULTI-USE TRAILS

Paved multi-use trails include trails located off-street and adjacent to the roadway (sidepaths). This first section outlines design features for paved multi-use trails:

- Utilize guidelines to protect existing natural features along the trails. Canopy trees should be protected where feasible, and natural drainage patterns should be supported to reduce any impacts to the existing water systems. They should follow the natural topography.
- Alignment of trails should provide visual and experiential diversity. Extreme curves or long straight segments should be avoided where possible, except where tree preservation or other obstructions necessitate such an alignment.
- Intersections with trails and roadways should be located where sight lines are not obstructed, trail users are clearly visible, and should occur in locations that are strategic and necessary for the circulation of the trail system.
- Trails should align with all crosswalks and incorporate accessible ramps that meet the ADAAG, PROWAG, and TAS standards.

FIGURE 5.1: TYPICAL TRAIL CROSS-SECTION

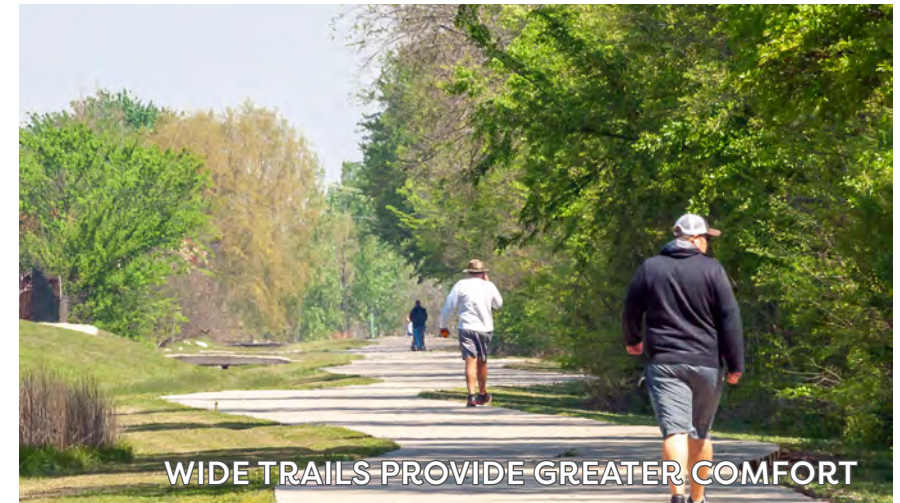


TRAIL WIDTH

Paved multi-use trails include existing and future Town trails as well as Veloweb trails. While the existing trails mainly are 8', where feasible they should be widened to 12'. All newly constructed multi-use trails should be a minimum of 12' in width, unless there are existing ROW constraints, then 10' may be considered. **Figure 5.1** illustrates a typical off-street trail cross-section.

As discussed in previous chapters, there are several gaps that exist in the existing trail system. Where a gap in the trail system is being filled, the Town should reserve the right to determine the required width to fill the gap in the system based on the following criteria. All trail segments do not have to meet all the criteria, the Town has the ability to determine feasibility on a case-by-case basis.

- Distance of the gap to be filled, for example it may not make sense to have a 100' stretch of 12' trail when the adjacent segments are 8'.
- Available right-of-way or easement constraints.
- Location of existing utilities and the inability to relocate them.
- Presence of environmentally sensitive resources.
- Other property constraints, such as existing infrastructure.
- Signage constraints.



PAVEMENT STRUCTURE

Paved multi-use trail pavement should be six inches thick reinforced concrete with a heavy broom finish. Expansion joints should be placed in the trail at an interval of 40' for 10' wide trails and 50' to 60' for 12' wide trails. Expansion joints should be topped and sealed with a self-leveling elastomeric joint compound and should be flush with the top surface of pavement on both sides of the joint. Control joints should be placed at intervals equal to the trail width and the depth should be one-fourth of the pavement thickness. The joints should be saw-cut and 1/4" wide. In order to provide the most user comfort, the finished surface of trails should not vary more than 1/4" from the lower edge of an 8' long straight edge when laid on the surface in any direction.

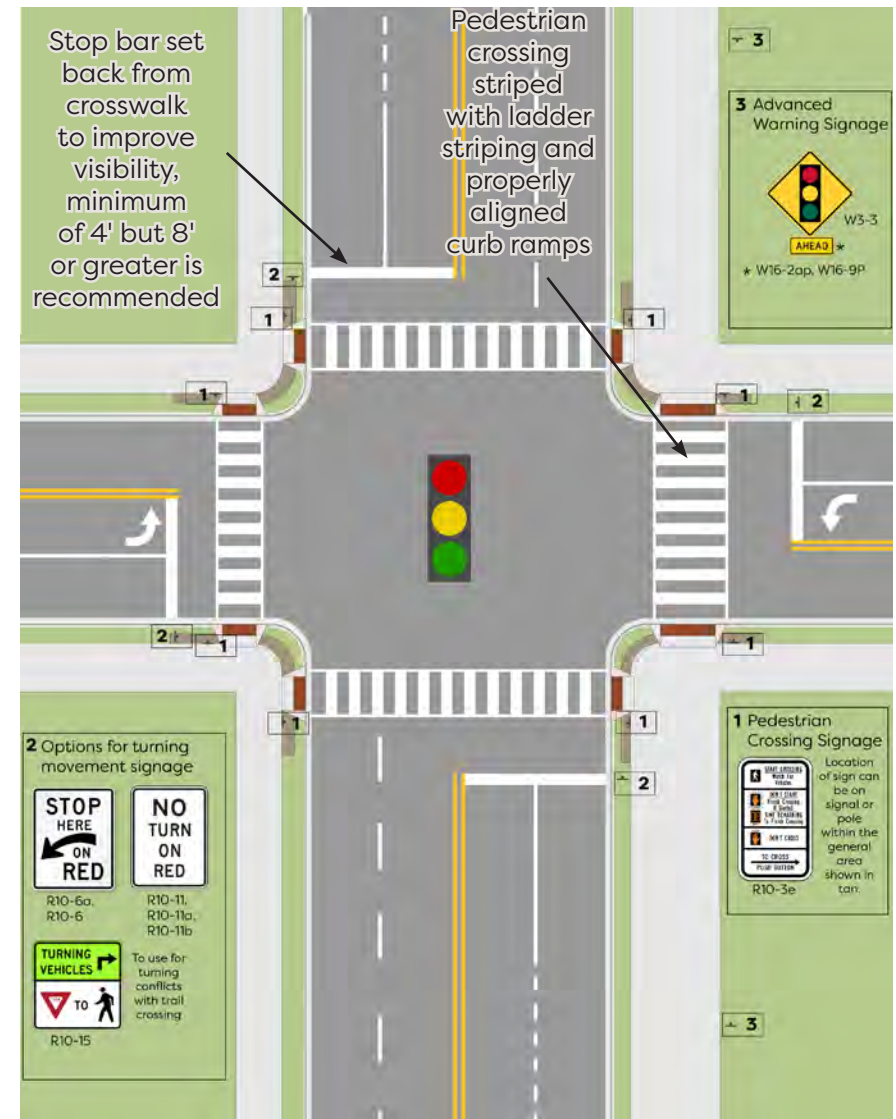
INTERSECTION TREATMENTS

Proper intersection treatments are important to reduce potential conflicts between trail users and motorists. In order to reduce crossing distances, improve visibility, and properly align curb ramps, the turning radii should be designed as tightly as possible.

Trail crossings should include the appropriate signage, crosswalk markings, and pedestrian signals as generally depicted in [Figure 5.2](#). An alternative, more expensive option for crossing roadways is to construct a pedestrian bridge or tunnel to provide a fully separated roadway crossing experience without conflicts from automobiles. There are several examples of trail underpasses in Flower Mound today that avoid an at-grade crossing for trail users.

Additional intersection crossing considerations are provided later in this section.

FIGURE 5.2: TYPICAL SIGNALIZED INTERSECTION TREATMENT



**The signage provided are examples and may not be a full list of available options, actual design shall comply with TMUTCD, Town, and other approved guidelines.*



RECTANGULAR RAPID FLASHING BEACONS AND MEDIAN REFUGE ISLANDS ENHANCE SAFETY AT UNSIGNALIZED INTERSECTIONS

EASEMENTS

When a trail is located away from a roadway, such as in a utility easement or adjacent to natural features, a 50' minimum easement is required. This is to ensure there is enough room to align trails away from creeks where erosion could impact the usability of the trail. For trails adjacent to a railroad, an easement of 20' outside of the railway foul zone, or 25' from the nearest track center line, is needed to ensure there is enough room for track maintenance.

TRAIL CLEARANCE

Vertical Clearance

Vertical clearance refers to the area above a trail that is to remain clear from obstructions. The recommended vertical clearance over a trail is 10' or higher; this height accommodates maintenance, patrol, and emergency vehicle access. All underpasses and tunnels should be a minimum of 8' in height and where there are vertical clearances less than 10', warning signage should be posted. In order to meet clearance standards for safety and visibility along trails, tree removal or pruning may be necessary in some areas. The trail evaluation section in Chapter 3 identified areas along existing trails that need to have vegetation scaled back; some of these areas are along trails that are not maintained by the Town so coordination with the HOA or other entity is needed.

Horizontal Clearance

The recommended horizontal clearance is the area on each side of the trail to remain free of obstructions. This area enhances the aesthetics, function, and safety for trail users. The desired horizontal clearance is two feet to five feet on each side of trail for heavily used trails. When a trail is adjacent to a roadway, the greatest separation in the form of a landscaped buffer, should be provided between trail users and vehicular travel lanes, where space exists. According to AASHTO, a five foot buffer from the trail facility and the roadway is recommended for optimum user comfort and safety.

Visual Clearance

Trails should be designed to prevent blindspots. Blindspots create conflicts between users, creating safety concerns. Where blindspots and blind curves exist, the trail should be widened or relocated, striped, and signed to provide the greatest awareness of oncoming trail traffic. Advanced warning can improve awareness and reduce potential conflicts.

OTHER CONSIDERATIONS

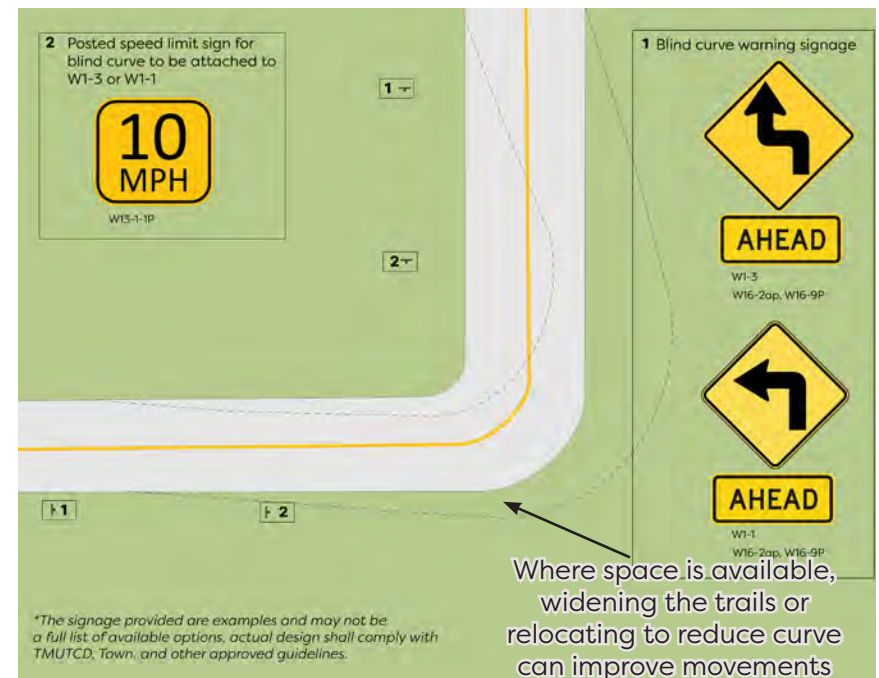
Design Speed

Design speed refers to the preferred speed of the fastest common user, so on multi-use trails, that would be an experienced cyclist. For paved multi-use trails, a minimum design speed of 20 mph should generally be used if the trail grade is less than 5 percent slope. In areas where strong prevailing winds exist or the trail grade exceeds 5 percent, a trail design speed of 30 mph is recommended.

Trail Drainage

Trail drainage should be designed to have adequate drainage away from the trail to mitigate flooding and debris after rain events. This requires the cross-slope of areas adjacent to trail shoulders to have at least a 2 percent minimum slope away from the trail and for the trail surfaces themselves to have a cross slope of 1 percent. Greater cross slope along the trail can make it difficult for some users to safely navigate the trail.

FIGURE 5.3: TYPICAL BLIND CURVE DESIGN



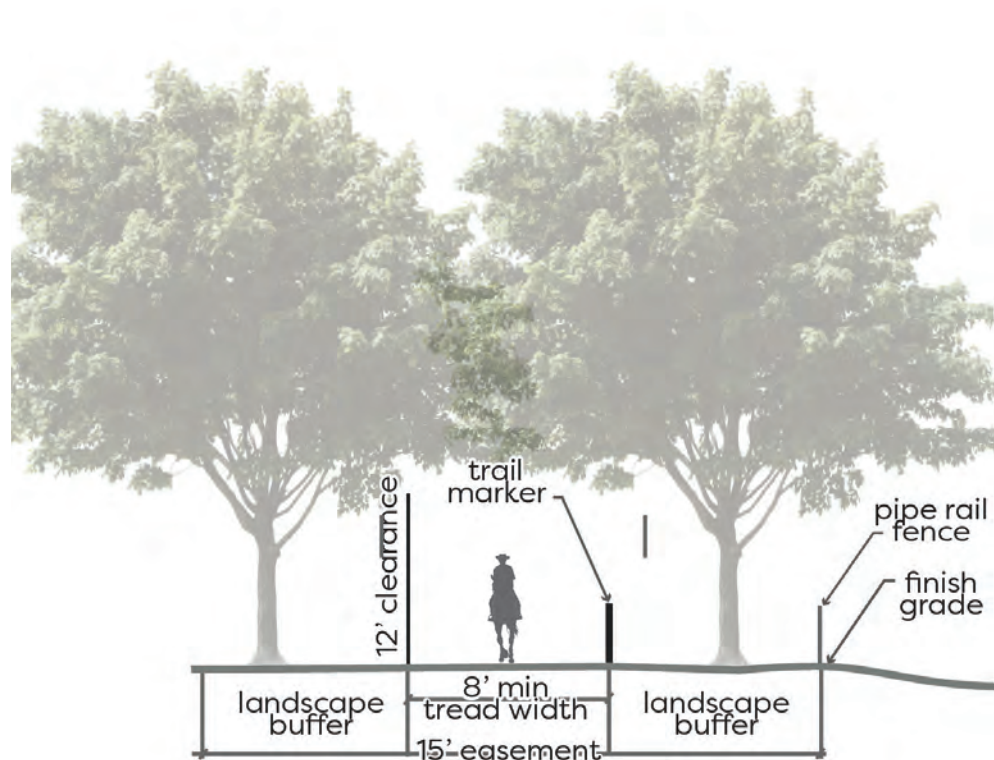
SOFT SURFACE TRAILS

EQUESTRIAN TRAILS

Equestrian trails are designed to provide outdoor experiences to people on horseback in rural or urban settings. Trails should be designed to be comfortable for users and provide space and buffers for multiple users, regardless of location. They should create safe loops with variety of amenities to ensure they are usable and safe.

In Flower Mound, the Town maintains several miles of equestrian trail and there is additional mileage located on the USACE land by Grapevine Lake. The recommended design considerations in this section only refers to the equestrian trails maintained by the Town.

FIGURE 5.4: TYPICAL EQUESTRIAN TRAIL CROSS-SECTION



Equestrian Trail Widths

Equestrian trails should be a minimum of 8' within a 15' easement. The trail surface within the easement should be a minimum of 8' in width, this provides space for passing. The vertical clearance for equestrian trails should be 12' to allow for space for a person on horseback. Trees may need to be pruned or removed in some cases to meet vertical clearance requirements.

Surface Materials

Trails should generally be native materials, such as compacted dirt. In rural and preserve settings, they may include rivers or creek crossings, hills, woods, and other natural features. In urban areas, where multiple users are intended, the trails may be more compact, and comprised of crushed granite, dirt, or other accessible surfaces.

Amenities

Amenities along the trail may differ based on the intended purpose and user of the trail. If the trail is designed to be challenging and provide jumps, they may be offset from the trail to allow for more novice users to not encounter obstacles. Trails should also be marked by trailheads, provide adequate parking for vehicles and trailers, and informational signage with information about trail length, amenities, and etiquette. Posts should be provided to allow for the temporary tie up of horses.



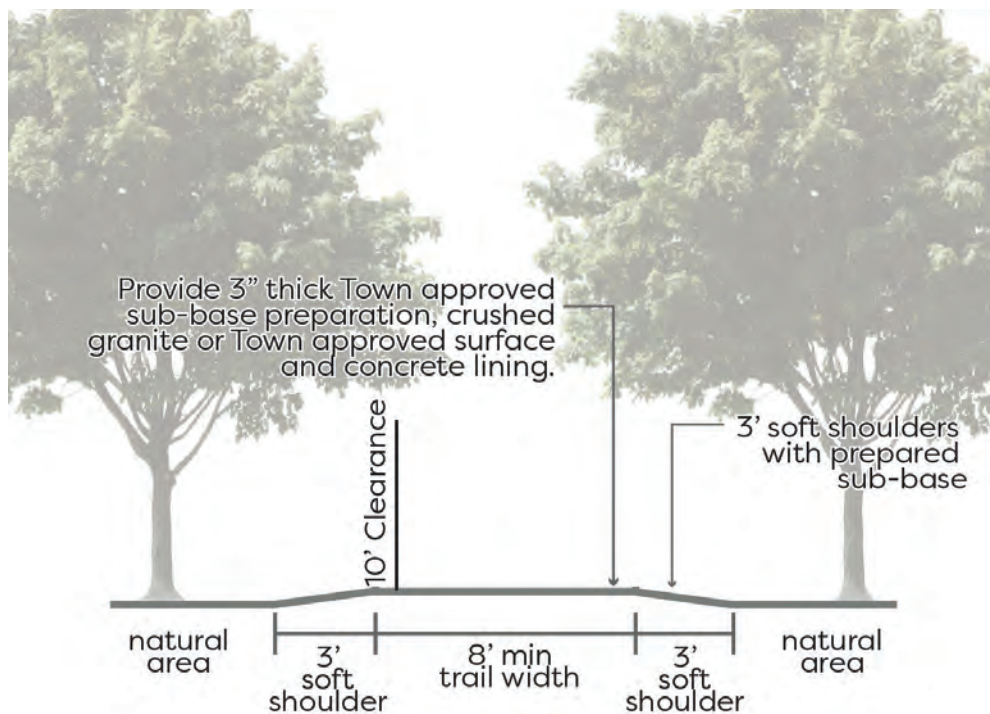
OTHER SOFT-SURFACE TRAILS

Other soft-surface trails may include natural trails through nature preserves, such as the USACE trails along Grapevine Lake, and town maintained soft-surface trails through parks and adjacent to roadways. Soft-surface trails are typically designed for hikers, mountain bikers, and equestrian users. Soft surface trails maintained by DORBA do not have provided standards.

Town Maintained Soft-Surface Trails

Town maintained soft-surface trails should be a minimum of 8' in width. They should include a clear zone of at least 3' on each side and a vertical clearance of at least 10' in height. Trees may need to be cut down or pruned to ensure proper vertical clearance. The trails should be a firm, stable surface such as decomposed granite. In order to maintain form, the trail should be lined by concrete, metal, or a similar hard lining.

FIGURE 5.5: TYPICAL SOFT-SURFACE TRAIL CROSS-SECTION



ON-STREET BIKEWAYS

Two types of on-street bikeways are identified on the recommended network: bike lanes and shared-use lanes. This section outlines key considerations for each type of facility in order to:

- Determine appropriate facility types based on roadway travel speeds, traffic volumes, available pavement widths, and roadway functional classification.
- Identify continuous bicycle routes through high demand corridors to provide connections throughout the Town and to adjacent communities.
- Provide guidance on pavement markings, signage, or a combination along identified and future routes to communicate safety procedures and provide wayfinding.



BIKE LANES

Bike lanes are a portion of the travel lane marked for the exclusive use by people on bicycles. This space is separated from travel lanes by striping and signage. Benefits of bike lanes include: enabling people to ride at a constant speed; making bicycles and their space physically visible; and, encouraging people on bicycles to use the street rather than sidewalks where the conflicts with pedestrians are greater. Bike lanes are typically implemented on roadways with relatively higher speeds and traffic volumes.

Width

Width is important to consider when designing your system. The minimum width for a standard one-direction bike lane is 5' from the face of curb or on an open shoulder to allow people on bicycles to be far enough from the curb to avoid debris and drainage grates.

Bike lanes can either be standard bike lanes or separated bike lanes as shown in [Figures 5.6 and 5.7](#). Standard bike lanes have a painted stripe that separates the bicycle traffic from vehicles while the buffered bike lanes have a minimum 3' painted or physical buffer between the bike lane and the travel lane. A physical buffer can include bollards, planters, zebra cycle protectors, or similar barriers, and should be spaced at regular intervals to prohibit automobiles from entering the protected bike lane.

Markings

Markings should follow the TMUTCD, including a one-way directional arrow, bike lane marking, and a solid white stripe. They should be placed at regular intervals in accordance with guidance from the TMUTCD, AASHTO, and NACTO. Where a buffer exists, additional striping is needed, reference [Figure 5.7](#). When the bike lane is between on-street parking and vehicular travel lanes, the lane should be lined on each side with a white stripe so vehicles that are parking are aware of the boundaries.

Signage

Signage required for bike lanes include those that state the bike lane is for cyclist use only. 'Bike Lane' signs should generally be provided adjacent to lane markings but not at all markings to avoid overuse, unless otherwise noted by national or Town standards. Signage, along with the pavement markings, can improve visibility and awareness of people on bicycles for motorists.

FIGURE 5.6: TYPICAL STANDARD BIKE LANE

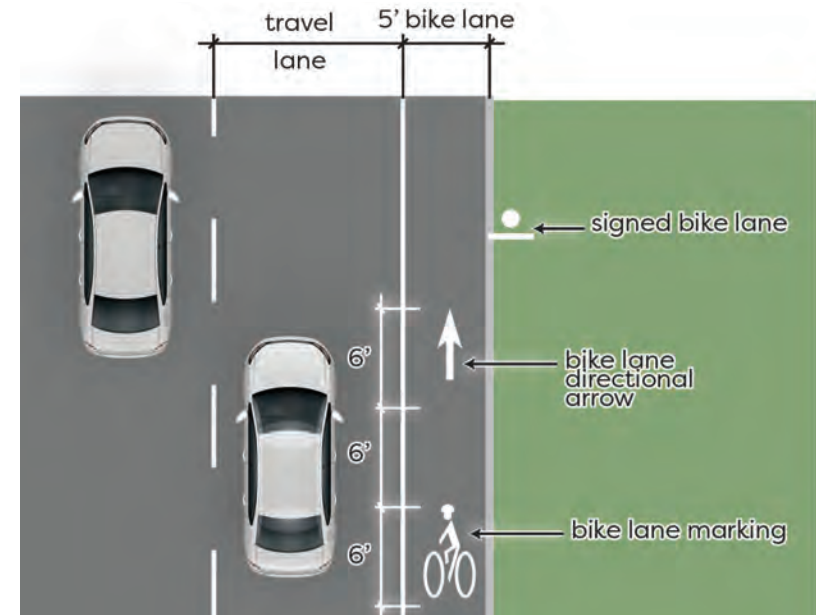


FIGURE 5.7: TYPICAL BUFFERED BIKE LANE

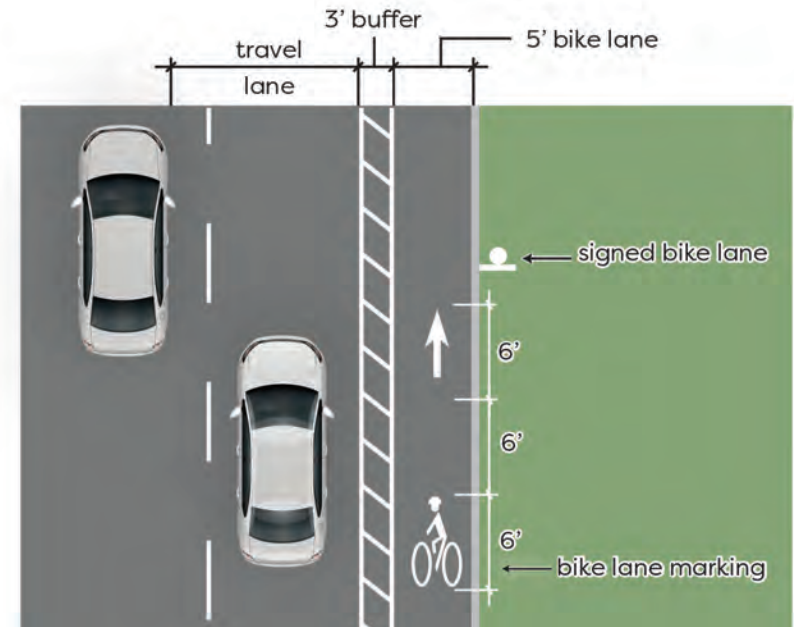


Diagram illustrating the "Sharrow Marking Enlargement" concept.

The diagram shows a plan view of a road with a "shared lane" and a "Signed shared-use lane". The "Shared-use lane marking" is shown as a bicycle symbol. A dimension of 4'-0" Min. is indicated between the marking and the gutter.

The side view shows the "SHARROW MARKING ENLARGEMENT" with dimensions: 112" for the total height, 72" for the marking height, and 40" for the marking width.

While sharrow markings should be min. 4' from gutter, it is often preferable to place them along the centerline of the lane to minimize wear and tear.

Shared-use lanes are when a lane on a street is designed for both drivers and people on bicycles. The designation is usually shown by pavement markings and/or signage. This accommodation is typically used on a street with relatively low travel speeds (less than 35 mph) and relatively low volumes since there is no physical separation between the cyclists and motor vehicles.

Bike lane width that supports shared-use should meet or exceed 14', not including the curb and gutter where they exist. If the lane is less than 14', then cyclists may ride in the middle of the lane. If the lane is 14' or greater, state law dictates that the cyclist must ride near the curb.

Shared-use lane markings should be located a minimum of 4' from the curb on roadways without on-street parking and a minimum of 5' from the outside of the parking lane on roads with on-street parking. Markings should occur immediately after intersections and at intervals of not greater than 250' unless otherwise required by the Town.

Signage should be provided along shared-use lanes. Required signage includes 'Share the Road' and 'Bicycle May Use Full Lane' signs, which alert motorists that they may encounter people on bicycles and encourage respectful shared use of the roadway.

Signed route considerations for residential streets with low speeds and low volumes should have signage without accompanying pavement markings. This would include 'Share The Road' and 'Bicycle May Use Full Lane' signage.

BIKEWAY INTERSECTION TREATMENTS

Intersections are the point where multiples modes of transportation meet, facilities overlap, and should be designed in a safe and efficient matter. At a minimum, intersections should clearly imply how to navigate the intersection for all users through signalization, pavement markings, aligning turning movements, and providing logical routes. Intersection treatment best practices are discussed below.

Bike Boxes

Bike boxes can be used at intersections where there is not enough width to continue a separate bike facility and a designated right-turn lane. An example of bike box configuration and pavement markings are shown in [Figure 5.9](#). Bike boxes are defined spaces at the head of signalized intersections which provide safe, comfortable, and visible spaces for people on bicycles at intersections. To effectively communicate the purpose of the bike box, appropriate signage and pavement markings are required.

An ingress lane within the bike lane, defined by colored pavement, should be provided as cyclists approach the bike box at intersections. Change in pavement color alerts riders of approaching intersections and community cyclists' priority to motorists. Signage such as 'Stop Here on Red', 'Yield to Bikes' and 'No Turn on Red' are examples of informative signage directing users how to share the roadway at these types of intersections.

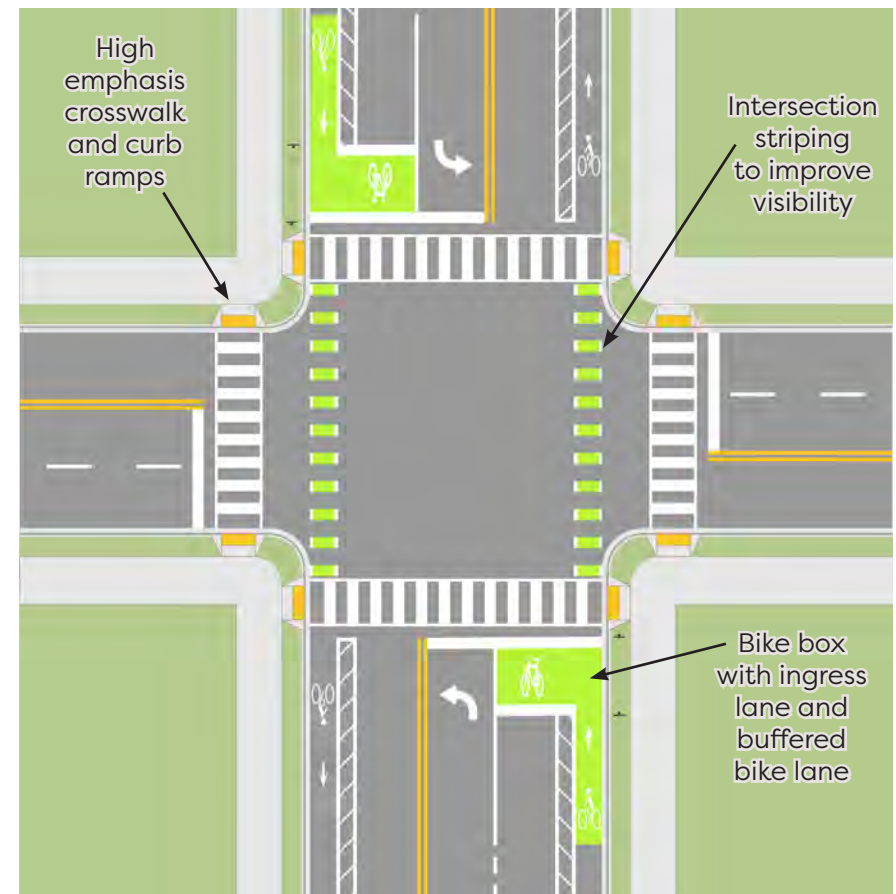
Driveway Crossings

Driveway crossings may include additional elements such as color, signs, signalization, and pavement markings. Continuing marked bicycle facilities at driveway intersections ensures that separation, positioning, and awareness is maintained through the intersection conflict areas.

OTHER CONSIDERATIONS

On-street bikeways should be safe and usable; they should have a smooth surface, uniform width, and should be free of encroachments and bumps such as utility lids, wide cracks, and longitudinal joints. Grates should be bicycle-safe without longitudinal openings to avoid tires being stuck. The use of uneven surfaces such as brick, pavers, or stamped concrete is not recommended along on-street bikeways.

FIGURE 5.9: TYPICAL BIKE BOX TREATMENT



PADDLING TRAILS

A well-designed paddling trail network should include consistent signage and branding, various launch points, and amenities for users of various skill levels, interests, and comforts.

LAUNCH POINTS

Launch points should take into consideration cost, topography, and accommodate expected volume of users. Launch points can be unimproved locations on shallow beaches or easily accessible creeks. Using this type of launch point can increase access quickly, however, may lack formal amenities that draw users to the site, such as parking and restrooms. More formal launch points can also be installed where there are existing motorized boat launches, however, special consideration should be given to the location of these launches to best reduce conflicts between paddle users and motorized boats. An informational kiosk should be provided at all launch points. Each kiosk should include information regarding waterway conservation, ethics, route guidance (including length and difficulty), and rules for paddling. Signage directing people to the launch points should be provided to increase awareness of the facility.

SIGNAGE/MARKERS

Signage and markers are important for a waterway system. Signage should guide paddle trail users, provide information for all waterway users to inform them of potential conflicts, and guide people on the water to other launch points and destinations. Signage at launch points can provide safety information, encourage the use of personal flotation devices, and provide emergency information. The TPWD has paddling trail markers that can be installed along the route. Trail markers can be installed on posts along the shore, or in the water attached to buoys.



TPWD PADDLING TRAIL TYPICAL SIGNAGE

Image Source: Texas Parks and Wildlife

CONNECTORS

As presented in Chapter 4, connectors are sidewalks that fill a gap in the trail network where limitations for a wider facility exist. This section describes the design objectives for pedestrian facilities, such as connectors, including:

- Location of the sidewalk to be within or parallel to the right-of-way within a pedestrian easement, with a buffer from vehicular traffic, preferably at least 2' wide.
- Crossings at intersections should be a priority consideration to improve safety and reduce potential conflicts.
- ADA compliant ramps shall be placed at intersections, driveways, and roadway crossings.

WIDTH

Connector width is important when designing Town Connectors. Because connectors are used to improve system connectivity and higher pedestrian volumes are anticipated, the desired width is 8'. The minimum acceptable width for a connector is 6' where there are existing constraints such as rights-of-way or utilities. All new connectors and improvements to existing connectors should be widened to the greatest extent possible.

INTERSECTION TREATMENTS

Intersection treatments are needed to ensure safety at conflict points. It is recommended that pedestrian crossings at roadway intersections and driveways be designed in a manner that reinforces the right-of-way of pedestrians and prioritizes their safety. To reduce conflicts at intersections, the corner radius for a 90-degree intersection should be designed to be as tight as possible. Curb extensions can better align crossings at intersections, force vehicles to make slower turns by reducing turning radii, and improve visibility for pedestrians crossing the street.

STANDARD PEDESTRIAN CROSSINGS

Standard pedestrian crossings use a combination of pavement markings, signals, and accessible ramps to cross intersecting streets with two-way traffic. Highly visible 'zebra' pavement striping is recommended as they better alert motor vehicles to yield to pedestrians. Routine maintenance of the crosswalk striping is recommended to ensure they are visible.

ENHANCED CROSSWALKS

Enhanced crosswalks may use a combination of pavement markings, pavement materials, mid-block crossing islands, and pedestrian signals such as rapid flashing beacons or pedestrian hybrid beacons to increase driver awareness of pedestrian activity and increase comfort of walkers.

DRIVEWAY CROSSINGS

Driveway crossings along major and minor thoroughfares should be designed to provide safety for pedestrians. Sidewalks and sidepaths should be set back from the back of curb at a sufficient distance to avoid crossing driveway aprons to maintain existing cross slopes and meet ADA accessibility standards. The Town should evaluate its driveway spacing and access management standards in order to improve the pedestrian realm and reduce conflicts between pedestrians, bicyclists, and motor vehicles.



INTERSECTION CONSIDERATIONS

A well-designed intersection facilitates the movements in a safe and efficient manner. Conflicts between users should be reduced by heightened visibility, denoting clear roadway use through signage and pavement markings, and by ensuring users are aware of each other.

MEDIAN REFUGE ISLANDS

Median refuge islands are protected spaces positioned in the center of the roadway used to facilitate bicycle and pedestrian crossings by having an additional protected stop when crossing at an intersection. This treatment is most appropriate for roadways with higher volumes, faster speeds, and wider pavement widths. Median refuge islands reduce crossing lengths, increase visibility of crossing movements, calm traffic through physical design, and prioritize crossing movements. Medians should be a minimum of 6' in width, be well lit, and if any vegetation is included it should be low to maintain visibility. Median refuge islands are preferred at signalized intersections, however they can also be a treatment for mid-block crossings.



MEDIAN REFUGE ISLANDS

CURB RAMPS

Curb ramps shall be designed for the use of mobility devices (including scooters, walkers, and crutches), provide direction and guidance for roadway crossings, and meet all ADA, TAS, and PROWAG standards. One curb ramp should be provided for each crosswalk, which usually translates to two per corner, and one on each side of the crosswalk. This provides direction and reduces crossing distances as opposed to when there is one crosswalk per corner. Curb ramps shall be sloped to provide a smooth transition from sidewalk to crosswalk. In some cases, curb extensions can be installed to better align crosswalks, reduce crossing distances, and slow turning movements for vehicles.

TRAFFIC CONTROL SIGNAGE

Traffic control signage should indicate crossing features for all roadway users based on guidance from the TMUTCD. Signage should be highly visible and capture the attention of all users approaching the crossing area. Intersections can be further enhanced by flashing beacons, pavement markings, or change in pavement material. It is important to note that placing too many traffic control devices at one crossing can be overwhelming and may result in the loss of impact.



CURB RAMPS

CROSSWALKS

Crosswalks should be clearly marked and highly visible. Where a crosswalk is signalized, leading pedestrian signals and longer walk signal times can improve accessibility for pedestrians. To minimize conflicts, other pedestrian crossing tools can include exclusive only left-turn phases, prohibiting right turns on red where sight lines may be reduced or where a leading pedestrian interval is used, and signage to remind drivers to yield to pedestrians. Intersections can include raised crosswalks to slow vehicles and improve visibility of pedestrians. Additional considerations shall be included for pedestrians that are visually or hearing impaired. Implementing elements such as Accessible Pedestrian Signals (APS) with integrated audio devices, detectable warning surfaces, and flashing lights can aid in creating a safe and comfortable pedestrian crossing environment.

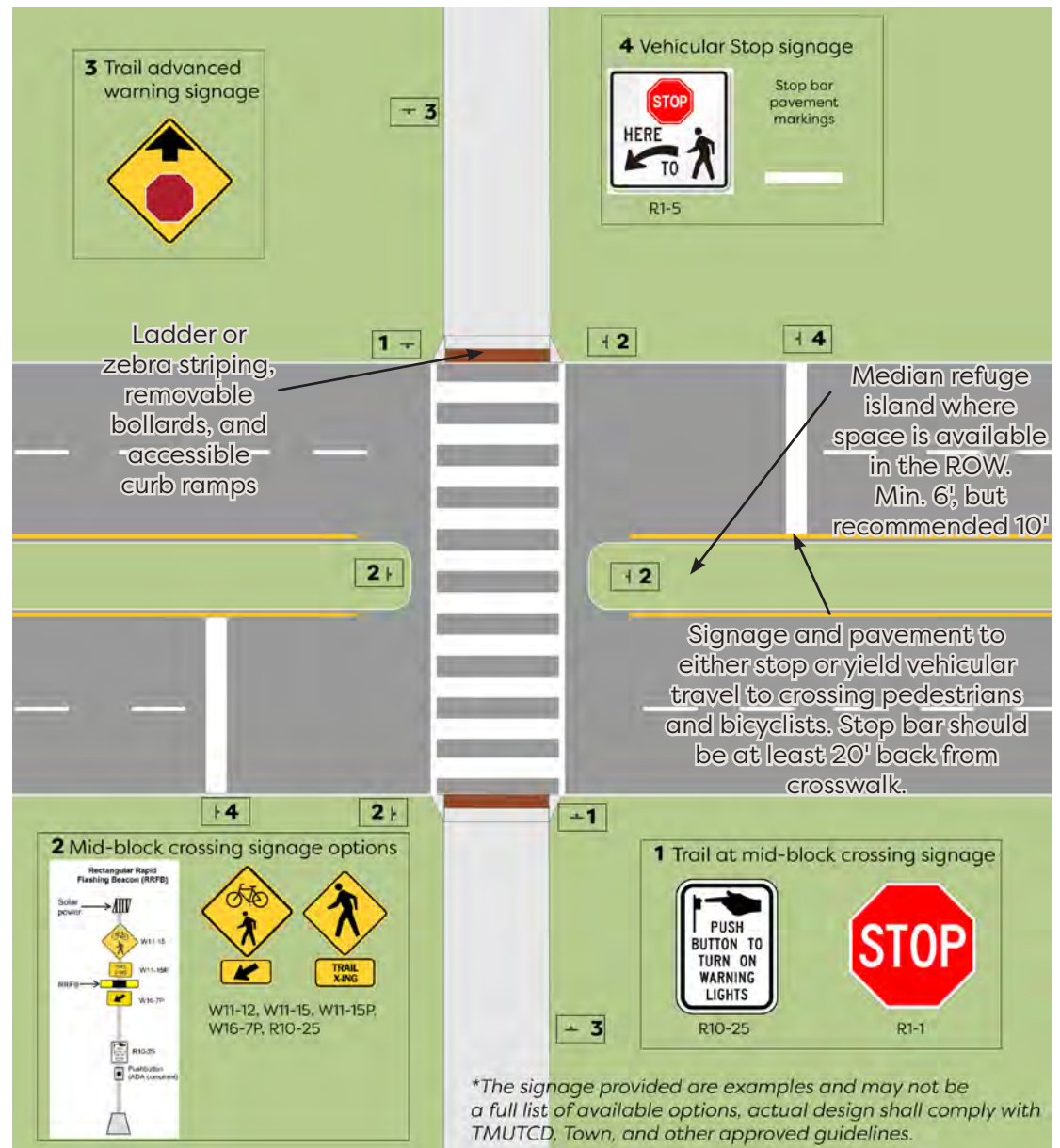
MID-BLOCK CROSSINGS

Where a trail crosses a roadway, not at an intersection, special consideration should be given to inform drivers that someone may cross the road. **Figure 5.10** shows typical treatments for mid-block crossings, including rectangular rapid flashing beacons (RRFB), pavement markings, and signage. Local roads may not require a RRFB due to lower roadway speed and volumes. In some cases, the mid-block crossing area can be raised in order to provide a flat crossing surface and slow automobiles at the crossing area.

RECTANGULAR RAPID FLASHING BEACONS

Rectangular Rapid Flashing Beacons (RRFB) are highly visible traffic control devices that help alert motor vehicles of mid-block crossings. RRFB's include rectangular lights that flash at an irregular pattern when pressed by pedestrians crossing the street. These lights are positioned below a crossing sign and above a crosswalk arrow. The sign is pedestrian activated, typically by using a push button. The crossings can be accompanied by advanced signage and stop lines on each side of the intersection to alert drivers to the upcoming mid-block crossing.

FIGURE 5.10: TYPICAL MID-BLOCK CROSSING



TRAIL FEATURES

Trail features can enhance the overall user experience of a trail. This includes improved access, signage, and amenities to support users along the trails. This section details trail amenity features to be considered when designing trails throughout the town. The Parks and Recreation Department will need to determine the placement of each amenity type throughout the network based on the intended goals of each trail.

TRAILHEADS

Trailheads are located at key entrances to the trail system allowing users to access a trail, including within community parks and major destinations. Features typically found at a trailhead include:

- **Parking:** A minimum of 10 spaces for major trailheads and five spaces at minor trailheads. Shared parking should be encouraged where appropriate. All parking areas shall meet ADA requirements.
- **Restrooms** are appropriate at major trailheads.
- **Informational Signage** should include a larger kiosk with a map, rules and regulations, and contact information.
- **Lighting** promotes safety and accessibility.
- **Amenities** should be provided at all trailheads, such as benches, trash receptacles, bike racks, drinking fountains, and bike repair stations.

The typical trailhead amenities described here are appropriate for enhancing existing trailheads as well as to guide required amenities for future trailheads. [Figures 5.11](#) and [5.12](#) show how major and minor trailheads can be designed.

TRAIL ACCESS POINTS

Trail access points are locations along an off-street trail where users can access the trails system. Access points can be found at parks, intersections, or minor destinations. Typically, they consist of a brief, paved spur that connects to an existing sidewalk. Trail markers and directional signage should aid users in wayfinding. Additional amenities at access points are not required.

TRAIL SIGNAGE

The trail network should be identified by consistent signage. Branding is covered in more detail later in this section.

FIGURE 5.11: EXAMPLE MAJOR TRAILHEAD



FIGURE 5.12: EXAMPLE MINOR TRAILHEAD



TRAIL AMENITIES

BIKE RACKS

Bike racks allow trail users to safely secure their bicycles while stopping at destinations along the trail, such as parks and entertainment centers. Bike racks should be located at trailheads and where the trail intersects with key destinations.

BIKE REPAIR STATIONS

Bike repair stations are self-service stations that include tools to perform basic repairs and maintenance to bicycles, including filling deflated tires or changing a flat tire. Such stations should be placed near bicycle parking found at key destinations like parks, schools, and commercial areas.

PARKING

Parking should be provided at all trailheads, with a minimum of 10 spaces for major trailheads. Providing parking allows residents who cannot walk or bike to the trail network the ability to utilize the trail system. Alternative ADA accessible parking surfaces, such as permeable pavement or pavers can be considered where appropriate for parking areas.

TRASH RECEPTACLES

Trash receptacles improve the overall cleanliness of the trail system. They allow users of the trail to dispose of trash in areas where there is a demonstrated need. Typically, these are found only at trailheads. Pet waste stations should be provided along the trail at regular intervals for the easy disposal and collection of pet waste. These amenities shall be placed so they are ADA accessible.

SEATING

Seating, such as benches, provide respite points along the trails. They should be placed at regular intervals along trails along with other amenities such as hydration stations and trash receptacles. Each bench shall have accessible companion seating outside of the pavement trail.



BIKE RACK



WASTE RECEPTACLES



BIKE REPAIR STATION

SHADE

Shade should be provided where possible along the trail to provide comfort and cooling during the summer months. Shade trees should be placed along trails at regular intervals, but it is important that they remain trimmed to maintain at least ten feet vertical clearance from the trail. Where shade trees cannot be placed due to constraints, shade structures can be included near benches, trail markers, scenic viewing points, and other resting places along the trail.

HYDRATION STATIONS

Drinking fountains or water bottle fill stations provide trail users and their pets hydration opportunities while using the trail. Hydration stations should be located at trailheads where there is existing water infrastructure to connect to, such as at parks. Otherwise, there is a risk that the water can become stagnant with little use.

FITNESS STATIONS

Fitness stations placed along trails are particularly useful for joggers and cyclists seeking to stretch, warm up, and cool down before or after a run or bike ride. Similar to those located within a park, a fitness station offers trail users an opportunity to engage with static exercise equipment and further their health goals.



INFORMATIONAL KIOSK



HYDRATION STATION



FITNESS STATION

SIGNAGE

FIGURE 5.13: BRANDING CONSIDERATIONS



WAYFINDING

Wayfinding helps trail users identify their location on a trail or bikeway, distance to key destinations, and provides directional and distance guidance for preferred routes. Wayfinding can be provided along trails or bikeways by using TMUTCD approved signage. Wayfinding includes maps, directional signage, trailhead markers, mile markers, kiosks, and digital signage considerations.

Maps

Maps should be included at all major and minor trailheads to help identify the trail network and branded segments.

Directional Signage

Directional signage guides users of the trail system. It provides them with mileage, location information, and directions. These should be placed at trailheads and major trail access points to help guide trail patrons along the trail.

Trailhead Markers

Trailhead markers are located at trail access points. They can also be located where a trail meets a street right-of-way where an access point into the trail system is located. They should include the trail name and intended users of the trail.

Mile Markers

Trail mile markers should be placed at regular intervals along the trail to identify mileage, provide direction, and provide location information for emergency situations. They can help users be informed as to how far they've traveled. At a minimum, trail markers should be installed at every trailhead, trail access point, and trail intersection, however, trail markers should ideally be placed along the trail at $\frac{1}{4}$ to $\frac{1}{2}$ mile intervals.

Digital Signage Considerations

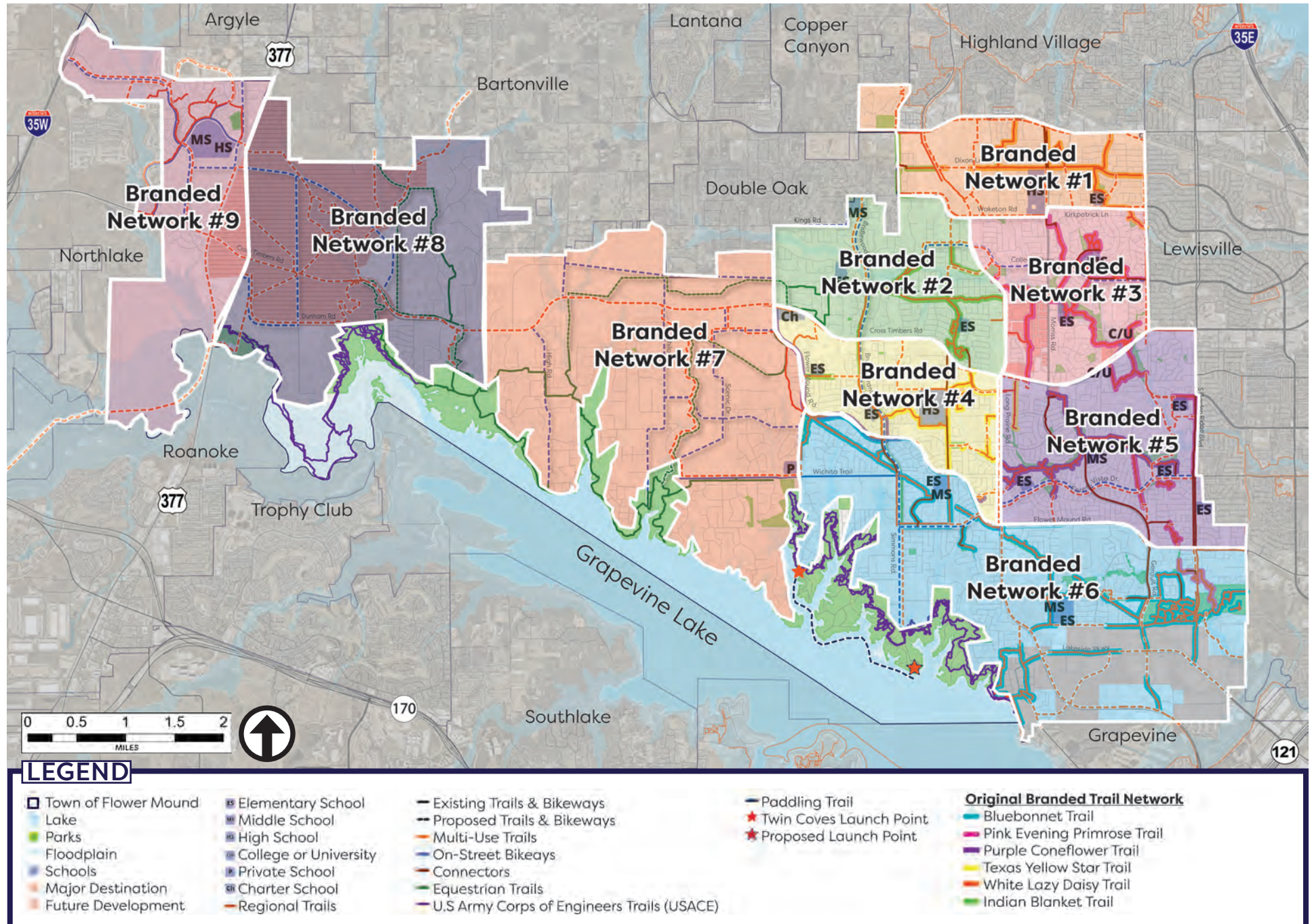
A quick response (QR) code can be included on all signage, which can take a trail user to a website to track where they are located on the trail network. A QR code is a matrix that is readable by a smart phone camera, and is linked to a specific website.



Kiosks

Kiosks can be provided in place of a map at major trailheads. They provide more information for trail users, including: rules and regulations for trail users, information on the trail system, and a map with directional guidance. Kiosks can be used to provide sense of place and safety for trail users.

FIGURE 5.14: RECOMMENDED TRAIL REGIONS OF FLOWER MOUND



FUTURE BRANDING NAMES

The current branding system for the Flower Mound trails system is based on North Texas wildflowers. To help facilitate clear wayfinding while on the trails, **Figure 5.14** represents new proposed networks for branded trails in Flower Mound. As Flower Mound grows and more trails are constructed, this will help create clear guidelines into which branded system new trails would fall. These networks are based off of major roadways and geographies. Using this system to identify new branded trail corridors and rename existing ones helps with overall branding and placemaking along each trail segment and maintenance needs.

Additional trail names need to be considered as more trails are constructed in rural and undeveloped areas of the Town.

New branded networks can build upon the Texas wildflower theme. A list of potential trails include:

- Goldenrod
- Winecup
- Sunflower
- Basketflower
- Rain Lily
- Prickly Pear Cactus

Another option for new networks can enhance the nature theme by using plants found in the natural environment. Examples include:

- Texas Sage (shrub)
- Trumpet Vine (vines)
- Post Oak (tree)



RAIN LILY



BASKET FLOWER



SUNFLOWER

SAFETY AND SECURITY

LIGHTING

Lighting is important to consider when designing trails. Properly installing and maintaining lighting along a trail improves safety for trail users at dawn and dusk and in dark spaces such as densely wooded areas and underneath roadway overpasses. Lighting can improve visibility, increase access and convenience, and give trail users a sense of safety when using trails outside of daylight hours. Because nighttime etiquette is not always followed, proper lighting can help to increase visibility of trail users and reduce the likelihood of crashes. AASHTO recommends lighting to be installed in tunnels or overpasses, at trailheads, at bridge entrances and exits, at public gathering places, along streets, at crosswalks, at path intersections, and to illuminate key signage.

BRIDGES & LOW WATER CROSSINGS

Bridges and low water crossings should be designed by a Texas Professional Engineer and meet all Town or State established engineering standards. Low water crossings should not exceed four feet from the path to the waterway flowline unless otherwise approved by the Town Engineer. Any crossing exceeding this separation will require a bridge to ensure the trail meets all accessibility requirements. For creek crossings that require a short span, box culverts can be used with handrails.

TRAIL SAFETY RAILINGS

Safety railings should be provided where there is significant topography changes within five feet of the trail shoulder. The top of the railing should be a minimum of four feet higher than the trail surface. Railing should be horizontal to avoid catching bicycle handlebars and should be constructed in accordance with the latest International Building Code regulations and ADA standards.

WEB BASED TRAIL SAFETY

Web based trail safety is when there is a downloadable smart phone application (app) that can help a resident track their location on the trail system. The app can be used in tandem with trail signage to allow a trail user to identify their location in case of emergency. In addition to the app, QR codes connect users to websites and maps to identify where they are on the trail system. There may be strategic locations to provide wireless internet services for trail users, such as in parks or at major trailheads.



MAINTENANCE

Trails and bikeways shall be regularly maintained to ensure they meet vertical and horizontal clearance requirements, are safe for users, that they are free of debris, and maintain their integrity.

MOWING AND LANDSCAPING

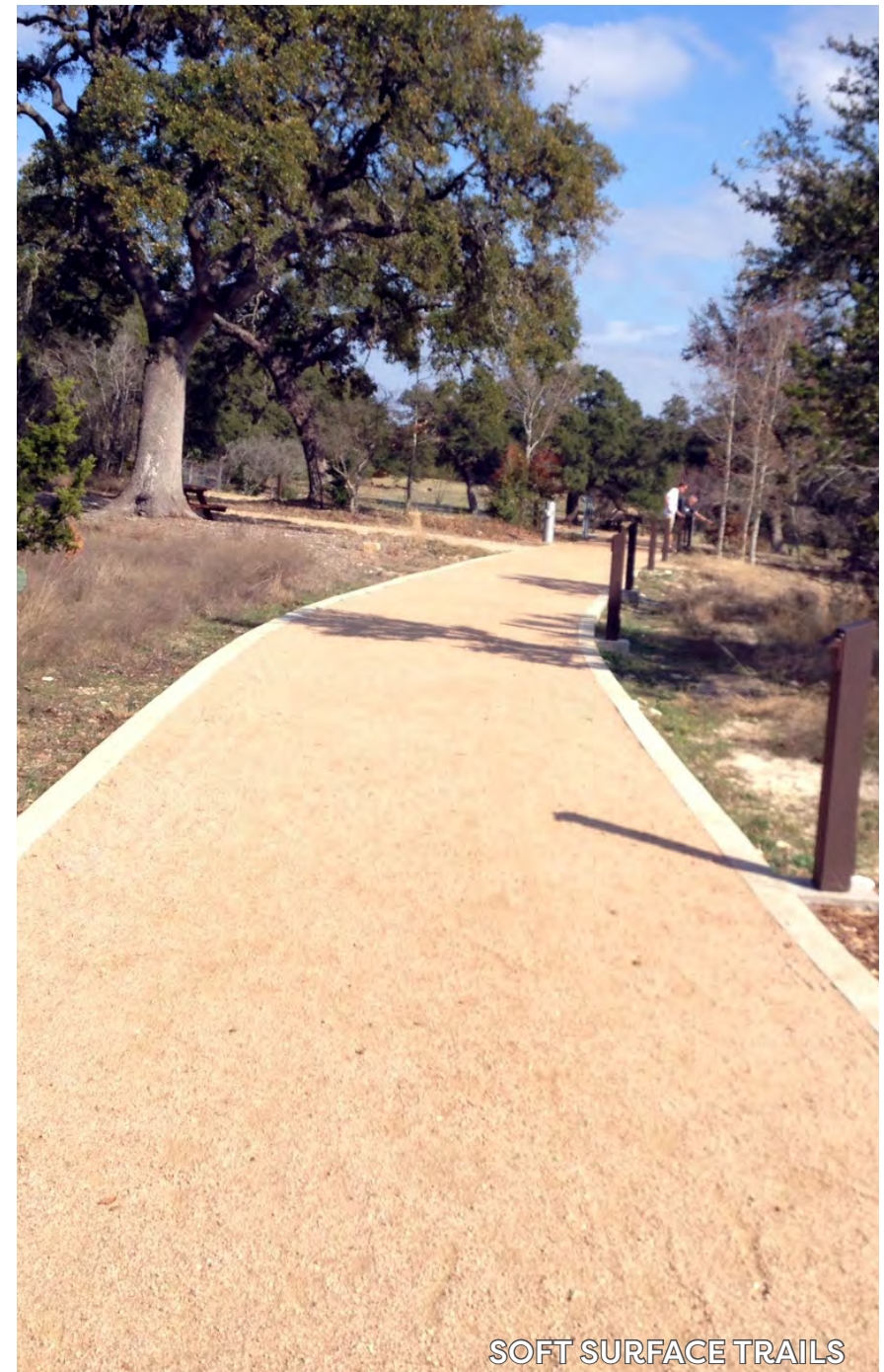
In order to ensure there is no debris or obstructions encroaching on trail surfaces, routine mowing and string trimming is recommended. Removal or "cutting back" of vegetation in the clearance zones is required to maintain a safe environment along the trails.

SOFT SURFACE TRAILS

Soft surface trails shall be maintained regularly to ensure they meet ADA requirements, have a compact surface, and are free from debris and animals, such as snakes. This may need to be done more frequently than for paved trails due to environmental conditions, such as heavy rainfall or high winds.

VOLUNTEER GROUPS

Volunteer groups can be utilized to support the Town's maintenance program. The Town can support "Adopt a Trail" or "Friends of the Trail" groups that help with litter clean-up, tree planting, and raising funds for trail amenities. Trail volunteer groups can help with security patrolling along trails and identify maintenance concerns to Town staff.



USING THE TOOLBOX

UPDATING STANDARDS

The design considerations included in this chapter represent guidance for future updates to the Town's development ordinances. Upon adoption of the overall Trails and Bikeways Master Plan, these recommendations should be codified into the Town of Flower Mound Code of Ordinances and the Design Criteria and Construction Manual where applicable. The ordinances should be updated, including width of sidewalks and trails, and as well as classifications. An audit of the existing regulations can identify other necessary amendments to implement this plan. A brief audit is provided below.

GENERAL ORDINANCES

Chapter 58 - Streets, Sidewalks, and Other Public Places

This section of the general ordinances should be updated to reflect new trail and sidewalk terminology, widths, and design guidance. Replacement standards should include the replacement of sidewalk with new standards or trails where a trail is depicted in the master plan.

LAND DEVELOPMENT REGULATIONS

Article V: Landscaping and Screening

Division 2 - Section 82-232: should include language which allows trail and sidewalk placement within required street landscape buffers to allow greater separation between the trail and roadway, and improve level of comfort for trail users.

Division 5 - Sidewalk width should match the proposed cross-sections.

Chapter 90 - Subdivisions

Article 6 Division 8: Parks and Recreational Areas

Design criteria should be provided for subdivision development to place trails within common open spaces and integrate the trail as a recreational component of the community.

Sec. 90-310 - Culs-de-sac should explore opportunities for residential developments to connect to the trail system where a culs-de-sac terminates in proximity to the trail system.

Sec. 90-311 - Street design standards will need to be updated to ensure there is consistency between the plan, engineering design standards, and Master Thoroughfare Plan.

Sec. 90-443 - Character and minimum dedication will need to reflect the the trail classifications and information from the plan.

Sec. 90-445 - Payment of cash in lieu of dedication references the "primary trail network;" the reference to "primary" should be removed to just state the "trail network". The payment of cash in lieu should be applicable for trails on the primary and secondary trail network.

Sec. 90-449 - Park credit option. It is a recommendation of this plan to require that trails be 10-12' in width. This section references trails being 8' around stormwater ponds, this should be updated.

General Recommendations for the Development Regulations

The development standards should ensure the references to trail types, widths, and design are consistent throughout the different regulations and zoning requirements.

There should be guidance for the development of trails in new residential development. Generally, it is recommended that the trails within new developments be incorporated into the overall design of the community, with the trails being placed generally in open spaces, around stormwater ponds, and within greenways to enhance the user experience and provide separation between trail users and residences. Where feasible, all new developments should connect to the existing or proposed trail network and provide for access points.

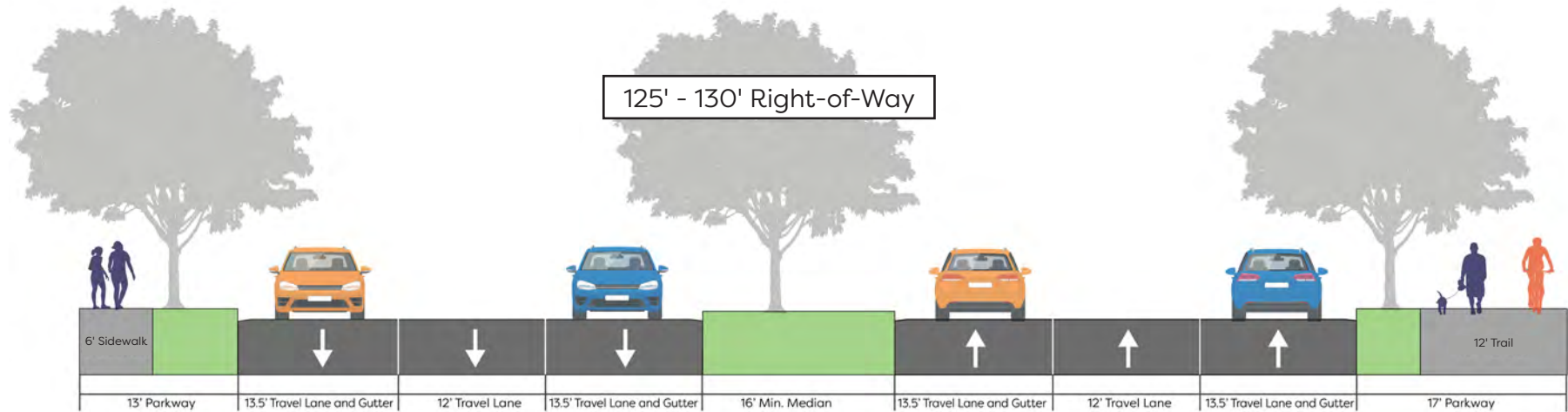
INTEGRATION WITH THOROUGHFARE PLAN

The last major update to the Town Thoroughfare Plan was in 2009, however several minor amendments have occurred since then. The plan specifies a variety of thoroughfare types, each with its own function and typical cross-section. Some of the cross-sections include specifications on the type and width of trail, pedestrian, or bikeway facility, but not all of the cross-sections address these multi-modal facilities. In order to better accommodate trail and bikeway facilities into future updates of the thoroughfare plan, modifications to the roadway cross-sections should be considered. [Figures 5.15 - 5.26](#), on the following pages depict possible updates to the cross-sections as they exist today to more fully integrate trail and bikeway accommodations as recommended in this master plan. The following cross-sections are proposed modifications to the cross-sections from the Town Thoroughfare Plan. These recommendations may need to be modified as necessary to account for existing conditions and constraints. Nothing in this plan should prohibit or limit the use easements or landscape buffers outside of the right-of-ways to enhance or improve the location of trails along roadway corridors.

ENGINEERING DESIGN STANDARDS

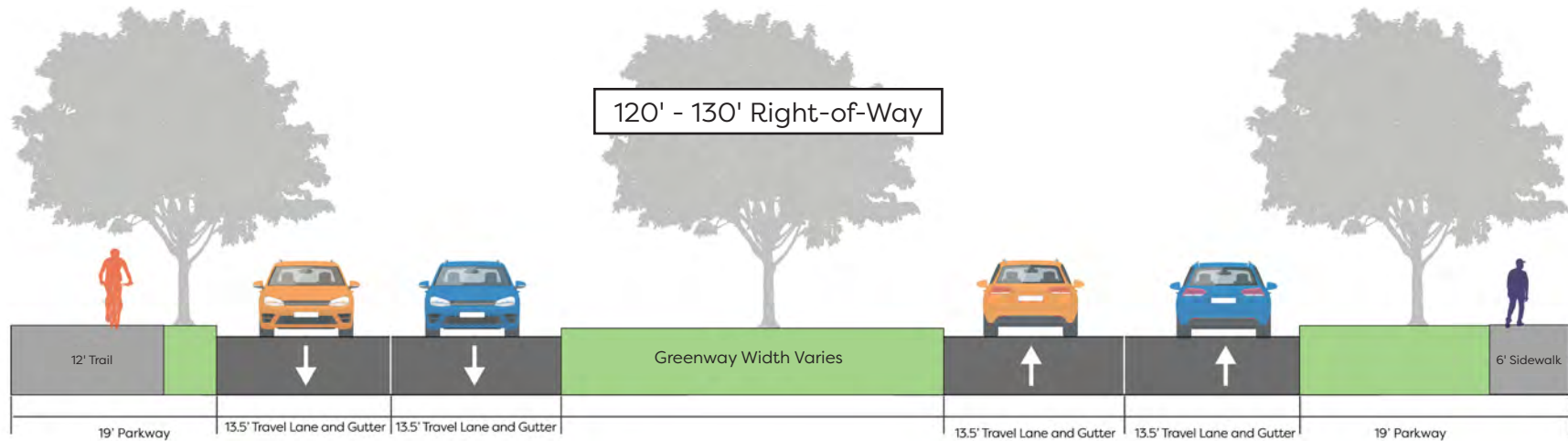
The Thoroughfare Plan is codified through the master plan process and the Engineering Design Standards (EDS). The EDS should be updated to reflect recommendations outlined in this plan, including any lane widths, rights-of-way widths, design speeds considerations, driveway spacing to improve the pedestrian realm, and similar topics. As the EDS is updated, it should be checked against the subdivision regulations to ensure there are consistencies between the two documents.

FIGURE 5.15: MAJOR ARTERIAL PROPOSED CROSS-SECTION



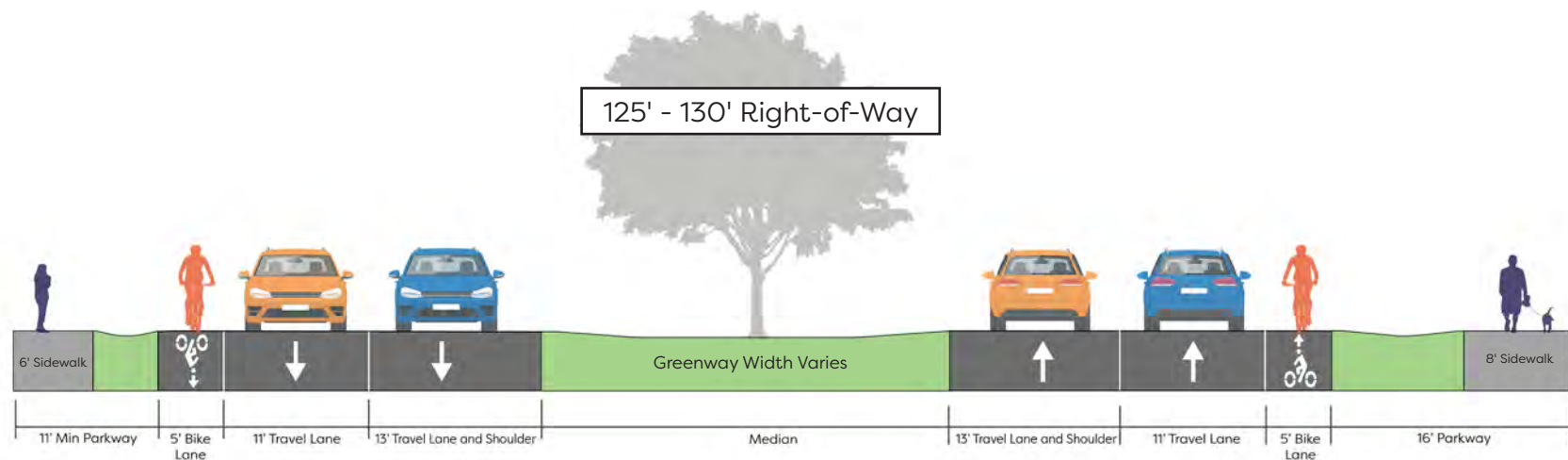
Major arterials include roads such as FM 1171, US HWY 377 and FM 2499. While these roads are mostly built-out, any new construction or reconstruction should consider minimizing the median in order to increase the buffer between pedestrian zones and motor vehicles. The road should also include a 6' wide sidewalk and 12' wide multi-use trail where able.

FIGURE 5.16: GREENWAY URBAN ARTERIAL PROPOSED CROSS-SECTION



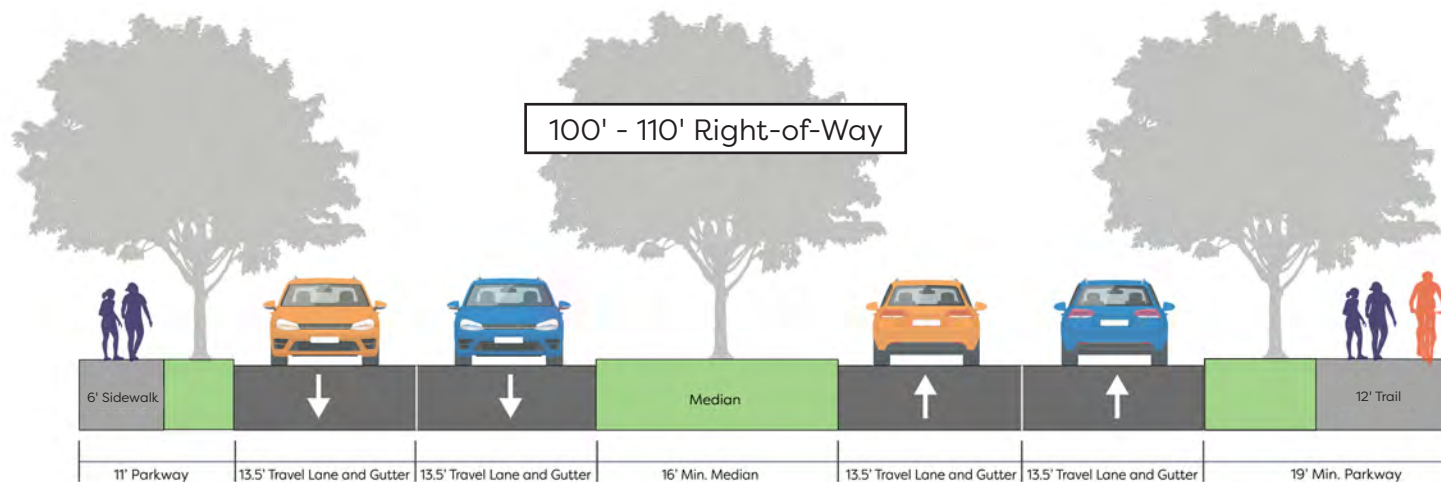
Greenway urban arterials include roads such as Garden Ridge Boulevard. This corridor includes a 12' wide multi-use trail where possible in order to create a comfortable shared realm. If the corridor is redeveloped, the median should be reduced in order to increase the width of the landscape buffer.

FIGURE 5.17: GREENWAY RURAL ARTERIAL PROPOSED CROSS-SECTION



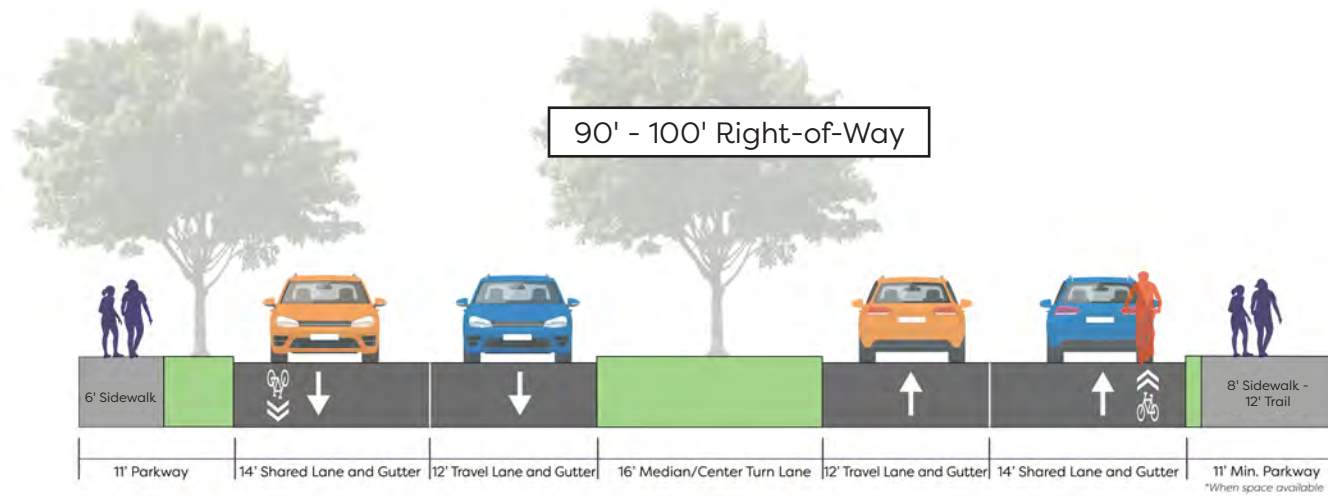
Greenway rural arterials are a future roadway classification in west Flower Mound. This roadway includes a landscaped median/center turn lane, bike lanes on each side of the road, and sidewalks with a minimum width of 6' on each side. If possible, the center turn lane should be reduced to the minimum necessary width in order to widen the parkways for landscape buffers between the sidewalk and motor vehicle lanes.

FIGURE 5.18: URBAN MINOR ARTERIAL PROPOSED CROSS-SECTION



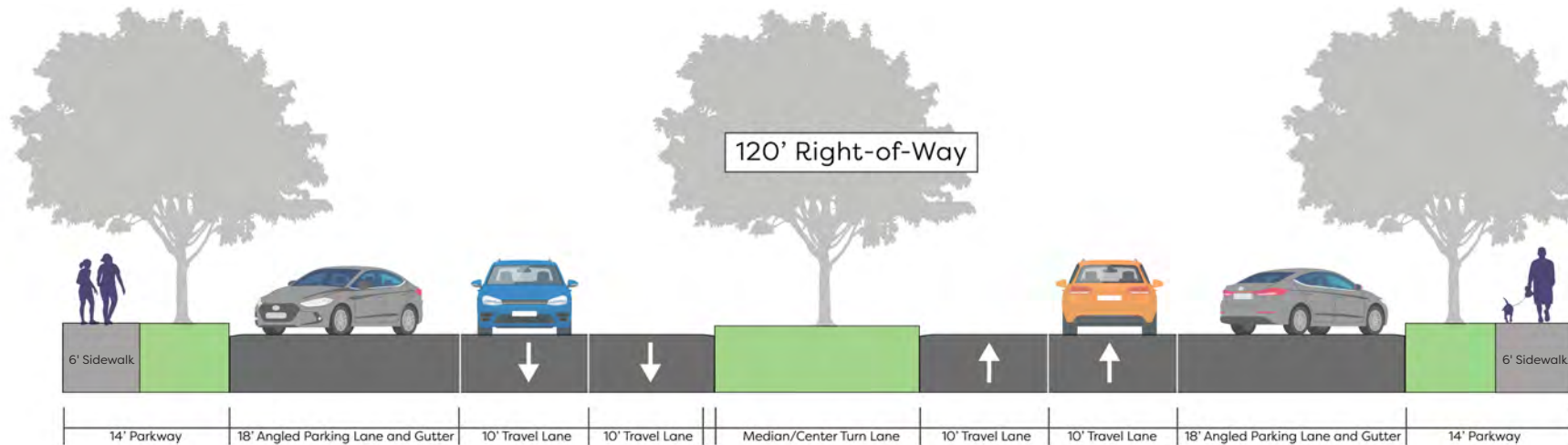
Urban minor arterials include a majority of the built roads in eastern Flower Mound, such as Flower Mound Road and Morriss Road which move people and vehicles to destinations throughout the Town. Where able, this roadway cross-section should include a 10'-12' multi-use trail, a 6' sidewalk, and landscaped medians. It is recommended that when redevelopment of minor arterials occurs, the median be reduced in order to increase buffers and landscaped areas between the pedestrian ways and travel lanes. All new minor arterials should include 100' rights-of-way to ensure there is adequate space to accommodate all facilities.

FIGURE 5.19: URBAN MINOR ARTERIAL WITH SHARED LANE PROPOSED CROSS-SECTION



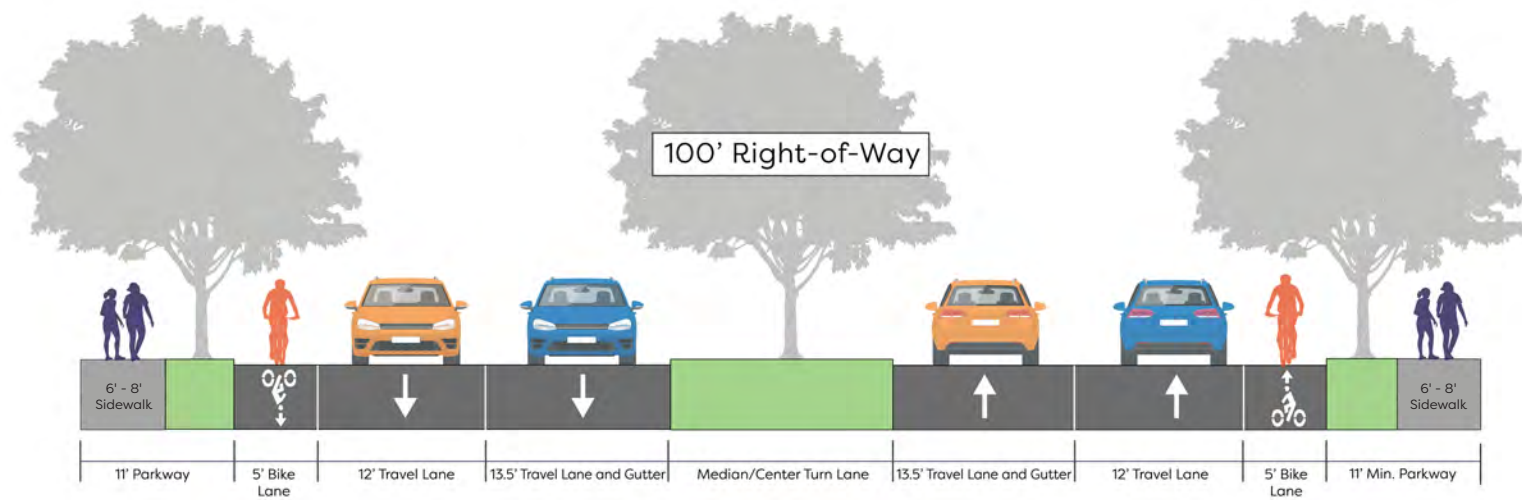
Urban minor arterials with shared-use lane is a new sub-classification of the urban minor arterial. In order to facilitate bicycle movement throughout the town, this roadway can include a shared-use lane by reducing the internal lane width. This cross-section should include a 6' sidewalk and a 10'-12' multi-use trail where space is available. All new urban minor arterials should have a 100' right-of-way.

FIGURE 5.20: URBAN MINOR ARTERIAL WITH ON-STREET PARKING PROPOSED CROSS-SECTION



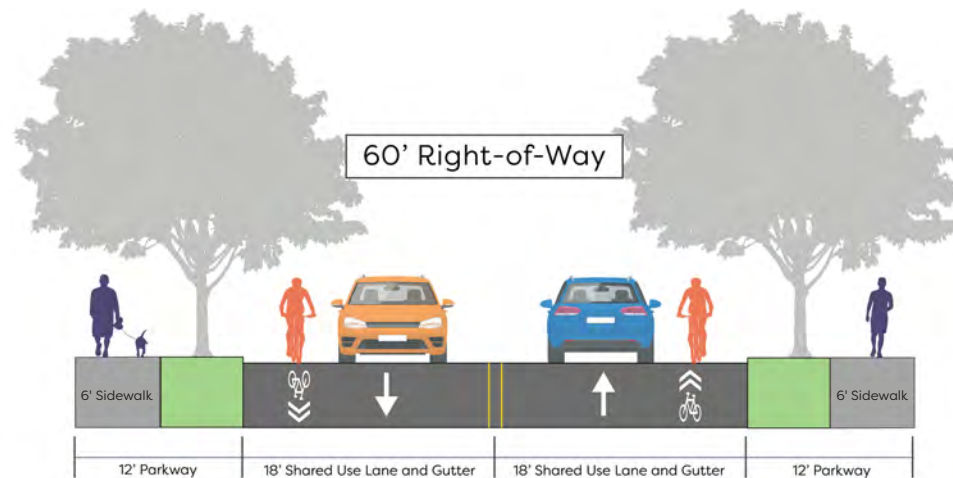
Urban minor arterials with on-street parking are found within the Lakeside Development. These roads are intended to provide parking for the shops and restaurants and provide wide sidewalks to encourage walking throughout the community. No changes have been proposed to this cross-section. Any new roadway segments should consider providing enhanced sidewalks where pedestrian volumes are expected to be higher.

FIGURE 5.21: URBAN MINOR ARTERIAL WITH BIKE LANES PROPOSED CROSS-SECTION



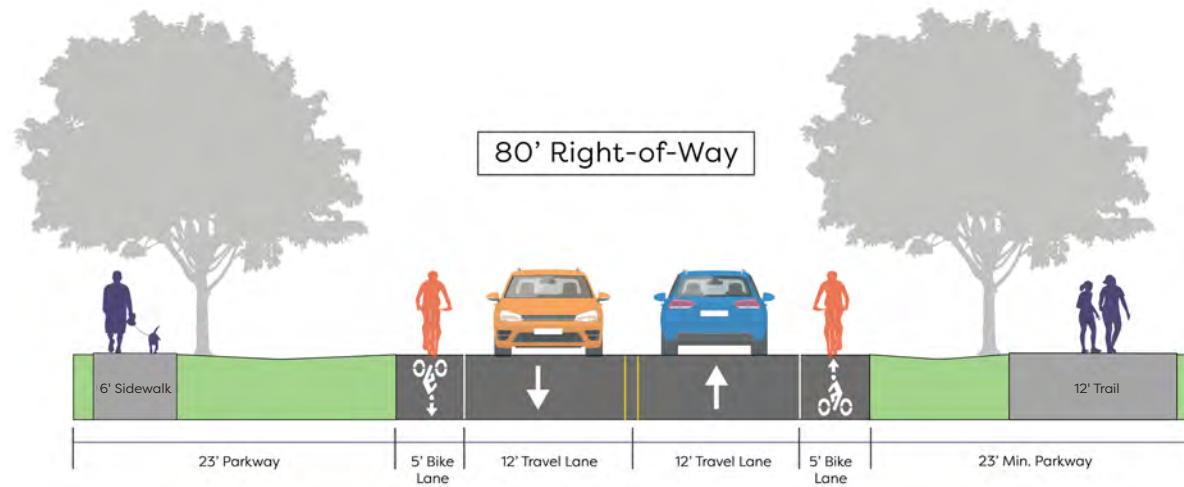
Urban minor arterials with bike lanes include roadways in west Flower Mound, including Canyon Falls Drive and other future corridors in the Canyon Falls Development. This cross-section provides 5' wide dedicated bike lanes, and 6' wide sidewalks on each side of the road. It would be appropriate to consider 8' sidewalks on these roads.

FIGURE 5.22: URBAN COLLECTOR PROPOSED CROSS-SECTION



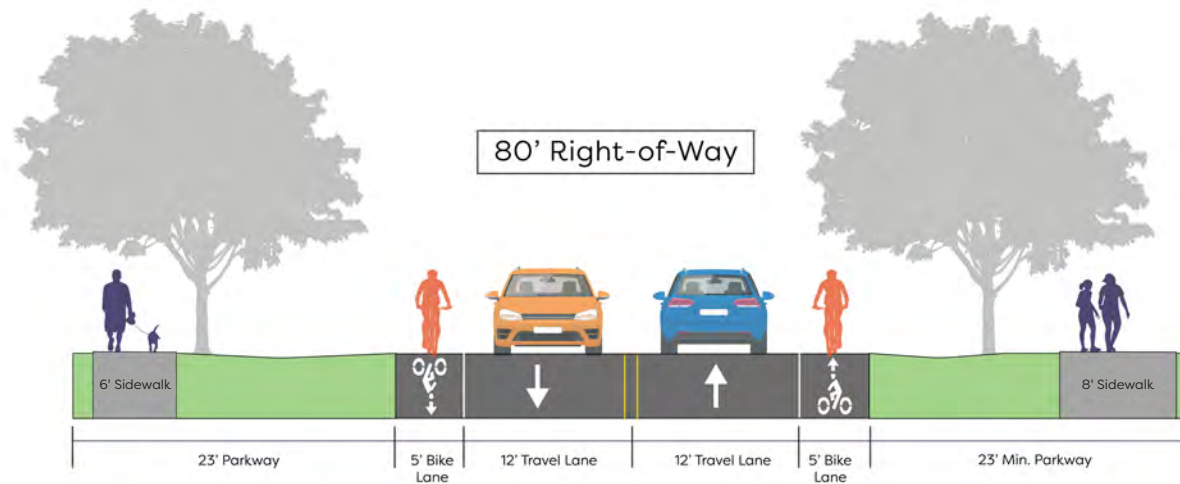
Urban collectors are roads in Flower Mound connect residents to arterial roadways. These include roads like Quail Run, Kirkpatrick Lane, and Lake Forest Boulevard. This cross-section should include shared-use lanes and 6' wide sidewalks buffered by landscaping. It would be appropriate to consider 5' bike lanes on urban collectors in place of the shared-use lane markings.

FIGURE 5.23: RURAL COLLECTOR PROPOSED CROSS-SECTION - A

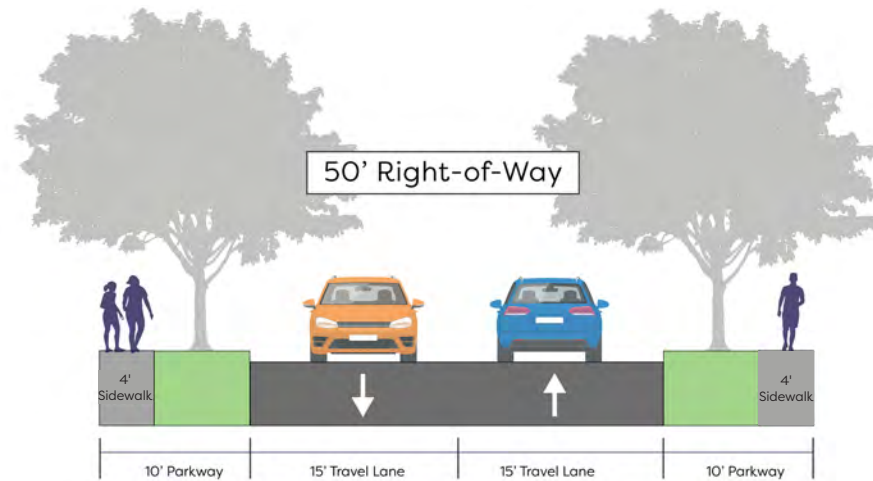


Rural collectors are roads in Flower Mound mainly found in the rural and undeveloped areas of the Town. These corridors should include bike lanes and 6' wide sidewalks. Where identified on the trails master plan, they should also include a 12' wide multi-use trail.

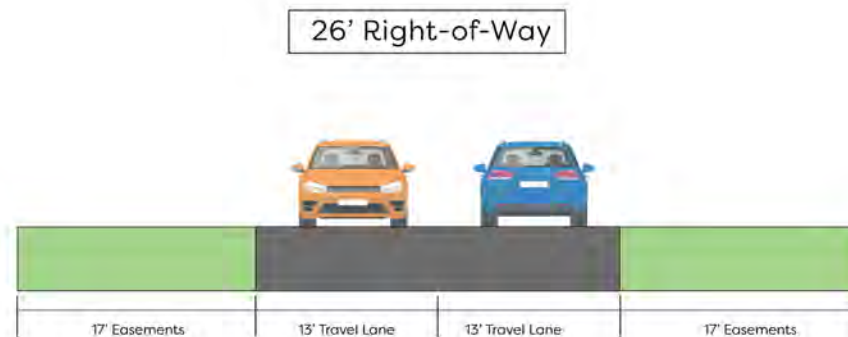
FIGURE 5.24: RURAL COLLECTOR PROPOSED CROSS-SECTION - B



Rural collectors are roads in Flower Mound mainly found in the rural and undeveloped areas of the Town. These corridors should include bike lanes and 6' - 8' wide sidewalks.

FIGURE 5.25: LOCAL RESIDENTIAL URBAN PROPOSED CROSS-SECTION

Local residential urban roads are primarily residential roadways. There are no recommended changes to this cross-section. These roads can be considered for multi-use trail signage due to the lower speeds and volumes. There should be connectivity from residential streets to the town-wide trails and bikeways system.

FIGURE 5.26: LOCAL RESIDENTIAL ESTATE PROPOSED CROSS-SECTION

Local residential estate roads are mainly local roads within large lot subdivisions. There are no recommended changes to this cross-section.

Corridor Prioritization Plan Implementation Conclusion



O6 IMPLEMENTATION



PINK EVENING PRIMROSE TRAIL

125 Flower Mound Trails and Bikeways Master Plan

Implementation of this plan's trails and bikeways recommendations will take time, funding, and coordination amongst various partners. This chapter presents a prioritized list of projects to implement over time by facility type. Also presented are policies, programs, and projects that will help support implementation of the trail and bikeway corridors. Funding opportunities and details on plan administration are also discussed.

CORRIDOR PRIORITIZATION

As described in Chapter 4, this master plan recommends over 90 miles of new trail and bikeway facilities in Flower Mound. All of the recommendations cannot be implemented at once, so the project team conducted a prioritization process to compare and rank the most important projects. A set of prioritization criteria was established based on community input and refined with the Steering Committee and Technical Working Group. Once the criteria were set, each proposed trail and bikeway segment was scored based on the established criteria and given an overall score, which was then translated to high, medium, and low priorities.

- **High Priority:** Corridors that should be initiated in the first five years of plan implementation.
- **Medium Priority:** Corridors that should be initiated in years five to ten of plan implementation.
- **Low Priority:** Corridors that should be initiated beyond year ten of plan implementation.

While this plan categorizes projects as high, medium, and low priority based on the established prioritization criteria, Town staff should routinely review priorities and make adjustments where necessary to align with other projects, initiatives, and Town priorities.



OFF-STREET TRAILS

TOWN MULTI-USE TRAILS

The Town's multi-use trail network, including off-street trails and sidepaths, will provide critical connections, improve existing corridors and facilities, and enhance safety for trail users. This section includes the action program for the Town to consider investment over the planning horizon.

CRITERIA

The criteria in [Table 6.1](#) were used to score each of the town paved multi-use trail segments in order to determine the proposed timing for implementation. In order to determine the weighted score for each project, the criteria were assigned a weight of high, medium, or low based on the level of importance determined by the Steering Committee, Technical Working Group, and planning team as well as based on community input received throughout the planning process.

TABLE 6.1: TOWN MULTI-USE TRAIL CRITERIA DESCRIPTIONS

Criteria	Description	Assigned Weight
Connects to key destinations	The trail segment connects residents to parks, schools, major shopping centers, or employment centers.	Medium
Connects to the existing trail/ bikeway network	The trail segment provides a connection to the existing trail/bikeway network to create loops, primary routes, and high connectivity throughout the system.	High
Creates an interjurisdictional connection	The trail segment connects residents to surrounding communities and improves regional connectivity.	High
Located on the designated Regional Veloweb	The trail segment is part of the designated Regional Veloweb and connects residents to the greater DFW Metroplex. The Regional Veloweb provides funding opportunities through NCTCOG.	High
Solves a safety issue or overcomes a barrier	The trail segment addresses an identified safety issue or barrier.	High
Fills a gap in the existing system	The trail segment fills a gap in the existing system by connecting two segments of existing trail.	High
Improves an existing trail	The trail segment widens an existing facility to enhance the comfort along the trail.	Low
Ease of implementation	The trail segment is feasible to construct. Factors considered for this criterion include property ownership, topography, floodplain, and barriers.	High
Amount of environmentally sensitive areas disturbed	The trail segment provides the least disruption of natural areas.	Medium
Facilitates bicycling/walking to school	The trail segment provides safe, off-street routes for students of all ages to get to school from their homes.	High
Population density	The trail segment provides access to higher population densities.	Low
Located in an off-street corridor	The trail segment is located within an off-street corridor which was identified as a priority through this process.	High

TOWN OFF-STREET TRAIL NETWORK ACTION PLAN

There are a total of 78.1 miles of recommended multi-use trails, 16 percent of which are designated as high priority, 51 percent as medium priority, and 33 percent as low priority, as shown in [Figure 6.1](#). [Figure 6.2](#) (page 129) and [Table 6.2](#) represent the action plan for the Town's multi-use trail network. Some of the corridors are a significant length and could be implemented in stages as funding allows.

[Table 6.2](#) provides the **Corridor ID** for the trail projects shown from north to south; the **Facility Type** determines if it's a multi-use trail, part of the Regional Veloweb, or one of the more detailed feasibility corridors; the **Facility Location** states whether the trail is located adjacent to a roadway (sidepath), or located through a greenway, park, or open space (off-street); the **Corridor** describes where the segment is located; the **Length** provides approximate mileage of each project; and the **Priority** of the project is based on the weighted criteria.

In eastern Flower Mound, most trail corridors recommend filling gaps and upgrading existing trails and sidewalks to reflect the recommendations of this plan. New trail segments include trails along greenways, easements, and undeveloped land. In western Flower Mound, new trail segments are recommended through undeveloped land and along major corridors. It is anticipated that many of these trail segments will be constructed by private developers in conjunction with property development.

FIGURE 6.1: TOWN MULTI-USE TRAIL PRIORITY BREAKDOWN



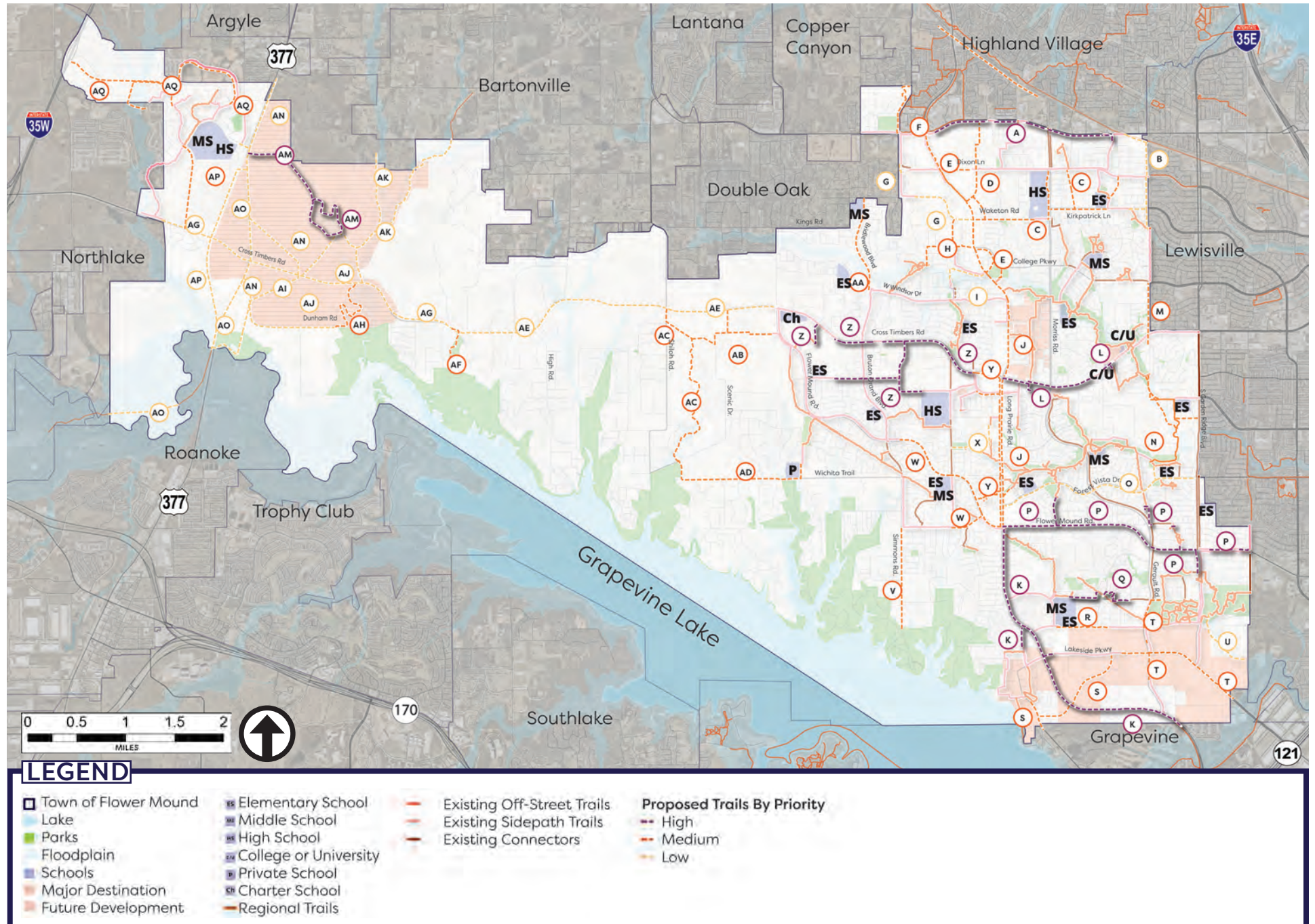
TABLE 6.2: TOWN MULTI-USE TRAILS RECOMMENDATION SUMMARY

Corridor ID	Facility Type	Facility Location	Corridor	Approximate Length (miles)	Priority
A	Multi-Use	Sidepath	Justin Rd	1.7	High
B	Multi-Use	Sidepath	Lone Buck Dr	1.3	Low
C	Multi-Use	Sidepath	Waketon/Morriss/Kirkpatrick Ln	2.3	Medium
D	Multi-Use	Varies	Easement/Dixon Ln	1.4	Medium
E	Proposed Veloweb	Varies	Long Prairie Rd/College Pkwy	2.5	Medium
F	Multi-Use	Sidepath	Chinn Chapel Rd	0.6	Medium
G	Multi-Use	Sidepath	Chinn Chapel Rd/Waketon Rd	0.8	Low
H	Multi-Use	Sidepath	Rippy Rd/Pecan Meadows	0.9	Medium
I	Multi-Use/Connector	Sidepath	Rippy Rd/Birch St	0.6	Low
J	Proposed Veloweb	Varies	Long Prairie Rd	2.5	Medium
K	Proposed Veloweb	Sidepath	Long Prairie Rd	3.5	High
L	Proposed Veloweb	Sidepath	Cross Timbers Rd	1.1	High

TABLE 6.2: TOWN MULTI-USE TRAILS RECOMMENDATION SUMMARY (CONT.)

Corridor ID	Facility Type	Facility Location	Corridor	Approximate Length (miles)	Priority
M	Multi-Use	Varies	Kirkpatrick Ln	0.6	Medium
N	Feasibility Corridor	Off-Street	Kirkpatrick Ln/Timber Creek Easement	1.7	Medium
O	Multi-Use	Varies	Forest Vista Dr	2.2	Low
P	Multi-Use	Sidepath	Flower Mound Rd/Garden Ridge Blvd	3.2	High
Q	Multi-Use	Off-Street	Shadow Ridge Park/Sweetwater Ln	0.8	High
R	Multi-Use	Sidepath	Spinks Rd	0.5	Medium
S	Multi-Use	Sidepath	Lakeside Pkwy/Lakeside Village Pkwy	1.4	Medium
T	Multi-Use	Sidepath	Lakeside Pkwy/Gerault Rd	2.0	Medium
U	Multi-Use	Off-Street	Easement by Water Treatment Plant	0.7	Low
V	Multi-Use	Sidepath	Simmons Rd	1.0	Medium
W	Multi-Use	Sidepath	Flower Mound Rd/McKamy Creek	1.8	Medium
X	Multi-Use	Off-Street	Peacock Park	0.5	Low
Y	Multi-Use	Varies	Long Prairie Rd	2.4	Medium
Z	Multi-Use	Varies	Cross Timbers Rd/Auburn Dr/Quail Rn/ Peters Colony	3.0	High
AA	Multi-Use	Sidepath	Bridlewood Blvd	1.0	Medium
AB	Multi-Use	Varies	Walsingham/Scenic	1.2	Medium
AC	Proposed Veloweb	Off-Street	Shiloh Easement	2.0	Medium
AD	Multi-Use	Sidepath	Wichita Trail	1.6	Medium
AE	Proposed Veloweb	Sidepath	1171 - Cross Timbers	3.6	Low
AF	Feasibility Corridor	Off-Street	Floodplain	0.6	Medium
AG	Feasibility Corridor	Sidepath	1171 - Cross Timbers	3.2	Low
AH	Multi-Use	Off-Street	Floodplain	1.0	Medium
AI	Multi-Use	Sidepath	Dunham Rd	1.4	Low
AJ	Proposed Veloweb	Off-Street	Future Corridor	2.0	Low
AK	Multi-Use	Off-Street	Floodplain	1.7	Low
AL	Proposed Veloweb	Off-Street	Floodplain	1.9	Low
AM	Multi-Use	Off-Street	Furst Ranch (Future Development)	2.2	High
AN	Proposed Veloweb	Varies	377	3.6	Low
AO	Multi-Use	Off-Street	Railroad Corridor	2.7	Low
AP	Multi-Use	Sidepath	Future Corridor	0.9	Medium
AQ	Multi-Use	Sidepath	Prairie Ridge Rd/Denton Creek Blvd	3.2	Medium
Total Trails System Length				74.8	

FIGURE 6.2: TOWN MULTI-USE TRAILS PRIORITIZATION



ON-STREET BIKEWAYS

On-street bikeways include bike lanes and shared-use lanes to improve active transportation town-wide. Many of the identified routes are frequently used by bicyclists, and connect residents to destinations and the region. On-street facilities can provide critical connections where other facilities may be constrained.

CRITERIA

The criteria shown in [Table 6.3](#) were used to score each of the on-street bikeway segments in order to determine the proposed timing for implementation. In order to determine the weighted score for each project, the criteria were assigned a weight based on the level of importance determined by the Steering Committee, Technical Working Group, and planning team. Many of the criteria are similar to the trails, as they help to create a complete network. Level of comfort and level of coordination are specific to the bikeways in order to evaluate rights-of-way constraints and user preference.



TABLE 6.3: ON-STREET BIKEWAYS CRITERIA DESCRIPTIONS

Criteria	Description	Assigned Weight
Connects to the existing trail/bikeway network	The bikeway segment provides a connection to the existing trail/bikeway network to create loops, primary routes, and high connectivity throughout the system.	Low
Creates an interjurisdictional connection	The bikeway segment connects residents to surrounding communities and improves regional connectivity.	High
Solves a safety issue or overcomes a barrier	The bikeway segment addresses an identified safety issue or barrier.	Medium
Level of comfort	The bikeway segment provides a high level of comfort. Comfort is a critical factor for the development of bikeways; the more comfortable a facility is perceived, the greater chance the facility will be utilized by users of all ages and abilities. The level of comfort of a roadway takes into consideration traffic volumes, speeds, and pavement widths.	High
Fills a gap in the existing system	The bikeway segment fills a gap in the existing system by connecting two segments of existing bikeways. The existing system is relatively disjointed, filling in gaps will help improve connectivity, particularly on the east side of Town.	Medium
Improves an existing facility	The bikeway segment improves a facility that cyclists currently use.	High
Ease of implementation	The bikeway segment is feasible to construct. Factors considered for this criterion include rights-of-way widths, speed of roadway, pavement widths, and roadway constraints.	Low
Level of coordination needed with other entities	The bikeway segment requires little coordination with other entities. Bikeways are easier to implement when less coordination is needed. Entities that may need to be coordinated with include TxDOT, railroads, utility companies, and the USACE.	Medium
Population density	The bikeway segment provides access to higher population densities.	Low

ON-STREET BIKEWAYS NETWORK ACTION PLAN

There are a total of 33.2 miles of recommended on-street bikeways, 41 percent of which are designated as high priority, 18 percent as medium priority, and 41 percent as low priority, as shown in [Figure 6.3](#). [Figure 6.4](#) (page 132) and [Table 6.4](#) represent the action plan for on-street bikeways in Flower Mound.

[Table 6.4](#) provides the **Corridor ID** for the bikeway projects shown from north to south; the **Facility Type** to determine if it's a shared-use lane or bike lane; the **Corridor** to describe where the segment is located; the **Length** of each project; and the **Priority** of the project based on the weighted criteria.

In eastern Flower Mound, bikeways provide connections to surrounding communities, and connect to parks, schools, and destinations. In western Flower Mound, bikeways connect residents to the USACE trails, are proposed with future roadways, and connect residents to parks and schools.

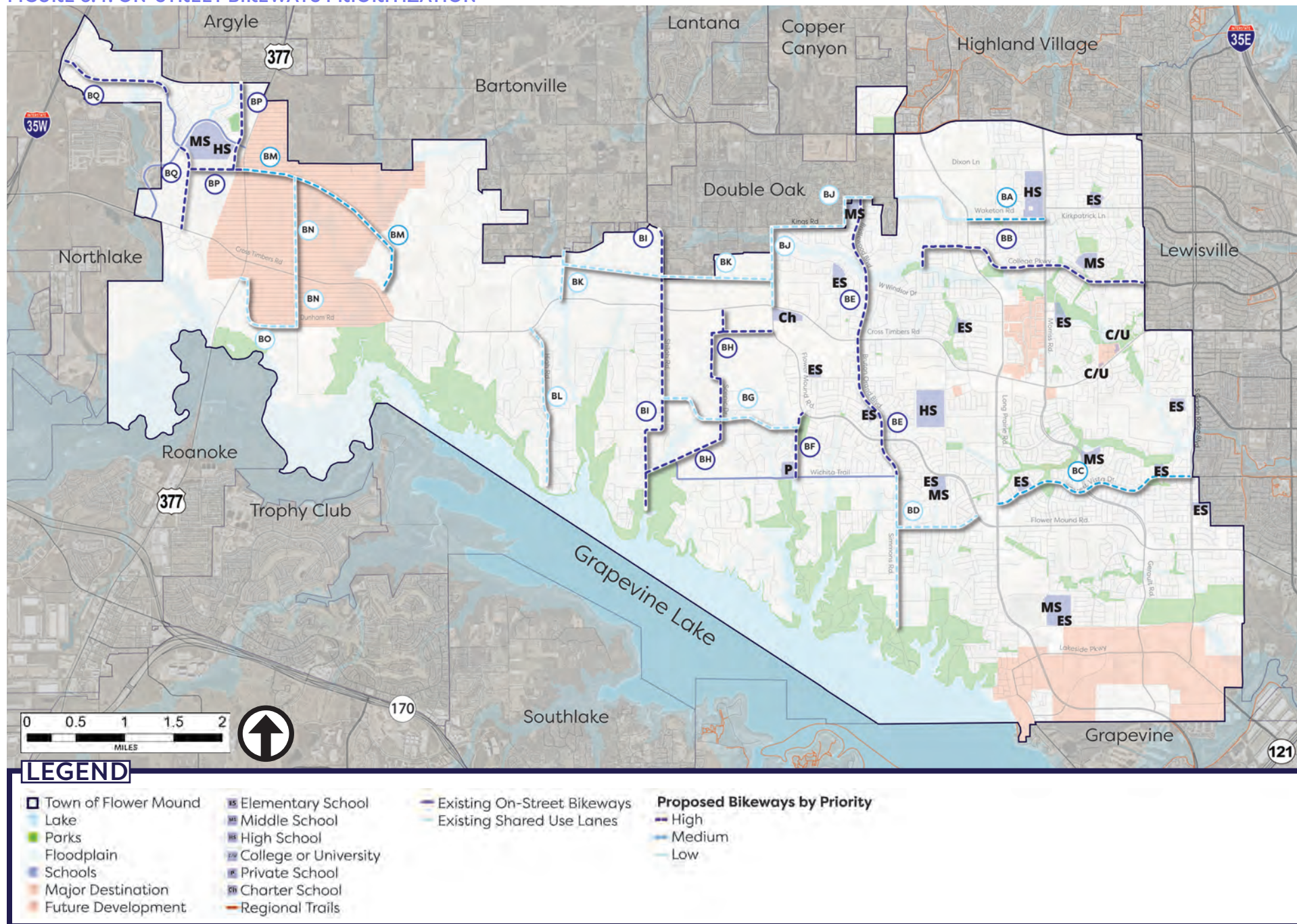
FIGURE 6.3: ON-STREET BIKEWAYS PRIORITY BREAKDOWN



TABLE 6.4: ON-STREET BIKEWAYS RECOMMENDATION SUMMARY

Corridor ID	Facility Type	Corridor	Length (miles)	Priority
BA	Shared-Use Lane	Waketon Rd	0.8	Medium
BB	Shared-Use Lane	College Pkwy	2.6	High
BC	Shared-Use Lane	Forest Vista Dr	2.1	Medium
BD	Shared-Use Lane	Simmons Rd	2.4	Low
BE	Shared-Use Lane	Bridlewood Blvd/Burton Orand Blvd	3.0	High
BF	Shared-Use Lane	Skillern Rd	0.7	High
BG	Shared-Use Lane	River Hill Dr	1.5	Low
BH	Bike Lane/Shared-Use Lane	Scenic Dr	2.8	High
BI	Bike Lane	Shiloh Rd	3.0	High
BJ	Shared-Use Lane/Bike Lane	Lusk Ln/Kings Rd/Waketon Rd	2.1	Low
BK	Bike Lane	Red Rock Ln/Future Corridor	2.6	Low
BL	Bike Lane	High Rd	1.6	Low
BM	Bike Lane	Future Corridor	2.2	Medium
BN	Bike Lane	Future Corridor	1.5	Low
BO	Bike Lane	Dunham Rd	1.0	Low
BP	Shared-Use Lane/Bike Lane	Future Corridor/Stonecrest Dr	1.4	High
BQ	Bike Lane	Denton Creek Blvd	1.9	High
Total Bikeways System Length			33.2	

FIGURE 6.4: ON-STREET BIKEWAYS PRIORITIZATION



NON-TRADITIONAL TRAIL FACILITIES

For the non-traditional trails, including town equestrian trails and paddling trails, 25 percent are high priority trails, 63 percent are medium priority trails, and 12 percent are low priority trails, as shown in Figure 6.5. Figure 6.6 (page 134) and Table 6.5 represent the action plan for non-traditional trail facilities.

TOWN EQUESTRIAN TRAILS

There are a total of 10.9 miles of equestrian trails recommended in this master plan. While there is not a set of established prioritization criteria for equestrian trails specifically, based on feedback from citizens and stakeholders, the most important components were:

- Completing existing equestrian trail loops
- Providing more connections to the existing USACE equestrian trails

OTHER TRAILS - PADDLING TRAILS

There are 2 miles of paddling trails recommended in this master plan. Similar to equestrian trails, there is not a set of established prioritization criteria for paddling trails. Given that there is only one primary recommended segment, this corridor was given a prioritization of medium priority based on the anticipated complexity to complete.

FIGURE 6.5: NON-TRADITIONAL TRAILS PRIORITY BREAKDOWN



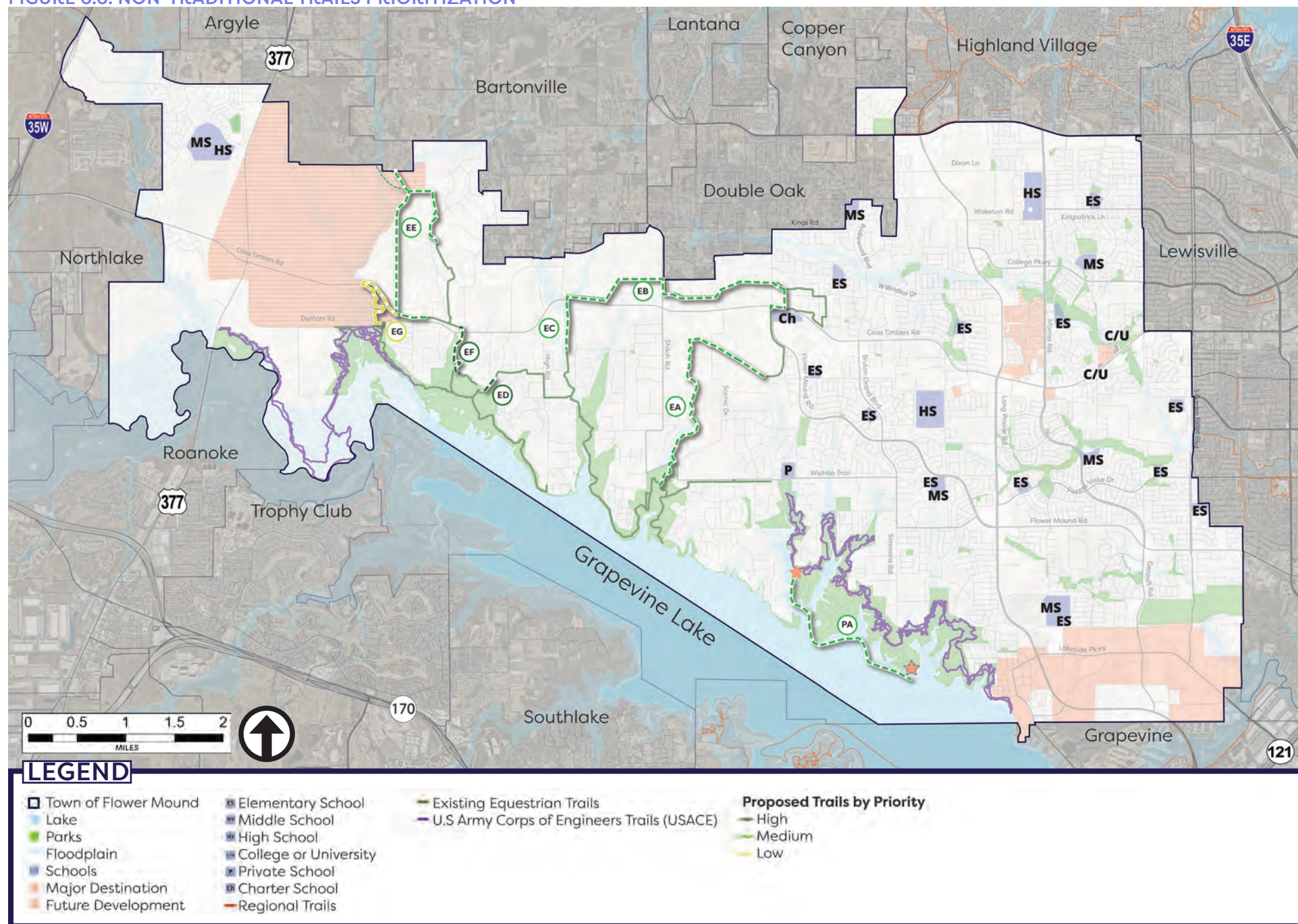
OTHER TRAILS - USACE TRAILS

This plan does not recommend additional USACE soft surface trails since they are built and maintained by an entity outside of the Town. However, important considerations include implementing cautionary signage to reduce potential conflict between different users.

TABLE 6.5: NON-TRADITIONAL TRAILS RECOMMENDATION SUMMARY

Corridor ID	Facility Type	From	To	Length (Miles)	Priority
EA	Equestrian	Melville Cir	Rocky Point	2.7	Medium
EB	Equestrian	Brindle Wy	Cross Timbers	3.0	Medium
EC	Equestrian	Cross Timbers	Raintree Pl	0.5	Medium
ED	Equestrian	Hidden Brook Farm		0.2	High
EE	Equestrian	Cross Timbers	Hidden Ridge Dr	2.7	Medium
EF	Equestrian	Cross Timbers	Montalcino	0.6	High
EG	Equestrian	Cross Timbers		1.2	Low
PA	Paddling	Twin Coves	Murrel Park	1.9	Medium
Total Non-Traditional Trails System Length				12.8	

FIGURE 6.6: NON-TRADITIONAL TRAILS PRIORITIZATION



PLAN IMPLEMENTATION

TYPICAL FACILITY COSTS

While implementing each corridor will pose different challenges, it is beneficial to establish typical facility costs to help with planning and budgeting. [Table 6.6](#) represents the typical planning level cost range for all of the facility types recommended in this master plan.

These cost ranges are based on recent project bids, current market trends, and engineering standards and design methods. Each estimate considers general cost elements, demolition, transportation, and grading costs based on similar projects. *It is important to note that these cost estimate ranges are at a pre-design level and will likely change as additional planning, design, and engineering occurs for each project.*

TABLE 6.6: TYPICAL PROJECT COSTS BY FACILITY

Facility Type	Parameters	Typical Cost Range
Paved Multi-Use Trail	12' paved trail	\$1.35 – \$1.9M per mile
Paved Multi-Use Trail	10' paved trail	\$1.35 – \$1.9M per mile
Connector	8' paved wide sidewalk	\$1.0M – \$1.4M per mile
Soft-Surface Trail	8' decomposed granite trail with grading	\$600,000 – \$900,000 per mile
Equestrian Trail	8' natural surface trail with grading	\$250,000 – \$400,000 per mile
Bike Lane	Lane striping, signage, and pavement markings on both sides of the street	\$95,000 per mile (existing street surface)
Shared-Use Lane	Signage, pavement markings	\$75,000 per mile (existing street surface)
Shared-Use Lane	Signage	\$3,000 per mile
Paddling Trail	Signage	\$2,000 – \$10,000 per mile
Sidewalk	6' sidewalk	\$900,000 – \$1.6M per mile

Note: Costs for a specific trail or bikeway facility will vary based on site conditions and as additional planning, design, and engineering occurs. An inflation rate of 3% per year should be factored into any project cost. Chapter 5 includes typical cross-sections and additional design considerations for these facility types. Source of cost estimates is Halff Associates, Inc. based on similar projects.

PRIORITY PROJECTS

[Figure 6.7](#) illustrates the percentage of the high priority projects by facility type. Overall, 44 percent of the high priority projects are for Town multi-use trails, 44 percent are for bikeways, and 12 percent are for equestrian trails. All high priority projects are combined into a single systemwide prioritization map and table, shown in [Figure 6.9](#) (page 138) and [Table 6.7](#) (page 136).

FIGURE 6.7: PRIORITY BREAKDOWN BY FACILITY TYPE



Most high priority Town multi-use trails are located in eastern Flower Mound. These corridors can be implemented as one project with voter approved bonds or grant programs, or they can be divided into smaller segments to be included in the Town's annual budget.

High priority bikeway corridors are located throughout Flower Mound. These can be constructed through Town funding sources or through development requirements.

It is important to note that this master plan is a long-term blueprint and allocation of funding for each proposed project will have to go through the Council approval process.

Table 6.7 (page 137) provides the **Corridor ID** for the high priority projects; the **Facility Type** to determine if it's a multi-use trail, bikeway, or equestrian trail; the **Corridor** to describe where the segment is located; the **Length** of each project; and the **Average Cost Estimate** of the project based on the average of the planning level typical project costs; and **Funding Partnerships and % Contribution** to identify potential funding partners for the construction of the system. Due to the length of many of the prioritized trail and bikeway segments, a variety of funding mechanisms may need to be utilized in order to complete the network, including private developer funds, Town funds, or grants. Each funding partner is assigned an estimated percent contribution based on an estimate of whether the trail is to be constructed on vacant or already developed land. It is important to note that if the Town is considering a project, they should include filling in gaps or enhancing existing facilities where trails may already exist or the property is vacant to create a complete trail segment.



SIDEPATH LEADING TO AN OFF-STREET TRAIL

GRANTS

Grant opportunities provide alternative funding sources for municipalities to construct trails and bikeways. Grants are based on funding available from regional, state, and federal sources during different times of the year. The typical cycle for an awarded grant takes approximately three years. Year one is the application and award of the grant. Year two is typically designated for the design of the trail. Construction of the trail occurs in year three. Based on this timeline, it is recommended that when a grant is awarded to the Town, they submit an application for grant funding every two to three years.

For an application to be competitive, it should meet the criteria for each grant application. This may include that the facility provides a safe route to a school or other destination, is regionally significant, addresses a safety concern, and that the trail has been identified in an adopted master plan. Trails should be close to 'shovel ready,' meaning that all necessary property easements are acquired, preliminary design work has been completed, and no major obstructions to trail construction exist. A local match of 20 percent is required for many grant opportunities, however, a project is often more competitive if a higher match is proposed.

The Town has the authority to determine which projects they will submit at the time the funding opportunities are released. While grants are not a guaranteed funding source, they represent an opportunity to implement the trails and bikeways system at a lower cost to the Town.

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TABLE 6.7 PRIORITY TRAILS RECOMMENDATION SUMMARY (CONT.)

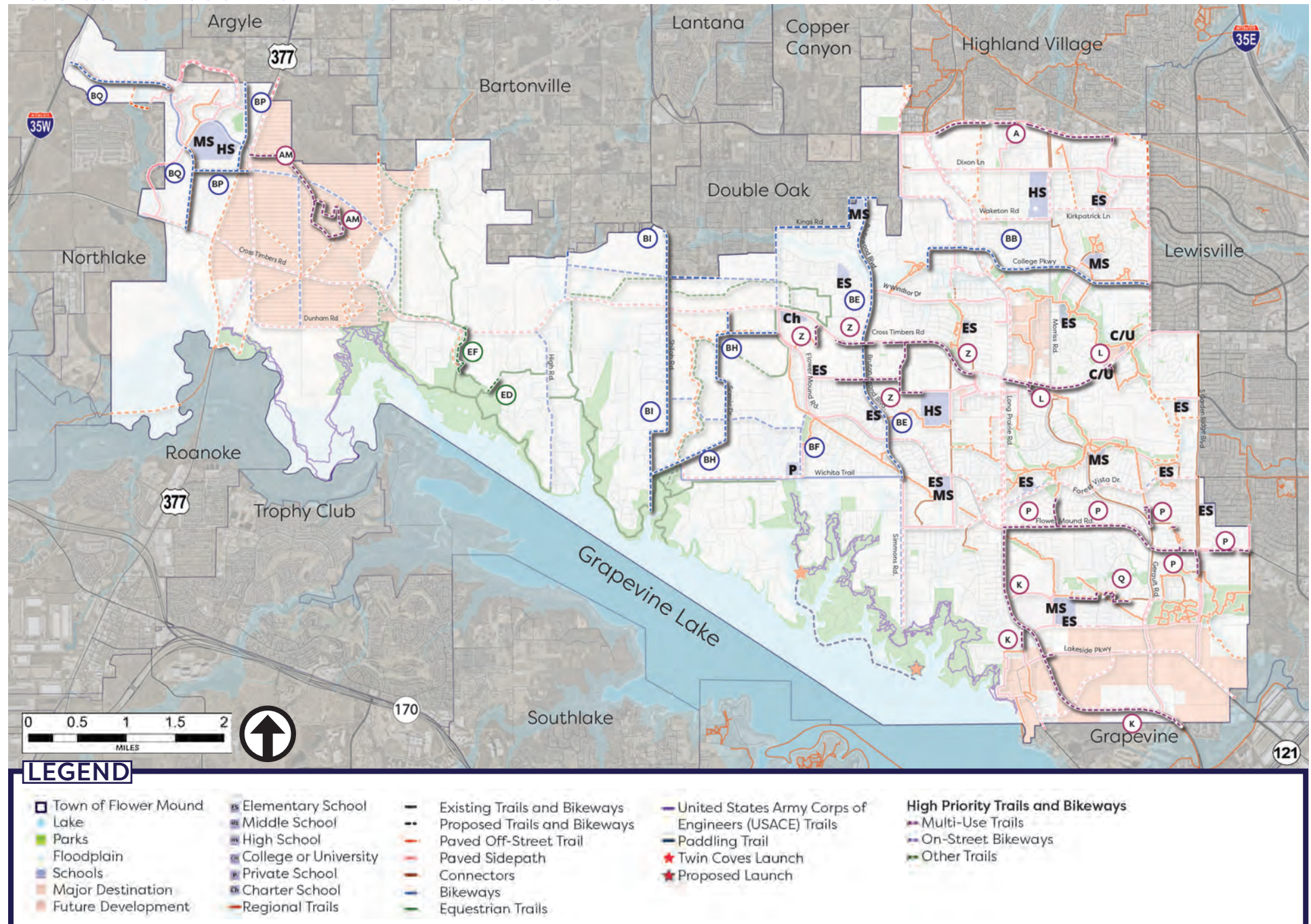
Corridor ID*	Corridor	Facility Type	Approximate Length (miles)	Average Cost Estimate	Funding Partnerships and % Contribution
A	Justin Rd	Multi-Use (Sidepath)	1.7	\$2,764,000	Developer (10%), Town (70%), Grants (20%)
K	Long Prairie Rd	Multi-Use (Sidepath)	3.5	\$5,697,000	Developer (50%), Town (20%), Grants (30%)
L	Cross Timbers Rd	Multi-Use (Sidepath and Off-Street)	1.1	\$1,825,000	Developer (5%), Town (20%), Grants (75%)
P	Flower Mound Rd/Garden Ridge Blvd	Multi-Use (Sidepath)	3.2	\$5,170,000	Town (80%), Grants (20%)
Q	Shadow Ridge Park/Sweetwater Ln	Multi-Use (Off-Street)	0.8	\$1,256,000	Town (50%), Grants (50%)
Z	Cross Timbers Rd/Auburn Dr/Quail Rn/Peters Colony	Multi-Use (Sidepath)	3.0	\$4,838,000	Developer (30%), Town (20%), Grants (50%)
AM	Furst Ranch (Future Development)	Multi-Use (Off-Street)	2.2	\$3,647,000	Developer (100%)
Priority Trail Project Totals			15.5	\$25,197,000	
BB	College Pkwy	Bikeway (Shared-Use Lane)	2.6	\$193,000	Town (50%), Grants (50%)
BE	Bridlewood Blvd/Burton Orand Blvd	Bikeway (Shared-Use Lane)	3.0	\$226,000	Town (50%), Grants (50%)
BF	Skilern Rd	Bikeway (Shared-Use Lane)	0.7	\$50,000	Town (50%), Grants (50%)
BH	Scenic Dr	Bikeway (Bike Lane/Shared-Use Lane)	2.8	\$227,000	Town (50%), Grants (50%)
BI	Shiloh Rd	Bikeway (Bike Lane)	3.0	\$286,000	Town (50%), Grants (50%)
BP	Future Corridor/Stonecrest Dr	Bikeway (Shared-Use Lane/Bike Lane)	0.9	\$86,000	Developer (100%)
BQ	Denton Creek Blvd	Bikeway (Bike Lane)	1.7	\$164,000	Developer (100%)
ED	Hidden Brook Farm	Other (Equestrian)	0.2	\$100,000	Town (50%), Grants (50%)
EF	Cross Timbers	Other (Equestrian)	0.6	\$364,000	Developer (50%), Town (50%)
All Priority Project Totals			31.0	\$26,893,000	

*Corridor ID is based on the Action Plan for each facility type (see pages 127-134)

Town funds may include: CIP, Transportation funds, voter approved bond projects, 4B funding, recreation funds, general fund, TIRZ, or similar funding mechanisms through the Town.

Grant funds may include: TxDOT, Safe Routes to School, Transportation Alternatives, RAISE, or similar grants that are available yearly or every other year. The match for these grants is typically 20%. While this funding mechanism is not guaranteed, it is recommended that the Town apply for grants to complete projects.

FIGURE 6.8: HIGH PRIORITY TRAIL AND BIKEWAY CORRIDORS



OTHER PRIORITY PROJECT CONSIDERATIONS

OFF-STREET CORRIDORS

Off-street corridors for recreational purposes were identified as a priority by Town Council. Off-street trails that can be priority projects in eastern Flower Mound that are not already identified as a priority project include portions of Corridor E, Corridor N/O, Corridor U, and Corridor X.

Corridor E (Long Prairie Rd/College Pkwy) Cost Estimate:

\$148,000 - \$209,000 (approximately 0.1 miles)

Corridor N/O (Kirkpatrick Ln/Timber Creek Easement) Cost Estimate:

\$3,730,000 - \$5,250,000 (approximately 2.8 miles)

Corridor U (Easement by Water Treatment Plant) Cost Estimate:

\$931,000 - \$1,311,000 (approximately 0.7 miles)

Corridor X (Peacock Park) Cost Estimate:

\$712,000 - \$1,000,000 (approximately 0.5 miles)

TRAILHEADS

It is a recommendation of this plan to first enhance the existing trailheads. This can be done in the near term while other trails are being designed and constructed. These are shown in **Figure 6.9**.

Trailheads should include a variety of amenities and facilities based on if the facility is a major or minor trailhead. Estimated average cost for signage, amenities, general landscaping, and parking areas:

\$350,000 - \$850,000 per trailhead (depending on if a bathroom facility is included)

Note: Costs for a specific project will vary based on site conditions and as additional planning, design, and engineering occurs. An inflation rate of 3% per year should be factored into any project cost.

MAJOR CONFLICT POINTS

This is intended to provide guidance on which intersections should be further analyzed to determine the level of recommended improvements. High priority intersections are shown in **Figure 6.9**, and are broken into three categories, controlled, uncontrolled, and mid-block. As new trails are designed and constructed, major roadway crossings should be evaluated during the design phase of the project. All pavement markings and signage guidance shall comply with the TMUTCD and Town standards.

Major Intersections

Improvements to existing intersections where trail crossings are located should be prioritized. Future trail development should include roadway crossings in the design of the project.

Estimated average cost for signage, striping, bulb-out, and ADA ramps:

\$153,000 per intersection

Note: Costs for a specific project will vary based on site conditions and as additional planning, design, and engineering occurs. An inflation rate of 3% per year should be factored into any project cost.

Mid-Block Crossings

Improvements to existing mid-block crossings should be prioritized to ensure there is proper signage, striping, and other advanced warning. New trails should include mid-block crossings in the design of the project.

Estimated average cost range for signage, striping, and other improvements including RRFB's:

\$75,500 per crossing

Note: Costs for a specific project will vary based on site conditions and as additional planning, design, and engineering occurs. An inflation rate of 3% per year should be factored into any project cost.

Existing Trail Improvements

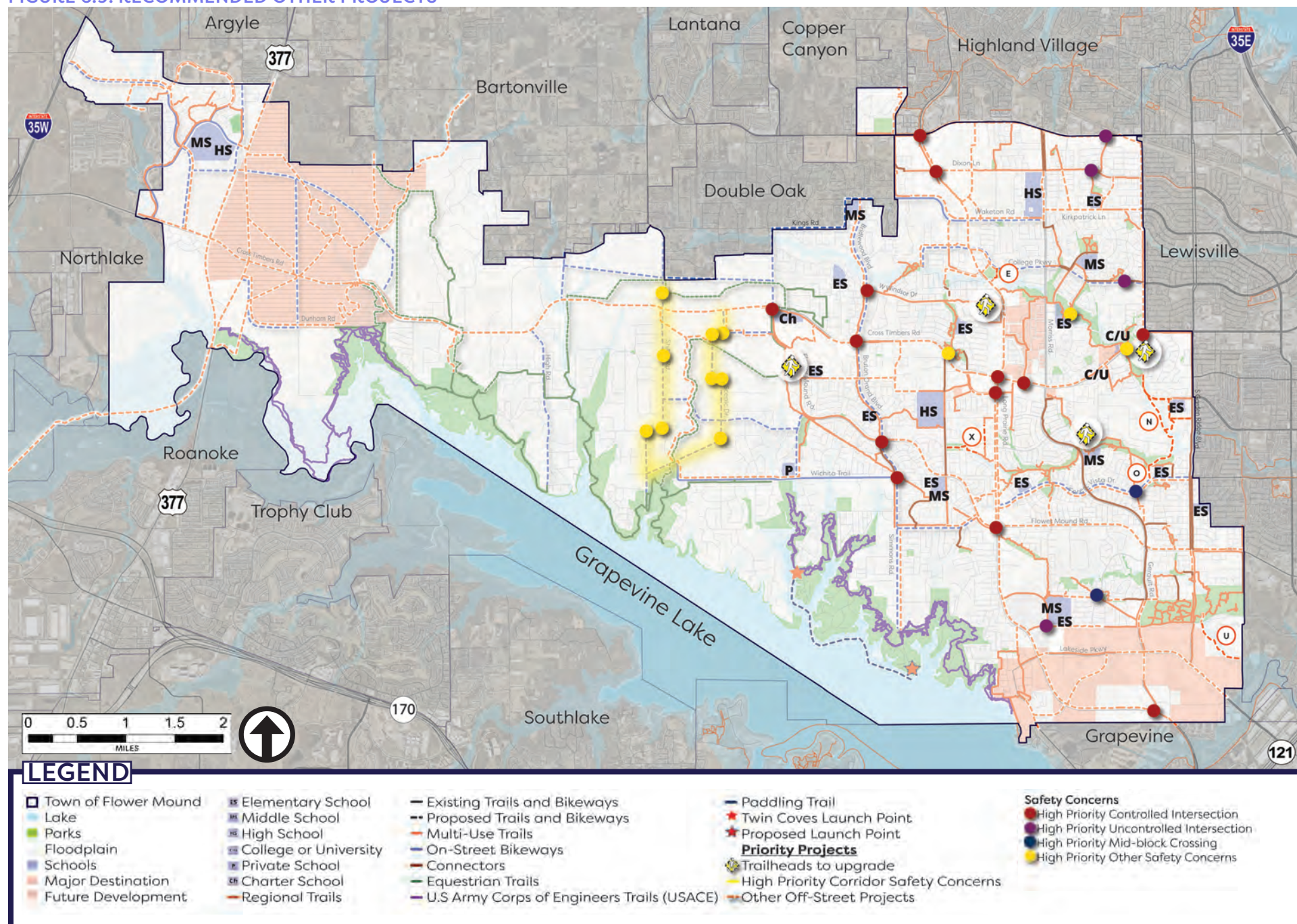
During the assessment, various maintenance and safety concerns were analyzed. Concerns to be evaluated include blindspots, where there is a 90 degree turn in the trail, bridge replacement needs, and low hanging vegetation. While some concerns can be fixed relatively easily, some need further investigation.

Estimated average cost range for signage, striping, and other improvements for blind curves:

\$25,800 per curve improvement

Note: Costs for a specific project will vary based on site conditions and as additional planning, design, and engineering occurs. An inflation rate of 3% per year should be factored into any project cost.

FIGURE 6.9: RECOMMENDED OTHER PROJECTS



POLICIES, PROGRAMS, AND PROJECTS

There are various policy changes, programs, and projects that can be completed to support the implementation of Flower Mound's recommended trails and bikeways network. This section identifies initiatives that should be considered to help with overall plan implementation and proposes metrics for tracking the plan's implementation. The policies, programs, and projects listed in this master plan represent a menu of options to help achieve a connected network and does not commit the Town to funding these efforts.

GOAL 1: CONNECTED COMMUNITY

Create a complete trails and bikeways system that connects the community with active transportation options.

OBJECTIVES:

- **1.1:** Increase trail level of service.
- **1.2:** Provide trail and bikeway connections to key destinations.
- **1.3:** Fill in gaps in the existing trail system.

INITIATIVES:

- **Policy:** Attain a target level of service for trails of 1 mile per 1,200 residents.
- **Project:** Undergo design of the feasibility and high priority corridors.

METRICS:

- Increased level of service:
 - Mileage of off-street trails in Flower Mound
 - Mileage of on-street bikeways in Flower Mound
 - Mileage of new and improved connectors in Flower Mound
 - Mileage of equestrian trails in Flower Mound
- Greater percentage of bicycle and pedestrian mode share counts from the Census
- Number of interjurisdictional connections made

GOAL 2: SAFE & ACCESSIBLE SYSTEM

Ensure the trails and bikeway system is safe, comfortable, and accessible for users of all abilities and ages.

OBJECTIVES:

- **2.1:** Provide a variety of facility types appropriate for users of different abilities.
- **2.2:** Improve overall safety and comfort of existing facilities.
- **2.3:** Address areas identified as barriers within the existing trail system.

INITIATIVES:

- **Project:** Implement additional roadway crossing improvements.
- **Project:** Tie trail markers and system branding to the EMS system.
- **Policy:** Incorporate the design standards included in this master plan into the Town's standards.
- **Policy:** Implement blindspot and safety improvements on existing trails.
- **Project:** Evaluate high-frequency crash locations on an annual basis.

METRICS:

- Number of crashes involving bicyclists
- Number of crashes involving pedestrians
- Number of roadway crossings improved (at intersections or mid-block)
- Number of blindspots improved

GOAL 3: USER FRIENDLY

Improve awareness, signage, and usability of the trails and bikeways system.

OBJECTIVES:

- **3.1:** Increase awareness of the existing trail and bikeway system.
- **3.2:** Create a consistent brand across the trails system so it is easily recognizable.
- **3.3:** Install wayfinding signage to direct users to destinations along the trails.

INITIATIVES:

- **Program:** Implement the systemwide wayfinding and branding plan for the trails and bikeways system.
- **Program:** Develop a bicycle etiquette/awareness program that addresses cyclist and motor vehicle etiquette.
- **Project:** Install trail counters along the system to determine areas with most usage.
- **Project:** Create a smart phone application that links to a GPS system to provide guidance and assistance on the trail.
- **Policy:** Adopt a Vision Zero policy that aims to reduce bicycle and pedestrian serious injuries and deaths to zero.

METRICS:

- Number of new trailhead installations
- Facility usage from trail counters and Strava data
- Number of new amenities along the trail including:
 - Site furnishings (benches, trash receptacles, bike racks, bike repair stations, and similar)
 - Parking areas
 - Wayfinding features

GOAL 4: UNIQUE SYSTEM

Design and construct trails that support the health and wellness of the community and natural environment.

OBJECTIVES:

- **4.1:** Provide trails through natural areas, parks, and open space.
- **4.2:** Provide for interpretative and educational opportunities along trails.
- **4.3:** Utilize an environmentally-friendly and context-sensitive approach to developing and maintaining trails.

INITIATIVES:

- **Project:** Install interpretive signage that educates users on historic, cultural, and natural resources.
- **Project/Program:** Install new shade trees and explore additional shade opportunities along the trails.
- **Policy:** Encourage trails around stormwater ponds and through natural areas.

METRICS:

- Miles of trail constructed in greenways
- Number of new shade trees planted along trails
- Number of interpretive signage installations

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GOAL 5: PARTNERSHIPS

Leverage partnerships between the Town and the community, internal and external organizations, and outside agencies to achieve a connected trails and bikeways system.

OBJECTIVES:

- **5.1:** Pursue joint projects with surrounding cities, the Counties, NCTCOG, TxDOT, TPWD, USACE, and utility providers.
- **5.2:** Maintain relationships with user groups to solicit feedback on the trails and bikeways system.
- **5.3:** Work with other departments to incorporate bicycle and pedestrian accommodations into ongoing or upcoming projects.

INITIATIVES:

- **Policy:** Provide NCTCOG with updated trail files so they can update their regional maps.
- **Project:** Update the Town's thoroughfare plan to include the additional bicycle/pedestrian accommodations recommended in this plan.
- **Program/Policy:** Work with the City of Grapevine to identify future kayak/canoe launch points to apply for TPWD Trail funding.
- **Program/Policy:** Work with adjacent cities to identify interjurisdictional trail opportunities and funding options.

METRICS:

- Miles of trail completed on the Regional Veloweb
- Number of meetings with outside entities regarding trail and bikeway planning, design, and construction with the construction and reconstruction of roadways
- Number of joint meetings held between the Town's appointed and elected officials
- Number of 'Adopt a Spot' spaces adopted along trails
- Miles of paddle trails completed in Flower Mound and connecting to other cities on Grapevine Lake

GOAL 6: FUNDING

Pursue a variety of funding sources for trails and bikeways development.

OBJECTIVES:

- **6.1:** Apply for grant funding to implement trail and bikeway projects.
- **6.2:** Continue to work with developers to ensure trails and bikeways are included with new development.
- **6.3:** Coordinate with user and volunteer groups to help fund improvements to trails and bikeways.

INITIATIVES:

- **Policy:** Utilize the prioritization criteria developed for this master plan to prioritize future CIP projects for trails and bikeways.
- **Policy:** Utilize 4B Sales Tax funds for trail infrastructure projects.
- **Project:** Submit applications for Transportation Alternative, Safe Routes to School, and Texas Parks and Wildlife funding where applicable.
- **Project:** Explore the opportunity for crowd sourcing for funding trails and bikeways development.

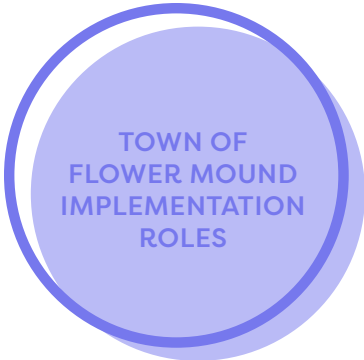
METRICS:

- Amount of grant funding received for trail and bikeway implementation
- Percent of Town's budget dedicated to trail and bikeway implementation

PLAN ADMINISTRATION

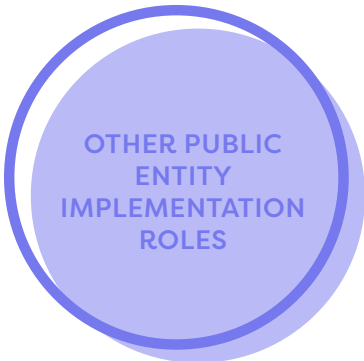
IMPLEMENTATION ROLES

There are various public and private entities that will have roles in the implementation and maintenance of the Trails and Bikeways Master Plan.



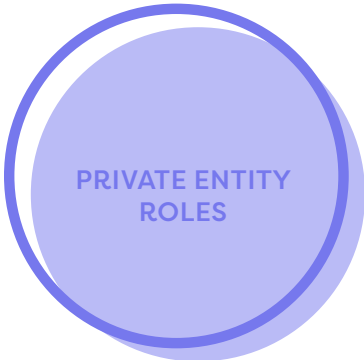
TOWN OF FLOWER MOUND IMPLEMENTATION ROLES

- The **Parks and Recreation Department** will incorporate trails into park facilities, maintain the trail infrastructure, and track the progress of the plan.
- The **Transportation Services Department** will prioritize bicycle facilities in the design and implementation of roadway construction projects and coordinate thoroughfare plan updates consistent with this plan.
- The **Planning Department** will continue to coordinate the construction of trails identified within the plan with new development projects and provide updates to the land development code and subdivision regulations.
- **Elected and Appointed Officials** are responsible for supporting the plan and determining funding eligibility for projects.



OTHER PUBLIC ENTITY IMPLEMENTATION ROLES

- **TxDOT** will coordinate the construction of trails and bikeways in roadway construction or improvement projects, provide facility types which are consistent with the plan, and support bikeway designation efforts.
- **Denton County** will partner with the Town to identify and develop the bicycle and pedestrian network.
- **Tarrant County** will partner with the Town to identify and develop the bicycle and pedestrian network.
- **Utility Companies** will continue to support the development of off-street trails within utility easements given appropriate design measures for the trails are followed.



PRIVATE ENTITY IMPLEMENTATION ROLES

- **Developers** will be responsible for the construction of trails and bikeways within development projects consistent with this plan to enhance connectivity and user experience for the overall network.
- **Foundations/Non-Profits** will continue to support the construction, maintenance, and implementation of trails and bikeways.
- **Homeowners Associations** will continue to maintain trails within their neighborhoods and support the implementation of the plan.

FUNDING OPPORTUNITIES

There are a variety of funding opportunities available to implement the vision of this plan. This section outlines typical funding opportunities at local, state, and federal levels but does not represent a comprehensive list of funding sources.



- The **General Fund** is used for smaller repair and replacement efforts and routine maintenance for existing parks and facilities. It also funds the administration and services provided by the Town of Flower Mound. The general fund provides funds for routine pavement and sidewalk maintenance.
- The **Special Revenue Fund** are funds from special revenue sources to support the development of new facilities. In Flower Mound, these include:
 - Park Development Fund
 - Street Maintenance Tax
 - 4B Parks Sales Tax funding
- **Capital Improvement Program (CIP)** expenditures provide funding for significant public improvements, such as the construction of new parks, replacement of park equipment, new trail construction, and street construction and maintenance projects which can include on and off-street bicycle facilities.
- **Tax Increment Reinvestment Zone (TIRZ)** funding is an economic development tool that allows local governments to finance needed public improvements within a defined area. The Town of Flower Mound established a TIRZ in 2005 to provide funds for public infrastructure along the FM 2499 corridor.



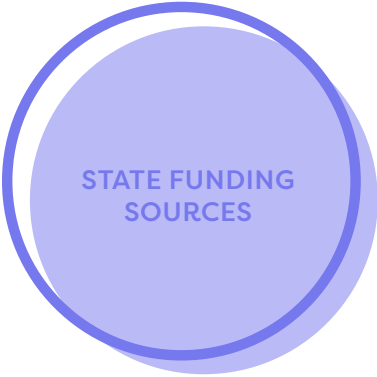
NCTCOG apportions funds for transportation improvement projects from the Federal Government and TxDOT. NCTCOG then administers the funds to local jurisdictions for the construction of projects which improve mobility and air quality throughout the region. **They administer the following funds:**

- **The Transportation Alternatives Program (TAP)** are funds for the construction of on- and off-road bicycle and pedestrian facilities, multi-use trails, similar bicycle and pedestrian safety measures, and Safe Routes to School (SRTS) projects. These projects focus on interconnectivity within communities, to destinations such as schools and employment centers, and connections to the region.
- **Transportation Improvement Program (TIP)** is a short-term planning document for various transportation related projects in the DFW region. This plan is updated every two years and is created in concert with TxDOT, local governments, and transportation authorities. The program implements projects identified in the Master Transportation Plan (MTP) through 2045.



DEVELOPMENT FUNDING MECHANISMS

- The Town requires new development to install trails within the development and along rights-of-way where the trail network is defined. Developer funding can greatly reduce the burden on the Town's funding sources for the construction of trails. It can generally be assumed that the trails within undeveloped parcels of land, and those fronting undeveloped parcels will be developer funded.



STATE FUNDING SOURCES

- **National Recreational Trails Grants** are administered by the Texas Parks and Wildlife Department (TPWD) to construct new recreational trails, to improve existing trails, to develop trailheads and amenities, and to acquire land for trail construction. The reimbursable grants can be up to 80 percent of the project cost for non-motorized trail projects up to \$300,000.
- **Outdoor Recreation Grants** provide 50 percent matching grant funds to cities, counties, Municipal Utility Districts (MUDs), and other special districts with a population less than 500,000 to acquire and develop parkland or to renovate existing public recreation areas. There are two funding cycles per year with a maximum award of \$750,000. Projects must be completed within three years of approval. Application deadlines are October 1st of each year (the master plans submission deadline is 60 days prior to application deadline). Award notifications occur six months after deadlines.



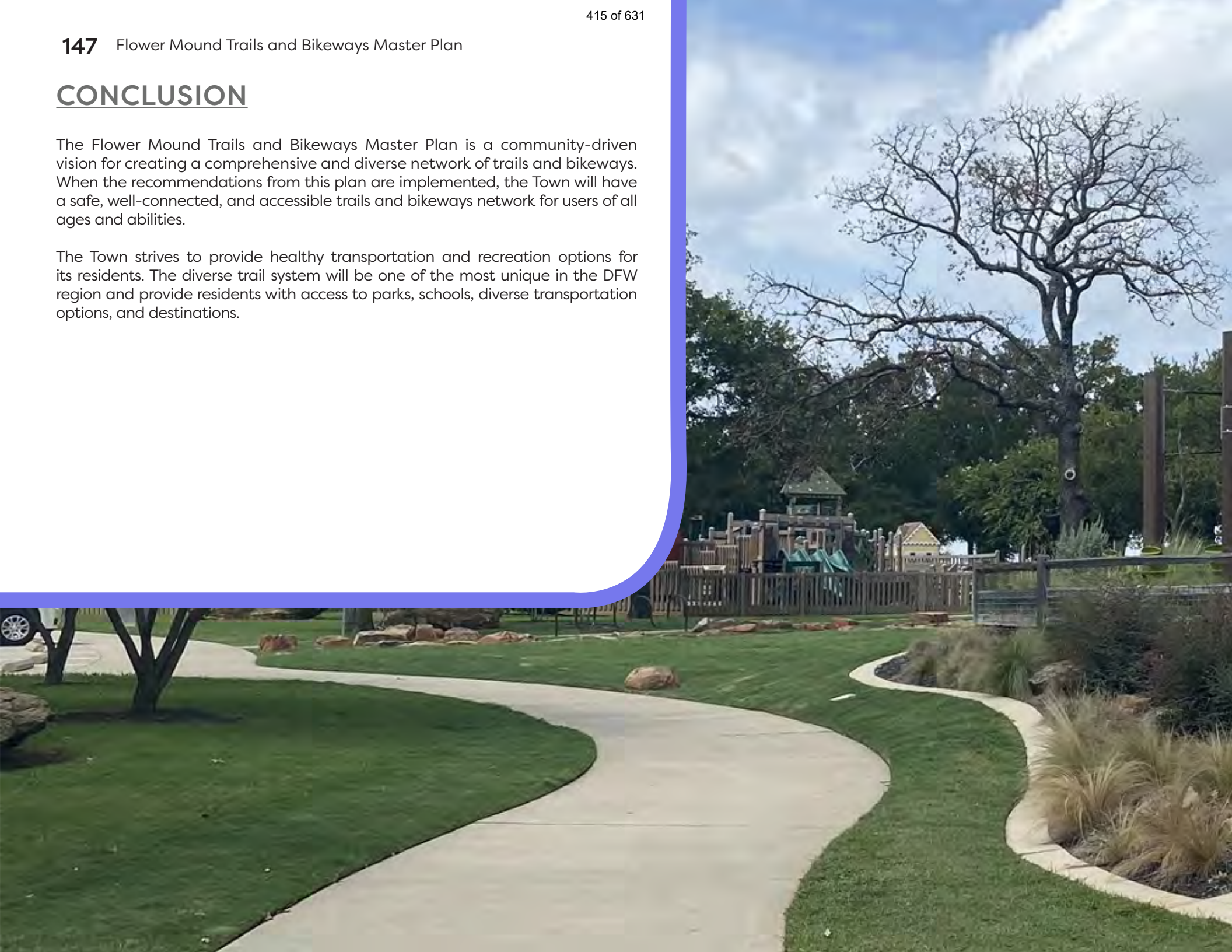
FEDERAL FUNDING SOURCES

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** Discretionary Grants are available on a competitive basis for projects that will have a significant impact on local and regional travel. The Department of Transportation administers funding. Projects can include roadway, rail, and alternative transportation.
- **Congestion and Air Quality Improvement Program (CMAQ)** funds are for projects that help improve air quality. Bicycle and pedestrian facilities are eligible for these funds because they act as an alternative mode of transportation and reduce emissions from automobiles.
- **Surface Transportation Block Grant Program (STBG)** funds are for projects that address mobility needs for bicycle and pedestrian improvement projects. Federal funds are allocated to TxDOT to distribute. TxDOT works with MPO's to administer the funds for eligible and prioritized projects.

CONCLUSION

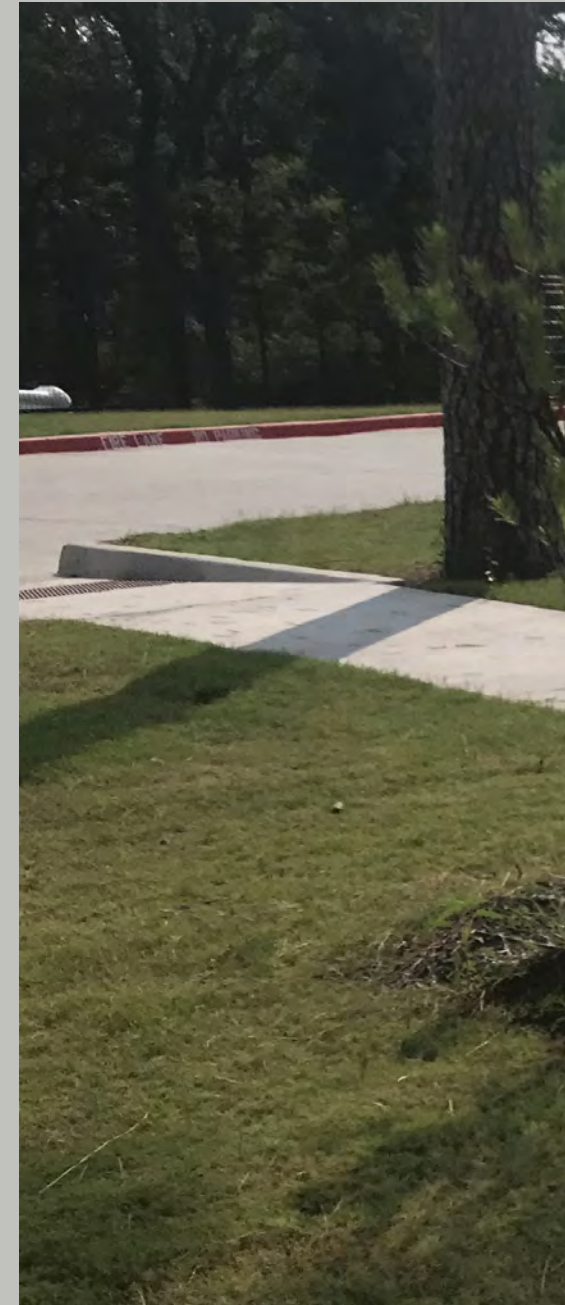
The Flower Mound Trails and Bikeways Master Plan is a community-driven vision for creating a comprehensive and diverse network of trails and bikeways. When the recommendations from this plan are implemented, the Town will have a safe, well-connected, and accessible trails and bikeways network for users of all ages and abilities.

The Town strives to provide healthy transportation and recreation options for its residents. The diverse trail system will be one of the most unique in the DFW region and provide residents with access to parks, schools, diverse transportation options, and destinations.





Appendix A: Glossary of Terms
Appendix B: Commonly Used Signage
Appendix C: Detailed Community Input
Appendix D: Feasibility Corridors
Appendix E: Detailed Maps



07 APPENDIX



PINK EVENING PRIMROSE TRAIL ON LONG PRAIRIE RD

APPENDIX A - GLOSSARY OF TERMS

Bicycle: Every vehicle propelled solely by human power upon which any person may ride, having two tandem wheels, except scooters and similar devices. The term “bicycle” in this planning process also includes three and four-wheeled human-powered vehicles, but not tricycles for children.

Bicycle Accommodations/Facilities: A general term denoting a variety of improvements and provisions that are made by public agencies to accommodate or encourage bicycling, including bike lanes, multi-use trails, signed bike routes, and bicycle parking and storage facilities.

Bicycle Boulevard: A roadway designated for the mix of bicycle and motor vehicle traffic, which creates a comfortable shared-use environment through a combination of traffic calming measures, pavement markings, and signage.

Bike Lane: A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

Bikeway: A generic term for any road, street, path, trail, or way that, in some manner, is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Buffer: The portion of a highway, road or street between the curb-face or edge of the pavement and the sidewalk that provides a spatial buffer between vehicular traffic and pedestrians on sidewalks. Buffers often include landscape plantings such as grass, trees or shrubs, or utility poles, and may also be referred to as the “planting strip,” “landscape buffer,” “tree buffer,” or “tree box.” Buffers can also include barriers such as highway guide rails (guardrails) or bollards. In rural or suburban areas the buffer may be a grassy swale or drainage ditch. In urban areas, downtowns, the buffer may also include street furniture, street signs, fire hydrants, vending boxes, lighting poles, etc.

Cross-Slope: Defined as the slope measured perpendicular to the direction of travel. Cross-slope must be measured at specific points. The average cross-slope is the average of cross-slopes measures at regular intervals along the trail. Running cross slope is defined as the average cross-slope of a contiguous section of trail. The running cross-slope can be determined by taking periodic measurements throughout a section of trail and then averaging the values.

Crosswalk: The horizontal portion of roadways, usually at intersections, reserved for pedestrian crossing; it may be marked or unmarked. Three marking patterns using white striping are most common: 1) Double parallel lines, 2) “zebra stripes:” white cross hatches perpendicular to the pedestrian direction of travel, or 3) “Ladder:” perpendicular white cross hatches combined with double parallel lines on the outside edges.

Enhanced Sidewalks: These are sidewalks that are wider than the standard sidewalk at 8’ wide. This facility specifically serves pedestrians connecting to key destinations and allowing for bi-directional foot traffic.

Intersection Treatment: The design of intersections to reduce conflict between pedestrians, cyclists, and motorists that occurs at roadway and trail intersections. The purpose of these treatments is to increase awareness for all users, achieved through the implementation of visual or physical indicators such as specialized signals, changes in pavement material, pavement markings, and the addition of refuge medians on wide roadways.

Major Thoroughfares: Roadways designated for large traffic volumes, higher speeds, and intended for long-distance travel. Typically, this type of thoroughfare creates interjurisdictional connections and is part of a regional roadway network.

Mid-Block Crossing: Pedestrian or bicyclist crossings located in between signalized intersections. Mid-block crossings have marked crosswalks on the pavement and may also include a pedestrian signal. These crossings can offer a more convenient option for crossing roadways, especially ones with long distances in between intersections.

Minor Thoroughfares: Roadways with lower traffic volumes, slower speeds, and intended for local travel needs. Typically, these thoroughfares create key cross-town connections and connect to major thoroughfares.

Multi-Use Trail: A bicycle and pedestrian path that can either be a sidepath or off-street trail location. These trails often accommodate two-way travel and are open to pedestrians, in-line skaters, wheelchair users, joggers and other non-motorized path users.

Off-Street Trail: An off-street trail is a paved multi-use trail that is located away from a roadway within a greenbelt corridor, utility easement, or park. The facility is wide enough to serve multiple users at one time as well as different types of users.

Pedestrian: A person walking or traveling by means of a wheelchair, electric scooter, crutches, or other walking devices or mobility aids. Use of the term pedestrian is meant to include all disabled individuals regardless of which equipment they may use to assist their self-directed locomotion (unless they are using a bicycle). It also includes runners, joggers, those pulling or pushing strollers, carriages, carts and wagons, and those walking bicycles.

Pedestrian Activated Signal: A traffic control device used to indicate the presence of a pedestrian to allow for a safe crossing away from a signalized intersection. Once the signal is activated, flashing lights appear to signal their presence and vehicles are required to stop.

Rest Area: Defined as level portions of a trail wide enough to provide wheelchair users and others a place to rest and gain relief from prevailing grade and cross-slope demands. Users can benefit from rest stops on steep or very exposed trails to pause from their exertions and enjoy the environment. Rest areas are most effective when placed at intermediate points, scenic lookouts, or near trail amenities. Rest areas located on the trail allow stopped trail users to move out of the way of continuing traffic. The most inviting rest areas have a bench, shade, a place to rest bicycles, and a trash receptacle.

Sidepaths: This type of multi-use trail provides connections for pedestrians and bicyclists, and are typically located adjacent to roadways. They should provide wide spaces that are comfortable for users when on the primary system and where right-of-way is available they should be 12', other trails can be 10'.

Shared-Use Lane: A roadway that is open to both bicycle and motor vehicle travel. Unless bicycle travel is explicitly prohibited, all highways, roads, and streets are "share lanes." Some shared lanes may have wide curb lanes or paved shoulders to increase comfort for bicyclists; however in most cases these roads do not have sufficient width to accommodate a designated bike lane.

Sharrow: A pavement marking with two inverted 'V' shapes above a bicycle indicating that the entire lane is meant to be shared by motor vehicles and bicyclists. Often times sharrows will be accompanied by a "Bicycle May Use Full Lane" sign.

Shoulder: Any pavement of a roadway to the right of the right-most travel lane, but not including curbs, planting buffers, and sidewalks. Shoulders can have a variety of surface treatments including pavement, gravel, or grass. Depending on their width and surface, they serve a variety of purposes, including providing space for vehicles to slow and turn right, accommodation of stopped or broken-down vehicles, to allow emergency vehicles to pass, for structural support of the roadbed, or for bicycle and pedestrian travel.

Sidewalk: The portion of a highway, road or street specifically constructed for the use of pedestrians on the outside edge of the vehicular travel way. Sidewalks are typically, but not always, curb-separated from the roadway and made of concrete, brick, asphalt or another hard surface material.

Primary Trail: These multi-use trail facilities serve a variety of users and are typically 12' or wider to accommodate high volumes of users. These trails are primary east/west and north/south routes throughout the Town that provide access to various locations and destinations.

Texas Accessibility Standards (TAS): Standards for developing ADA accessible public facilities in Texas. The TAS are regulated by the Texas Department of Licensing and Regulation (TDLR).

Trail: The word "trail" has come to mean a wide variety of facility types, including everything from a "marked or beaten path, as through woods or wilderness" to a paved "multi-use trail." Note: Several of these definitions are taken from the American Association of State Highway and Transportation Officials (AASHTO) "Guide for the Development of Bicycle Facilities," 1999 Edition.

Trailhead: A trailhead is a place where a trail begins; generally they are marked by signage and include a variety of amenities for trail users, including parking, lighting, signage, benches, waste receptacles, bike racks, and similar amenities. Usually, they will be located within parks and major destinations. Trailheads can be located at equestrian trails, multi-use trails, or where multiple trail types intersect.

153 Flower Mound Trails and Bikeways Master Plan

Veloweb: An expansive network of multi-use trails established by NCTCOG's Mobility 2045 plan. This off-street trail network has existing, funded, and planned routes throughout the DFW Metroplex and accommodates a variety of user groups including bicyclists, pedestrians, and other non-motorized modes of transportation. Routes are established through collaborative efforts between NCTCOG and local jurisdictions.

Wayfinding: Wayfinding is a system of signage that helps people navigate the built environment. A wayfinding system includes directional signage, mile markers, trailhead signage, digital directional guidance, and kiosks. This system can help guide to destinations, move around parks, and provide a sense of safety.

APPENDIX B - COMMONLY USED SIGNAGE



R9-7

THE MULTI-USE TRAIL RESTRICTION

Location: Installed on facilities that are to be shared by pedestrians and bicyclists



R9-6

BICYCLE YIELD TO PEDESTRIAN

Location: At crosswalk
Size: 12" x 18" (min. for trails)



D4-3

BICYCLE PARKING AREA

Location: Installed where it is desirable to show the direction to a designated bicycle parking area. The arrow may be reversed as appropriate



D11-1

BIKE ROUTE

Location: At beginning of each route and at intersections
Size: 24" x 18" (min. for trails)



R9-5

USED PEDESTRIAN SIGNAL

Location: At crosswalk
Size: 12" x 18" (min. for trails)



R3-17

BIKE LANE

Location: Sign spacing should be determined by engineering judgment based on prevailing speed of bicycle and other traffic, block length, distances from adjacent intersections, and other considerations.

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R3-17A AHEAD

Location: Should be mounted directly below a R3-17 sign in advance of the beginning of a marked bicycle lane



M4-11, 12, 13, M7-1, 2, 3, 4, 5, 6, 7 BIKE ROUTE SUPPLEMENTAL PLAQUES

Location: Where bike lanes begin, end, or change direction
Size: 12"x4", 12"x9" (min. for trails)



R3-17B ENDS

Location: Should be mounted directly below a R3-17 sign at the end of a marked bicycle lane



BIKE MAY USE FULL LANE

Location: Where shared use lanes begin and along the designated route



D1-1B, D3-1 DIRECTIONAL SIGNS

Location: At intersections where access to destinations are available
Size: 24"x6" (min. for trails)



R5-3 NO MOTOR VEHICLE

Location: Entrance to trail
Size: 24"x24" (min. for trails)



W16-1 SHARE THE ROAD

Location: Where there is a need to warn motorists to watch for bicyclists traveling along the highway



R1-1 STOP

Location: At trail intersections and crossings
Size: 18"x18" (min. for trails)

**W11-1****BICYCLE WARNING**

Location: Oriented toward motorists at trail crossing
 Size: 18"x18" (min. for trails)

**R1-2****YIELD**

Location: At trail intersections and crossings
 Size: 18"x18"x18" (min. for trails)

**W11-2****PEDESTRIAN WARNING**

Location: Oriented toward motorists at trail crossing
 Size: 18"x18" (min. for trails)

**W3-1****STOP AHEAD**

Location: Where stop sign visibility is obscured
 Size: 18"x18" (min. for trails)

**W3-2****YIELD AHEAD**

Location: Where yield sign visibility is obscured
 Size: 18"x18" (min. for trails)

**W2-1,2,3,4,5****TRAIL INTERSECTION WARNING**

Location: At trail intersections where no stop or yield sign is required; locations with limited sight lines
 Size: 18"x18" (min. for trails)

**W3-3****SIGNAL AHEAD**

Location: Where traffic signal visibility is obscured
 Size: 18"x18" (min. for trails)

**PLEASE STAY ON TRAIL**

Location: In environmentally-sensitive areas where the trail travels near wildlife and heavy vegetation
 Size: 12" x 18" (minimum dimensions for trails)

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W1-1,2,3,4,5

TURN & CURVE WARNING

Location: At turns and curves which exceed design speed criteria
Size: 18"x18" (min. for trails)

TRAIL CLOSED: NO ENTRY UNTIL MADE ACCESSIBLE & SAFE FOR PUBLIC USE

Location: Where trail or access points are closed due to hazardous conditions or construction
Size : 18" x 18" (minimum dimensions for trails)



W11-15, W11-15B

TRAIL CROSSING SIGNAGE

Location: At mid-block or unsignalized, uncontrolled movement, trail crossing locations.
Size: 18"x18" (min. for trails), 18"x12"

TRAIL REGULATIONS/RULES OF THE TRAIL

Location: Entrances to trail
Size : 18" x 18" (minimum dimensions for trails)



R10-15

TURNING VEHICLES YIELD

Location: At intersections to remind drivers who are making turns to yield to pedestrians
Size: 30"x30"

APPENDIX C - DETAILED COMMUNITY INPUT

MEETINGS AND ENGAGEMENT EVENTS

Event	Date	Topic
Visioning		
Stakeholder Groups Visioning Sessions	May 4 and 5, 2021	Visioning
Technical Working Group #1	May 4, 2021	Visioning
Steering Committee #1	May 4, 2021	Visioning
Public Open House #1 (in person and virtual)	May 5, 2021	Visioning
Public Survey #1	May - June 2021	Visioning
Virtual Engagement Room	May 2021	Visioning
Arts in the Park	May 8, 2021	Visioning
Music in the Park	May 14, 2021	Visioning
Parks Board Meeting	June 3, 2021	Visioning, engagement results
Mid-Point Briefings and Network Recommendations		
Steering Committee #2	August 25, 2021	Needs Assessment, Engagement Results, Prioritization Criteria
Technical Working Group #2	August 26, 2022	Needs Assessment, Engagement Results, Prioritization Criteria
Steering Committee #3	January 19, 2022	Recommended Network
Public Open House #2 and Parks Board Briefing	February 3, 2022	Recommended Network and Design Guidelines
Prioritization Work Sessions		
Parks Board and Transportation Commission Joint Work Session	April 7, 2022	Recommended Network, Design Guidelines, Prioritization
Town Council Work Session	April 21, 2022	Recommended Network, Design Guidelines, Prioritization
Planning and Zoning Commission Work Session	April 25, 2022	Recommended Network, Design Guidelines, Prioritization
Approval Meetings		
Parks Board Approval Meeting	June 2, 2022	Plan Approval
Transportation Commission Approval Meeting	June 14, 2022	Plan Approval
Planning and Zoning Commission Approval Meeting	June 27, 2022	Plan Approval
Town Council Approval Meeting	July 18, 2022	Plan Approval

DETAILED ENGAGEMENT RESULTS



Engagement Key Findings



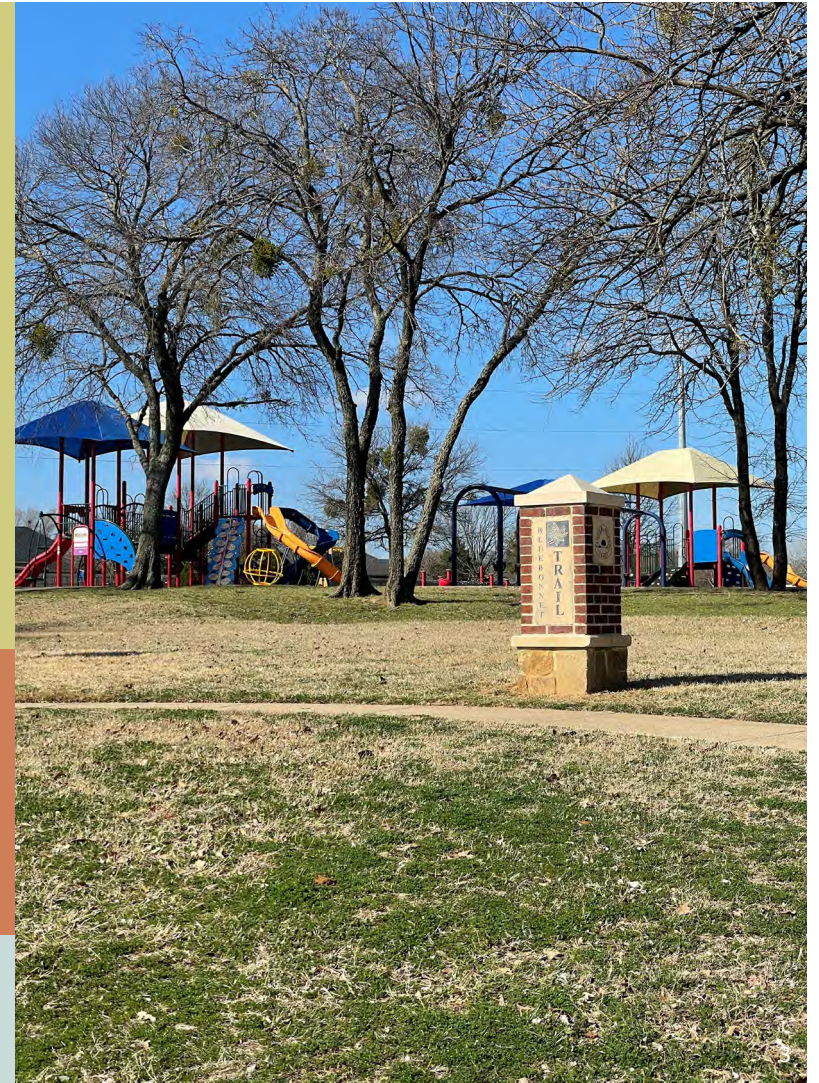
Community Engagement



- Steering Committee
- Technical Working Group
- Stakeholder Listening Sessions
- Elected & Appointed Officials Briefings
- Public Open Houses
- Project Website www.flowermoundtrailsplan.com
- Community Input Survey
- Virtual Engagement Room

Engagement Results

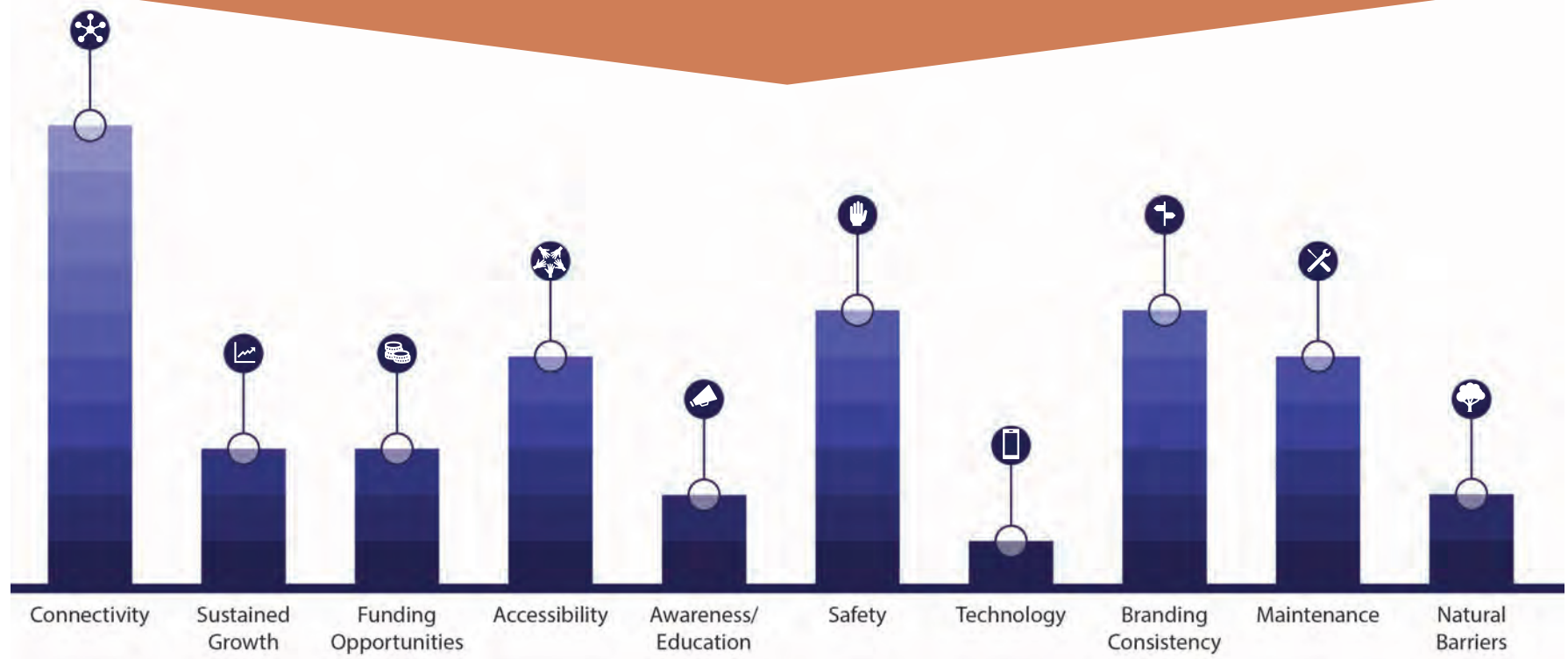
*Steering Committee, Technical Working Group,
Stakeholder Listening Sessions*



What is your
vision for the
future of trails
and bikeways
in Flower
Mound?

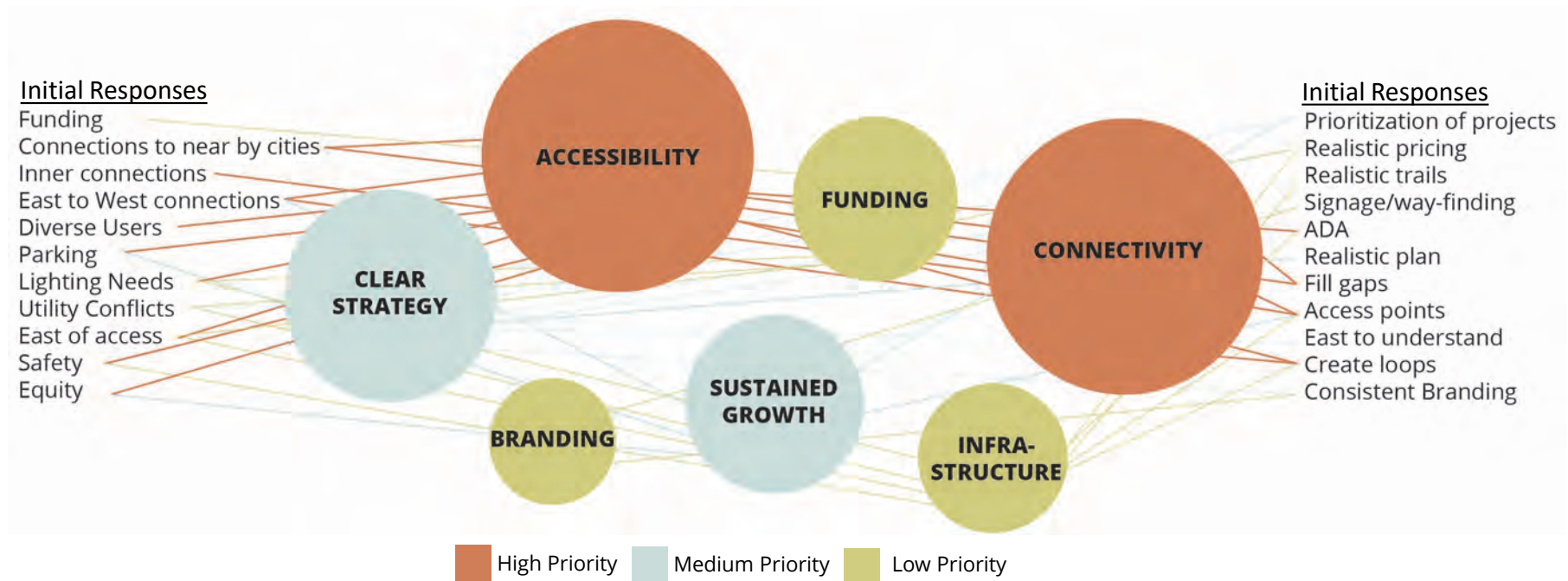


What are some of the challenges related to trails and bikeways in Flower Mound today?



In your opinion, what is the most important action item that should result from this plan?

MAIN THEMES



Engagement Results

Public Open House & Virtual Open House



What one word would you use to describe Trails and Bikeways in Flower Mound Today?

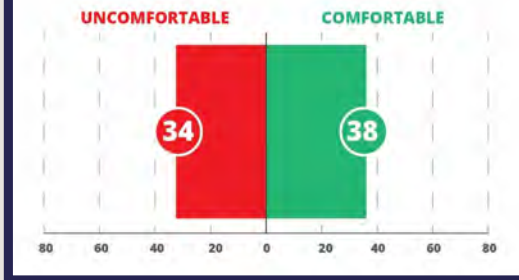


What one word would you use to describe how you envision Trails and Bikeways in Flower Mound in the Future?

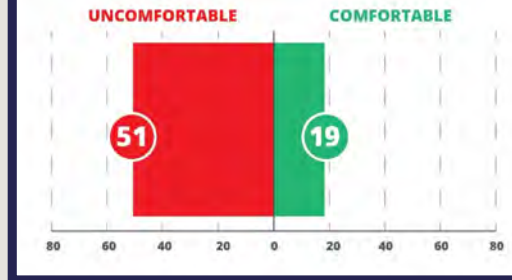


What is your level of comfort with the following types of on-street bicycle facilities?

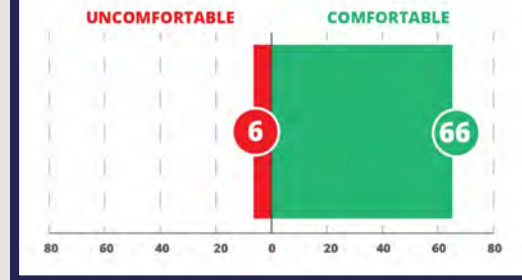
BIKE LANE



SHARED LANE



BUFFERED BIKE LANE



What is your level of comfort with the following types of on-street bicycle facilities?

WIDE SHOULDER



UNCOMFORTABLE COMFORTABLE

32

37

80 60 40 20 0 20 40 60 80

BICYCLE BOULEVARD



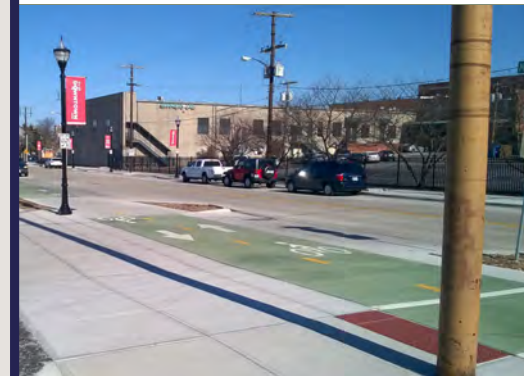
UNCOMFORTABLE COMFORTABLE

18

53

80 60 40 20 0 20 40 60 80

CYCLE TRACK



UNCOMFORTABLE COMFORTABLE

6

64

80 60 40 20 0 20 40 60 80

What is your level of comfort with the following types of off-street trails?

OFF-STREET TRAIL



UNCOMFORTABLE

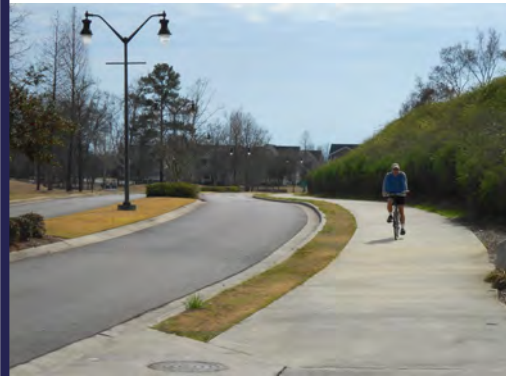
COMFORTABLE

4

79

80 60 40 20 0 20 40 60 80

SIDEPATH



UNCOMFORTABLE

COMFORTABLE

11

73

80 60 40 20 0 20 40 60 80

SOFT SURFACE TRAIL



UNCOMFORTABLE

COMFORTABLE

8

73

80 60 40 20 0 20 40 60 80

What is your level of comfort with the following types of off-street trails?

SIDEPATH**UNCOMFORTABLE****COMFORTABLE****44****40**

80 60 40 20 0 20 40 60 80

OFF-STREET TRAIL**UNCOMFORTABLE****COMFORTABLE****3****78**

80 60 40 20 0 20 40 60 80

SIDEPATH**UNCOMFORTABLE****COMFORTABLE****25****53**

80 60 40 20 0 20 40 60 80

What is your level of comfort with the following types of Equestrian Paths?

EQUESTRIAN PATH



EQUESTRIAN SIDEPATH



What are your top three preferred trail amenities that you would like to see along trails in Flower Mound?

WAYFINDING SIGNAGE

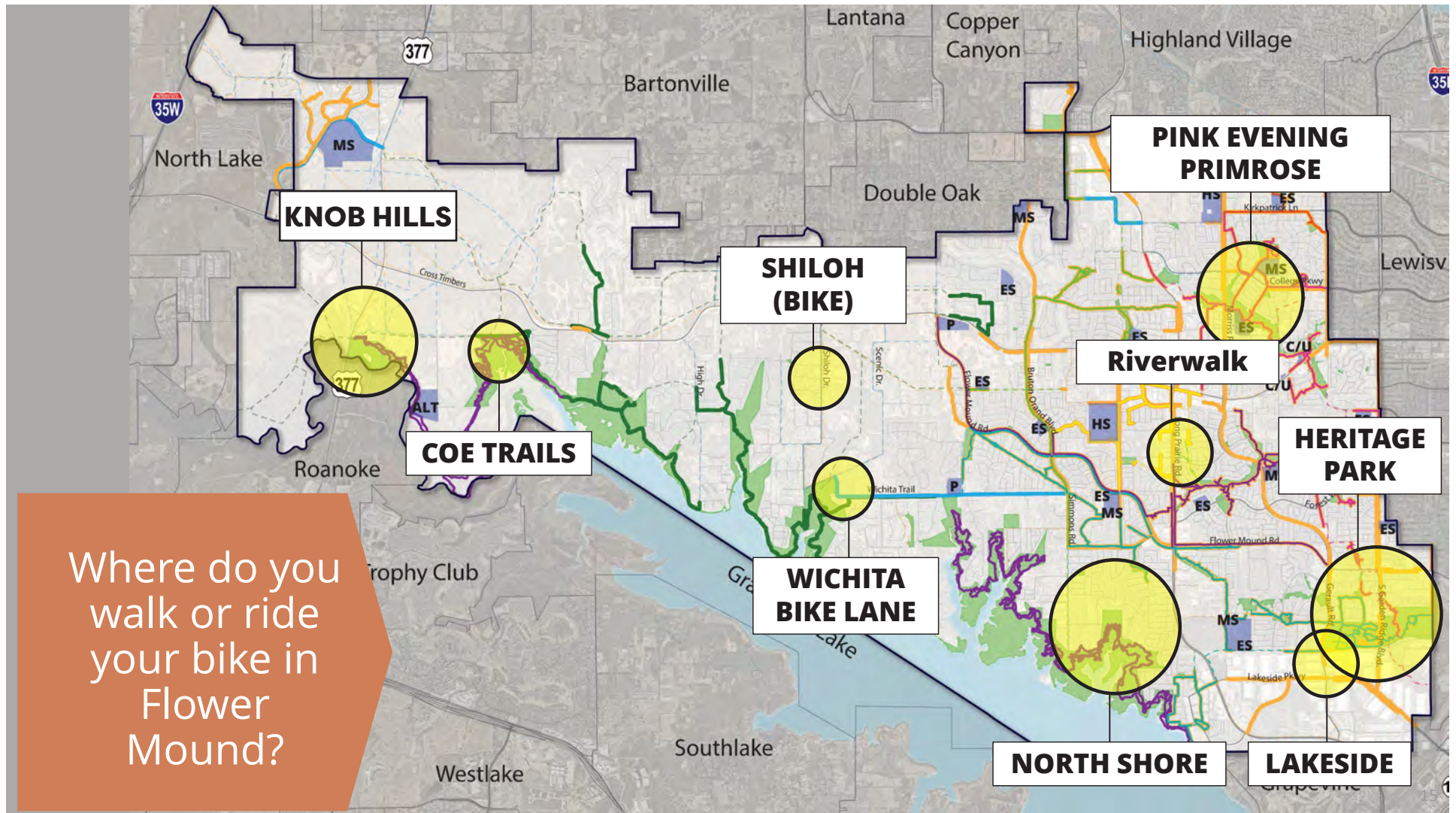


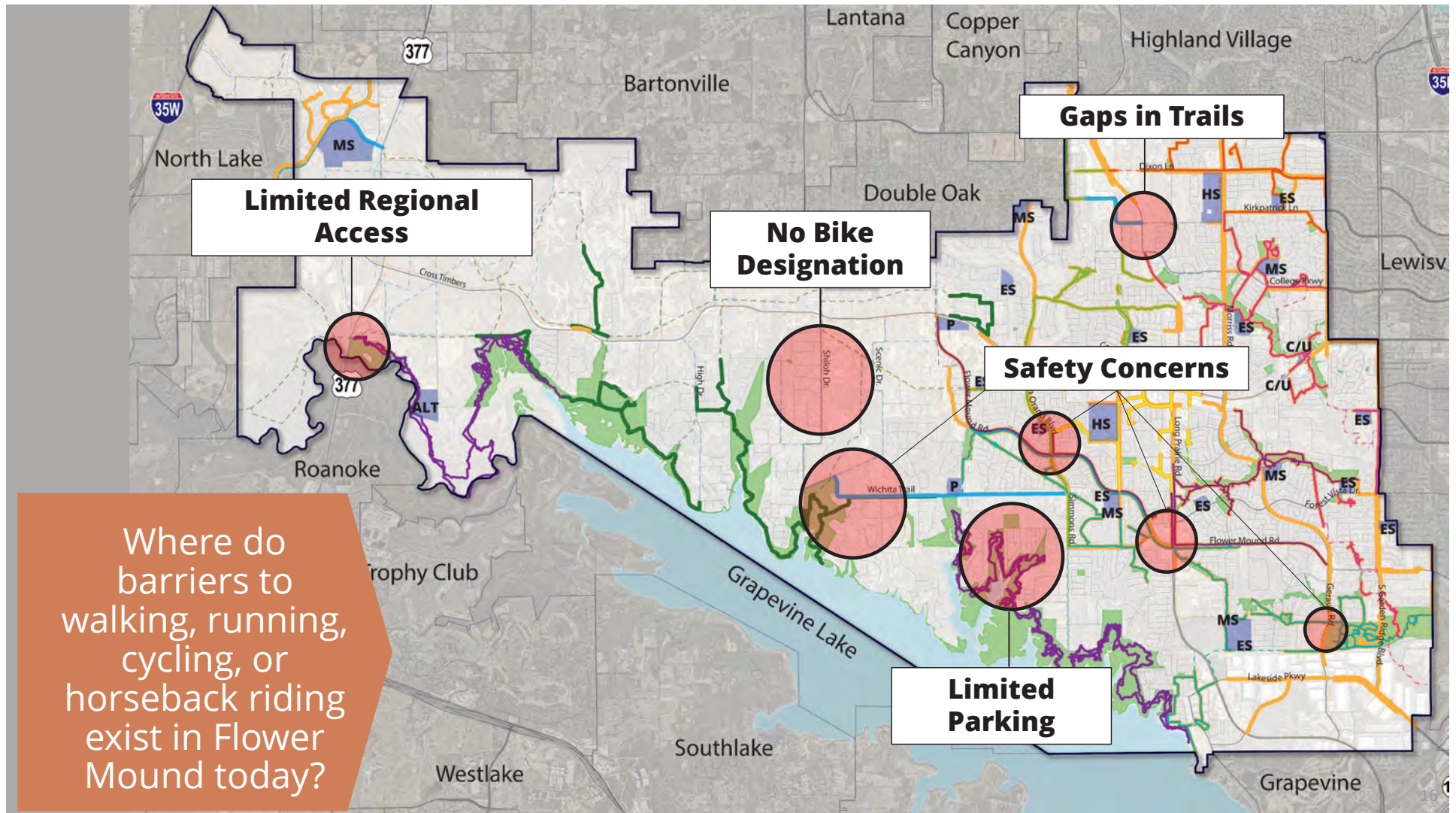
PARKING

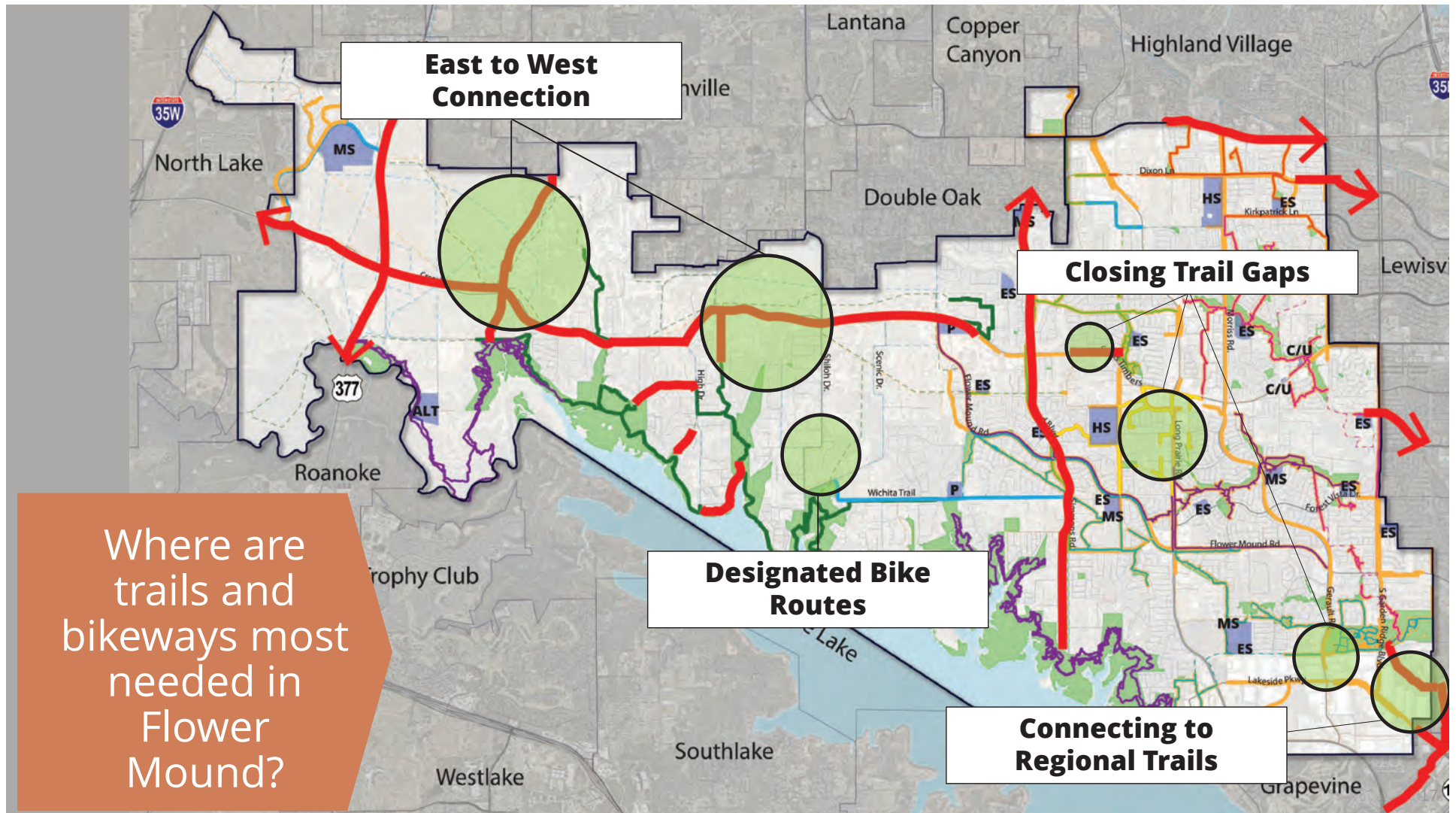


LIGHTING









Engagement Results

Online Community Survey

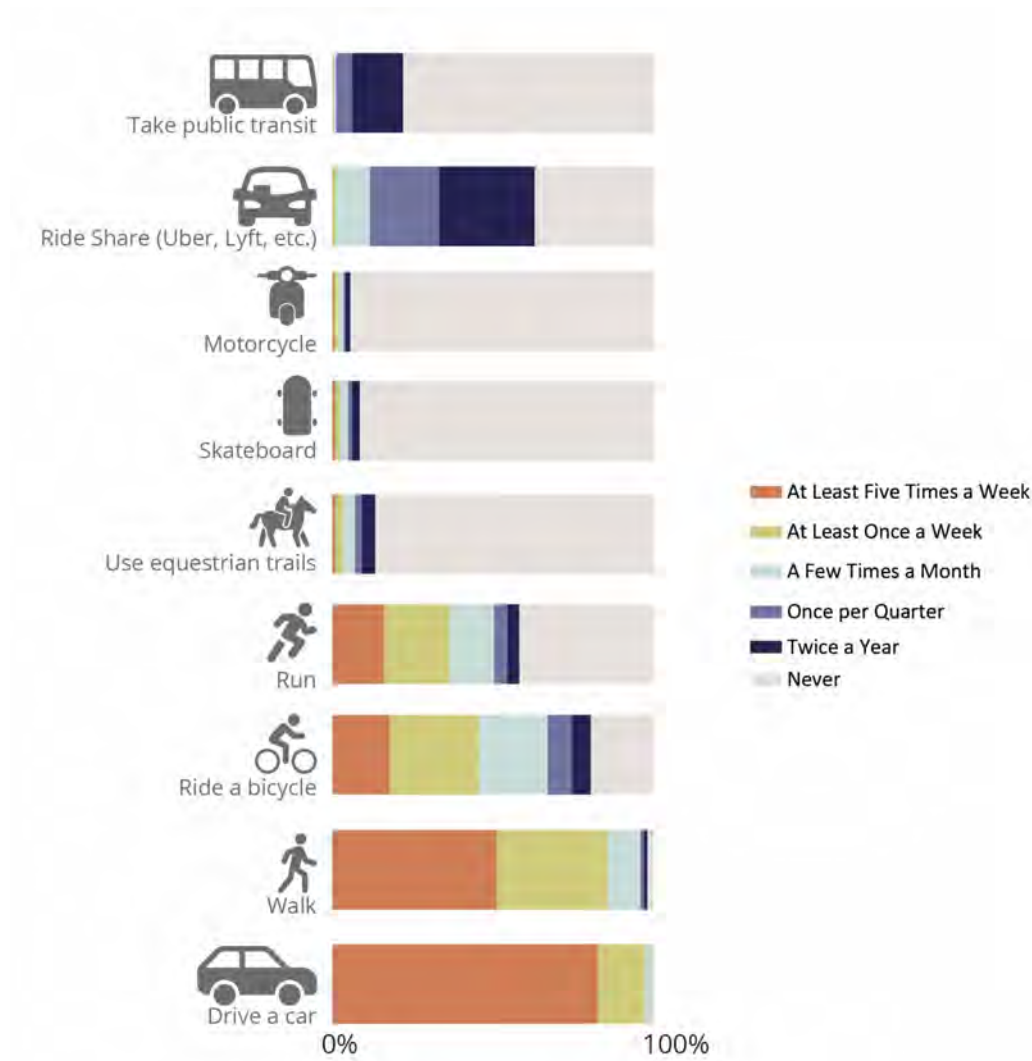
A total of 947 responses
Available from Early May to Mid June 2021



What type of trail
or bikeway in
Flower Mound do
you generally
use?
(Select all that
apply)



How often do
you...



Please indicate to what extent you agree with the following statements.

81% Strongly agree or agree they would like to walk more than they do now.



I would like to walk more than I do now

78% Strongly agree or agree they would like to cycle more than they do now.



I would like to cycle more than I do now

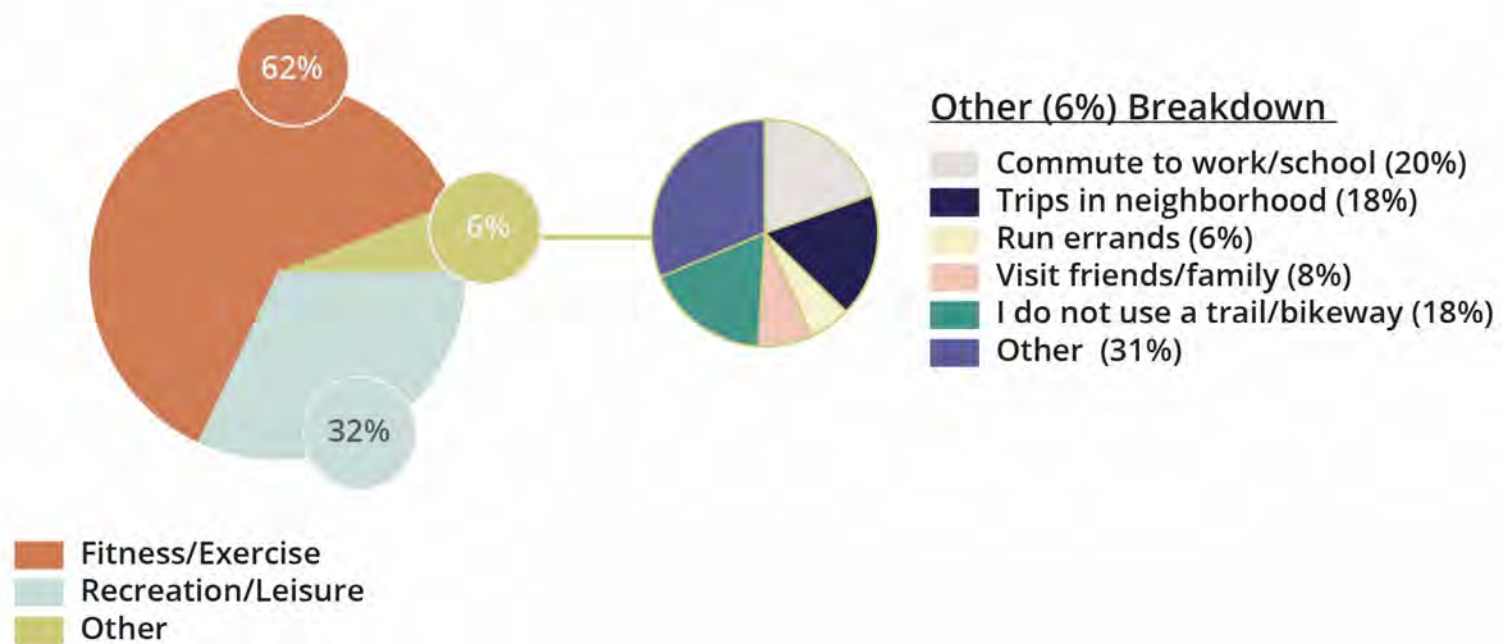


I would like to rely on my car less

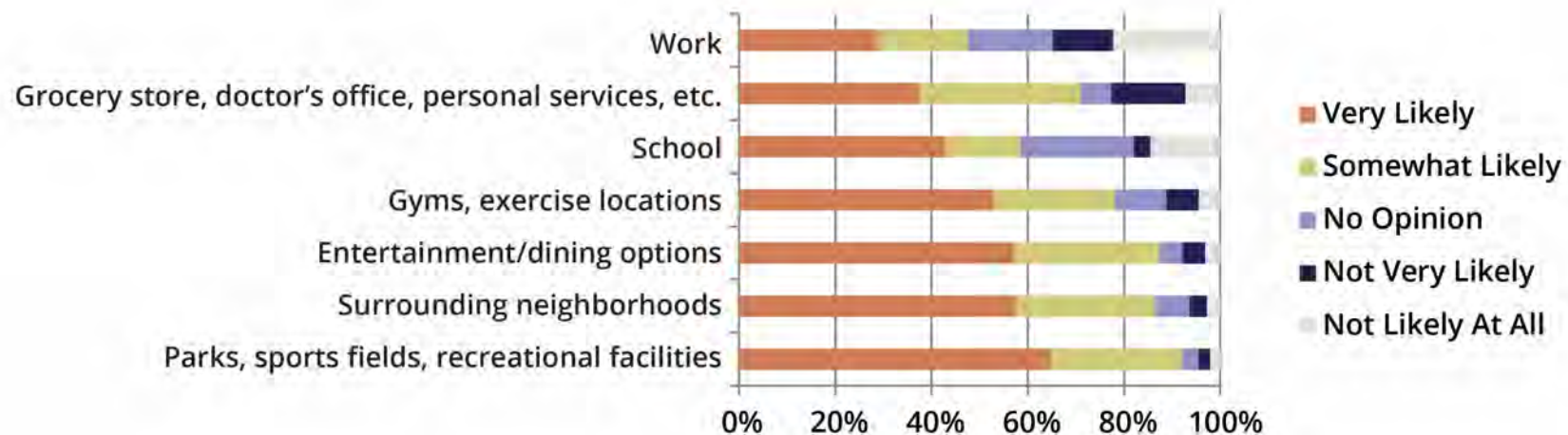
Strongly Agree
Agree
Neither Agree nor Disagree
Disagree
Strongly Disagree

65% Strongly agree or agree they would like to rely on their car less.

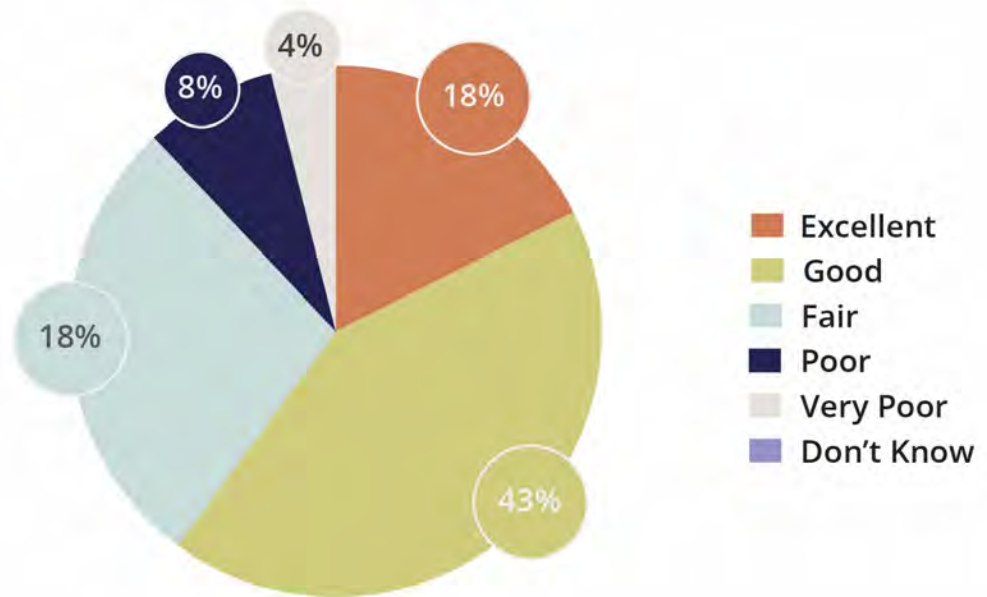
What is your primary purpose for using a trail or bikeway in Flower Mound?



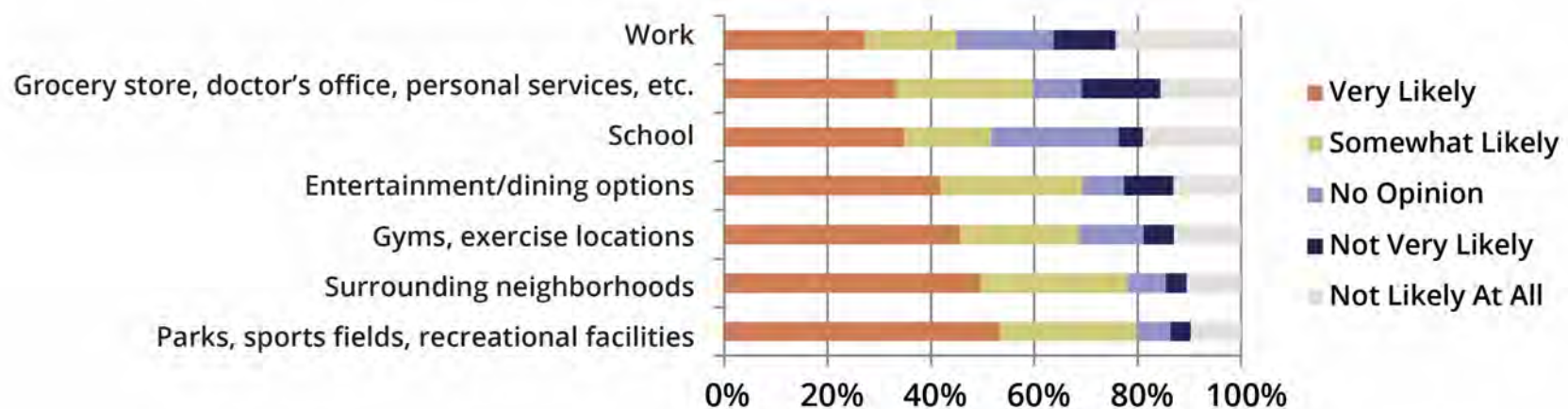
If sidewalks or trails connected your residence to the following destinations, what is the likelihood that you would **walk** to each for at least some of your trips?



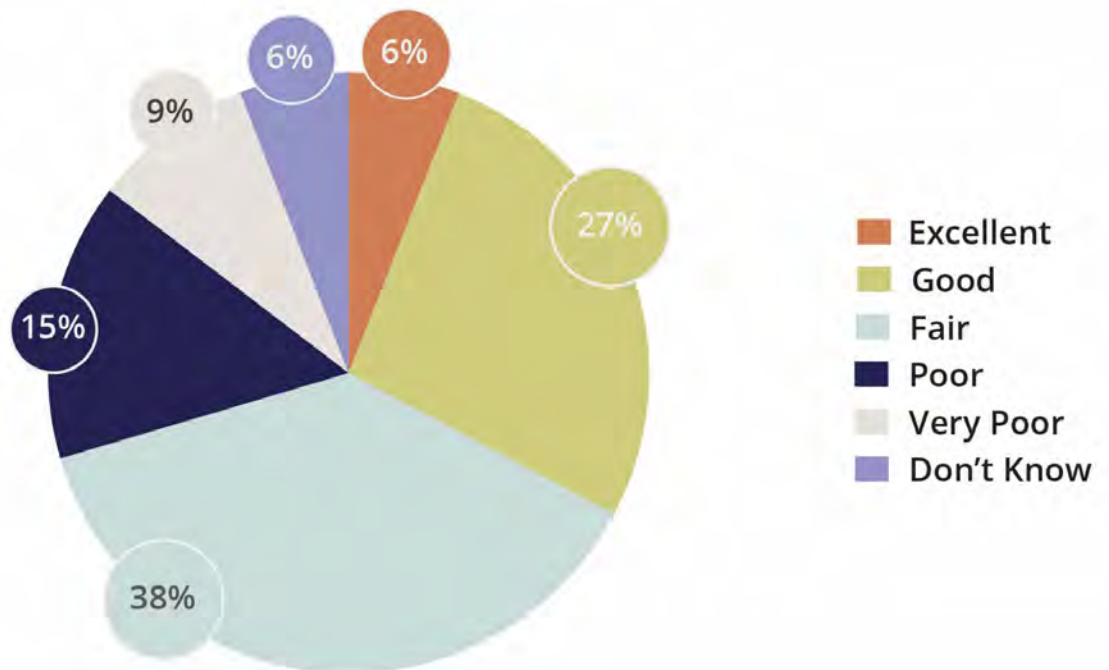
Overall, how
would you rate
where you live as
a place to walk?



If on-street bike facilities or trails connected your residence to the following destinations, what is the likelihood that you would cycle to each for at least some of your trips?

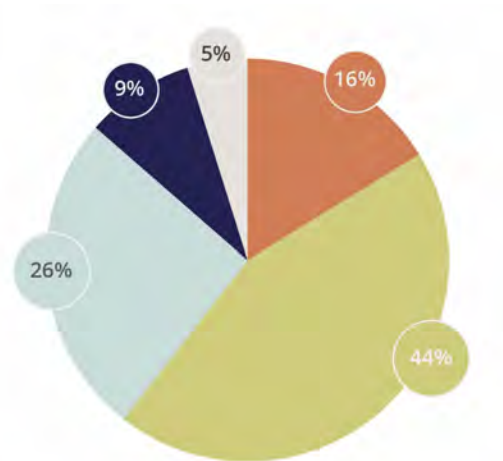


Overall, how
would you rate
where you live as
a place to ride a
bicycle?

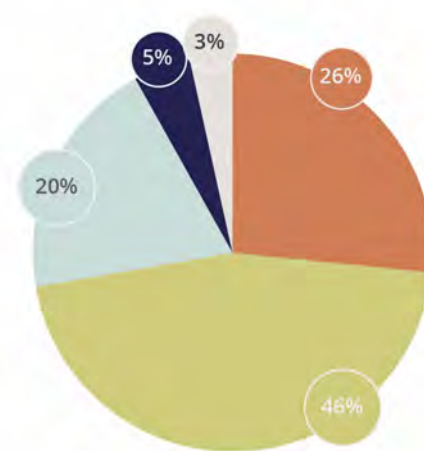


How often did you use trails or bikeways in Flower Mound...

PRE-COVID

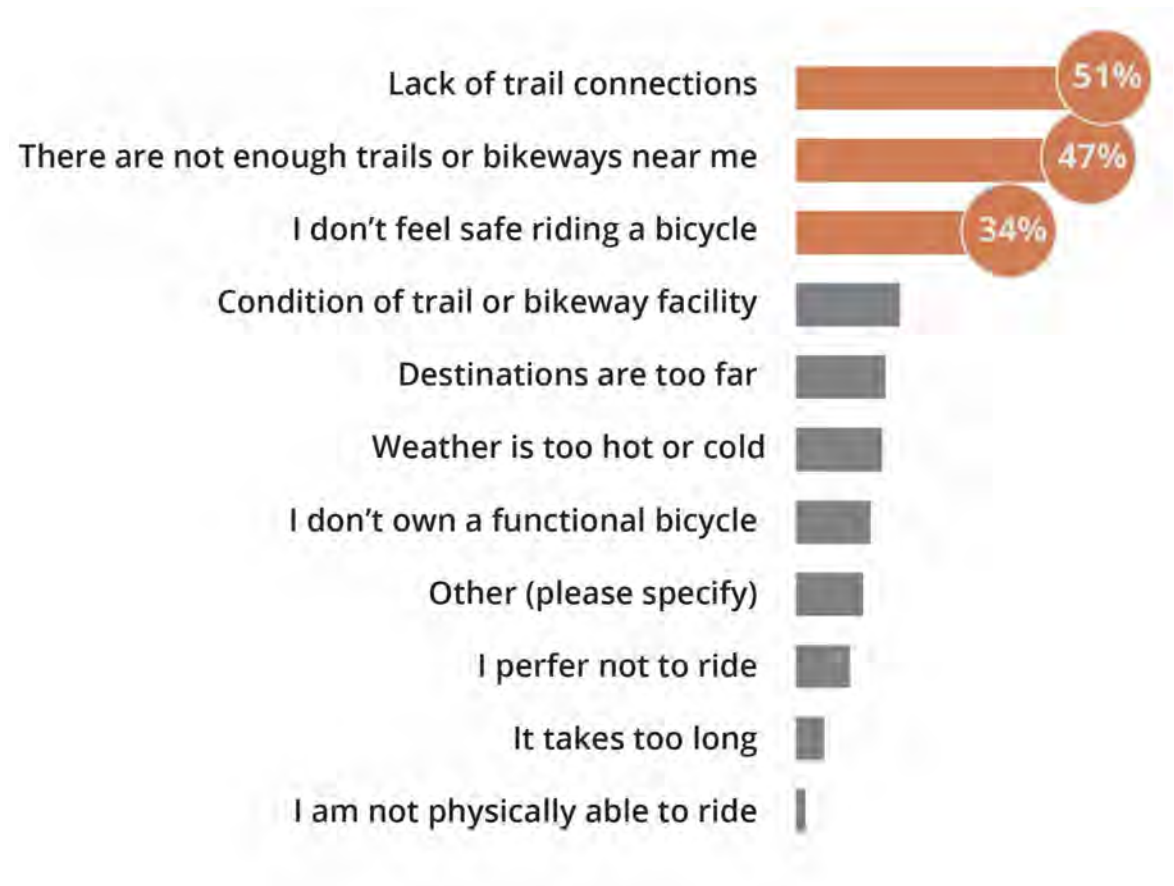


POST-COVID

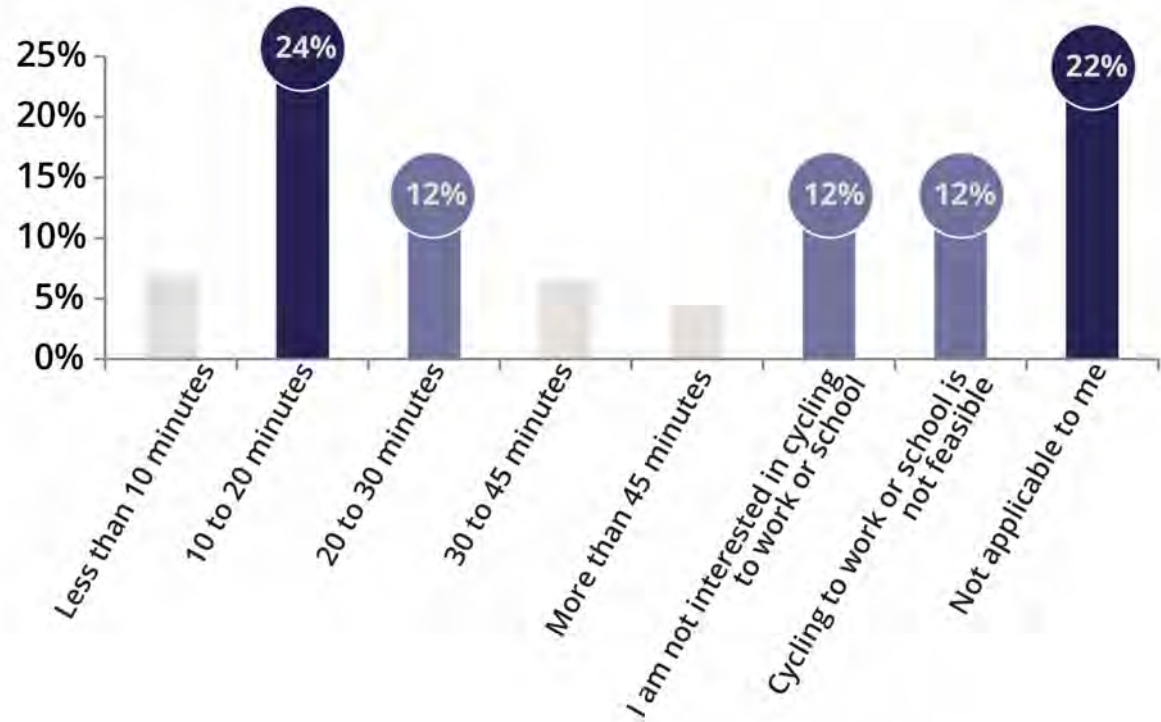


■ Daily ■ A few times a week ■ A few times a month ■ A few times a year ■ Never

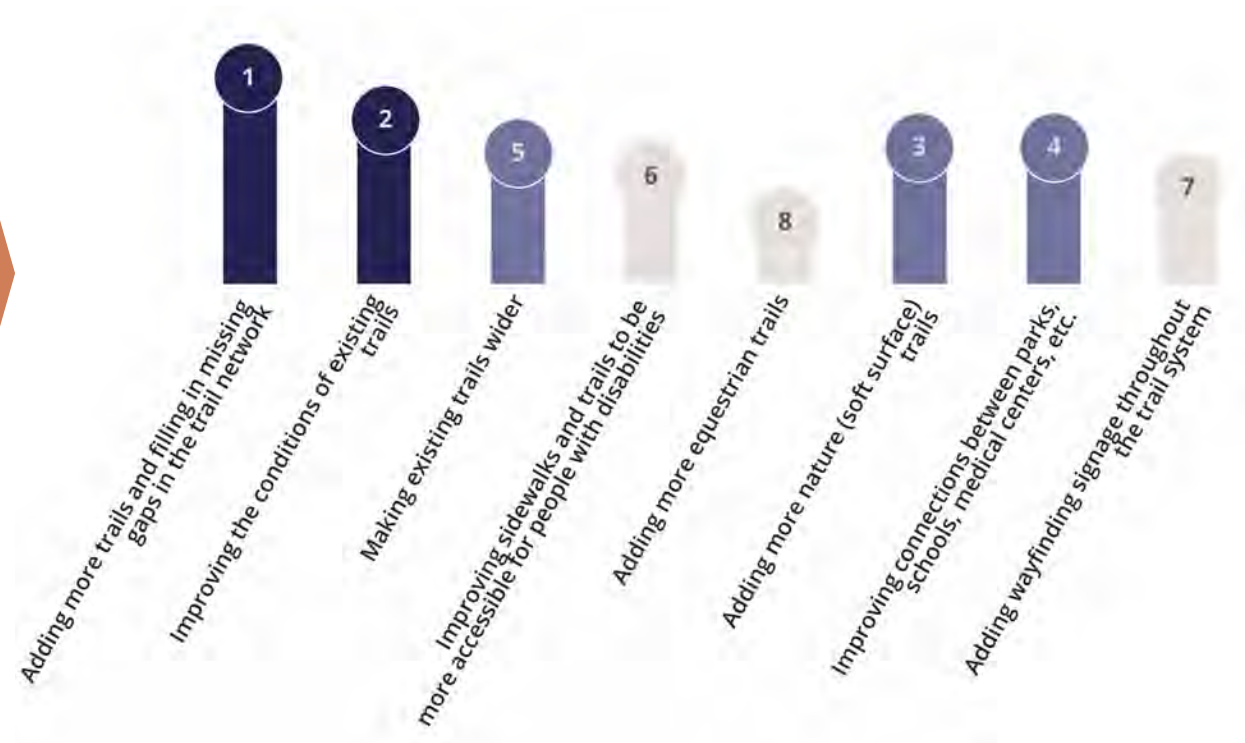
Do any of the following prevent you from riding a bicycle more often than you currently do? (Select all that apply)



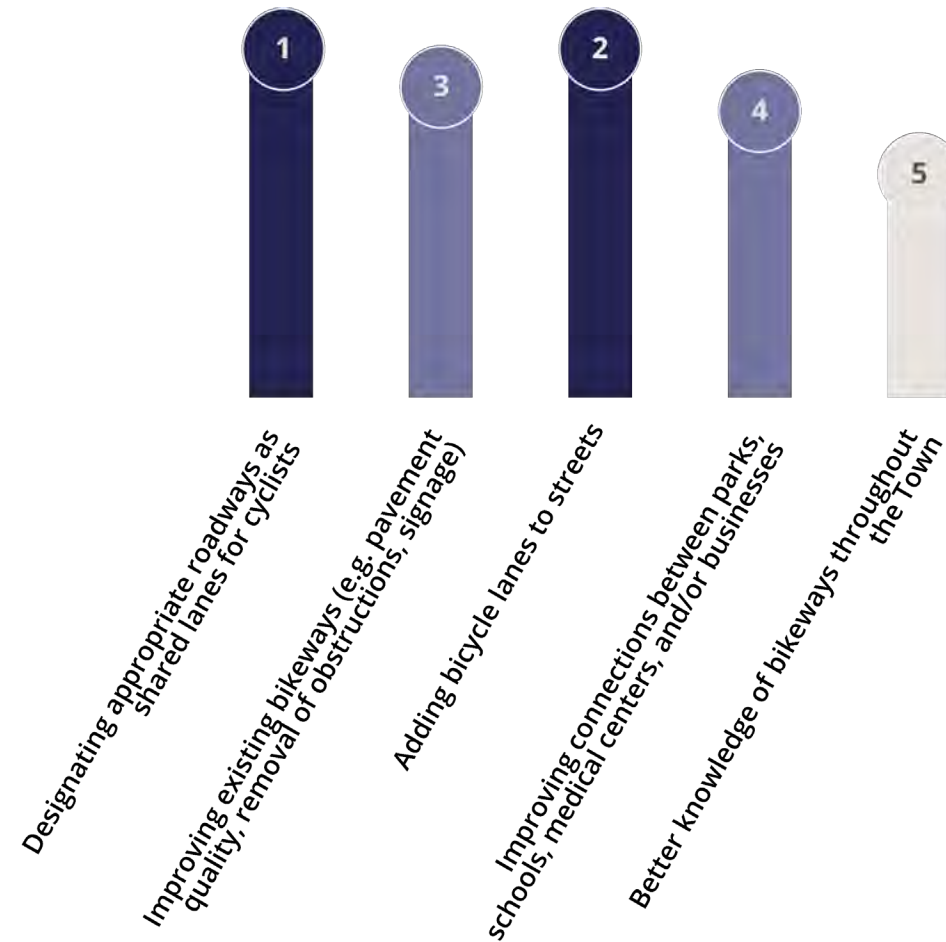
How much time would you be willing to spend cycling on your commute to work or school?



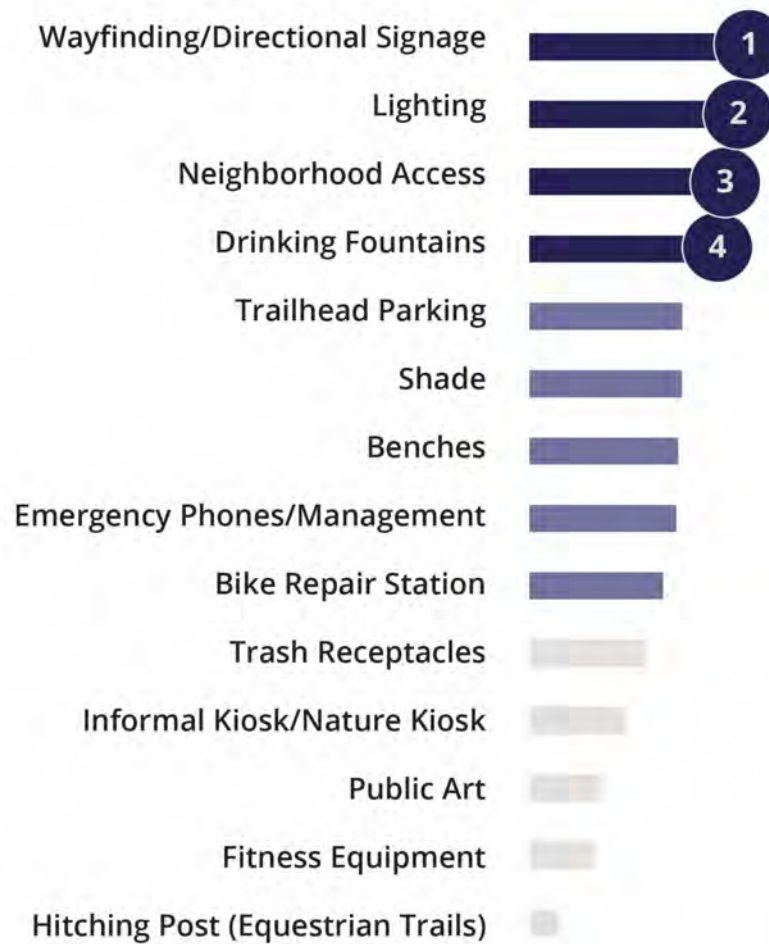
Please rank the following potential improvements to **trails** in Flower Mound. (1 is most important, 8 is least important).



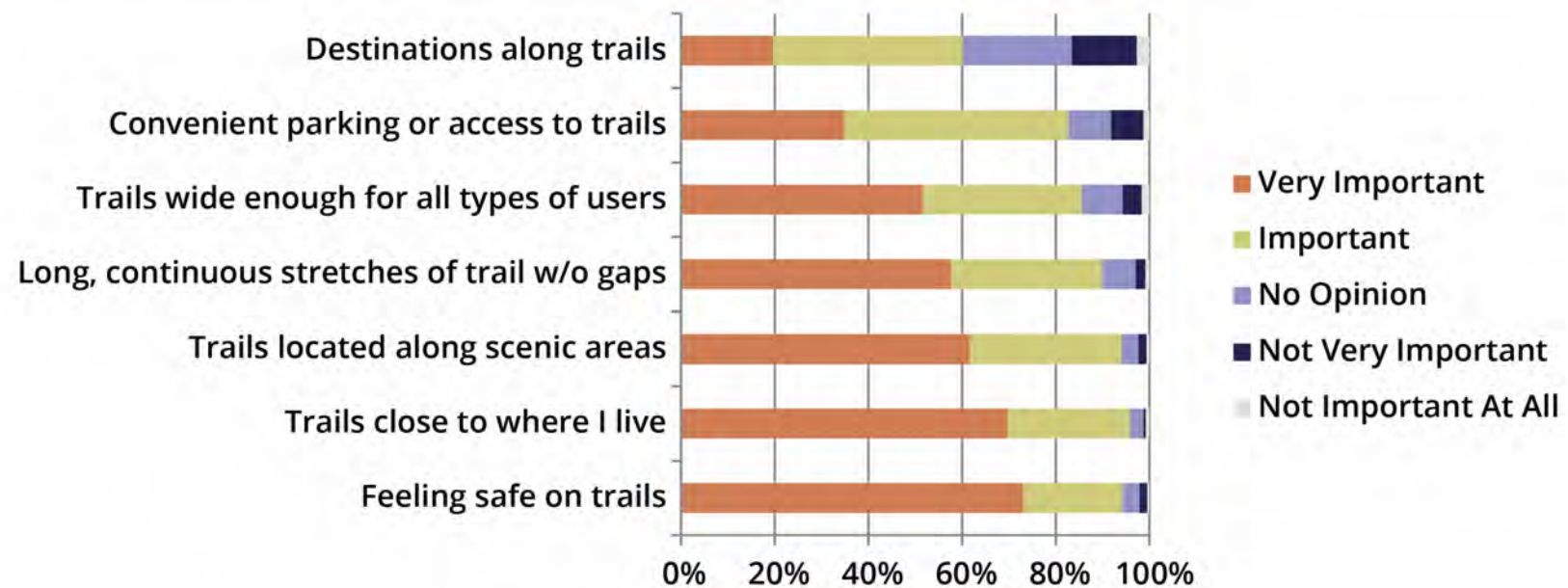
Please rank the following potential improvements to **bikeways** in Flower Mound. (1 is most important, 5 is least important).



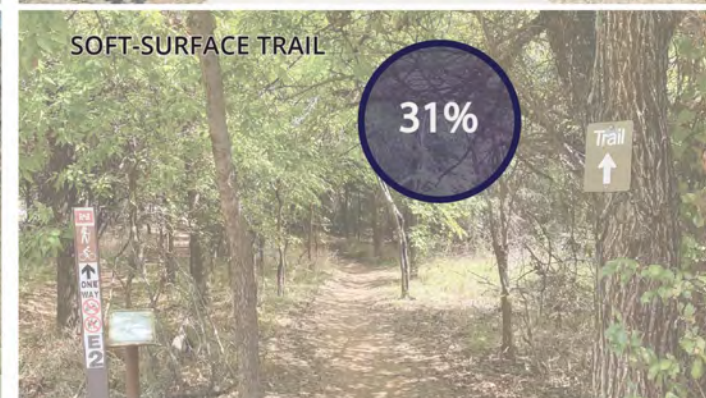
Trail amenity ranking
(1 is most important)



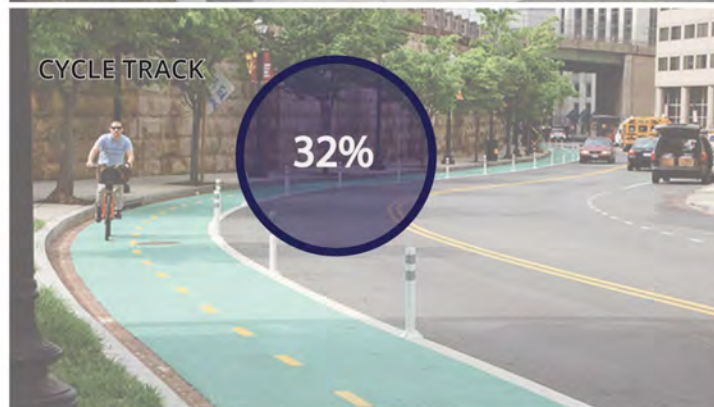
How important are each of the following features of trail facilities?



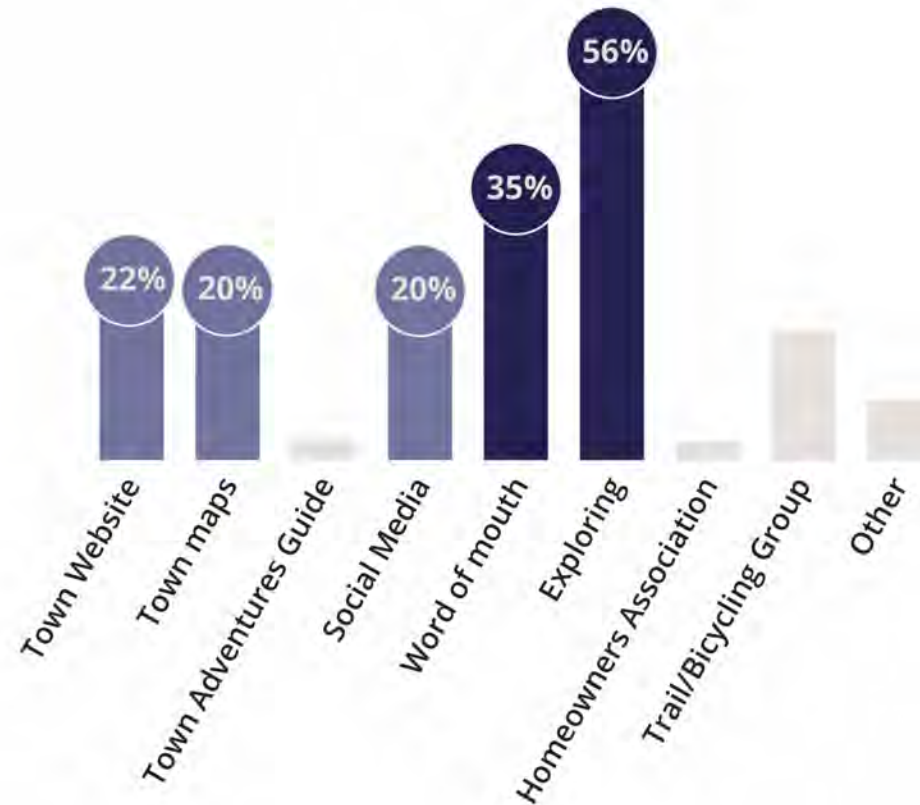
In your opinion, what type of trail is most needed in Flower Mound?



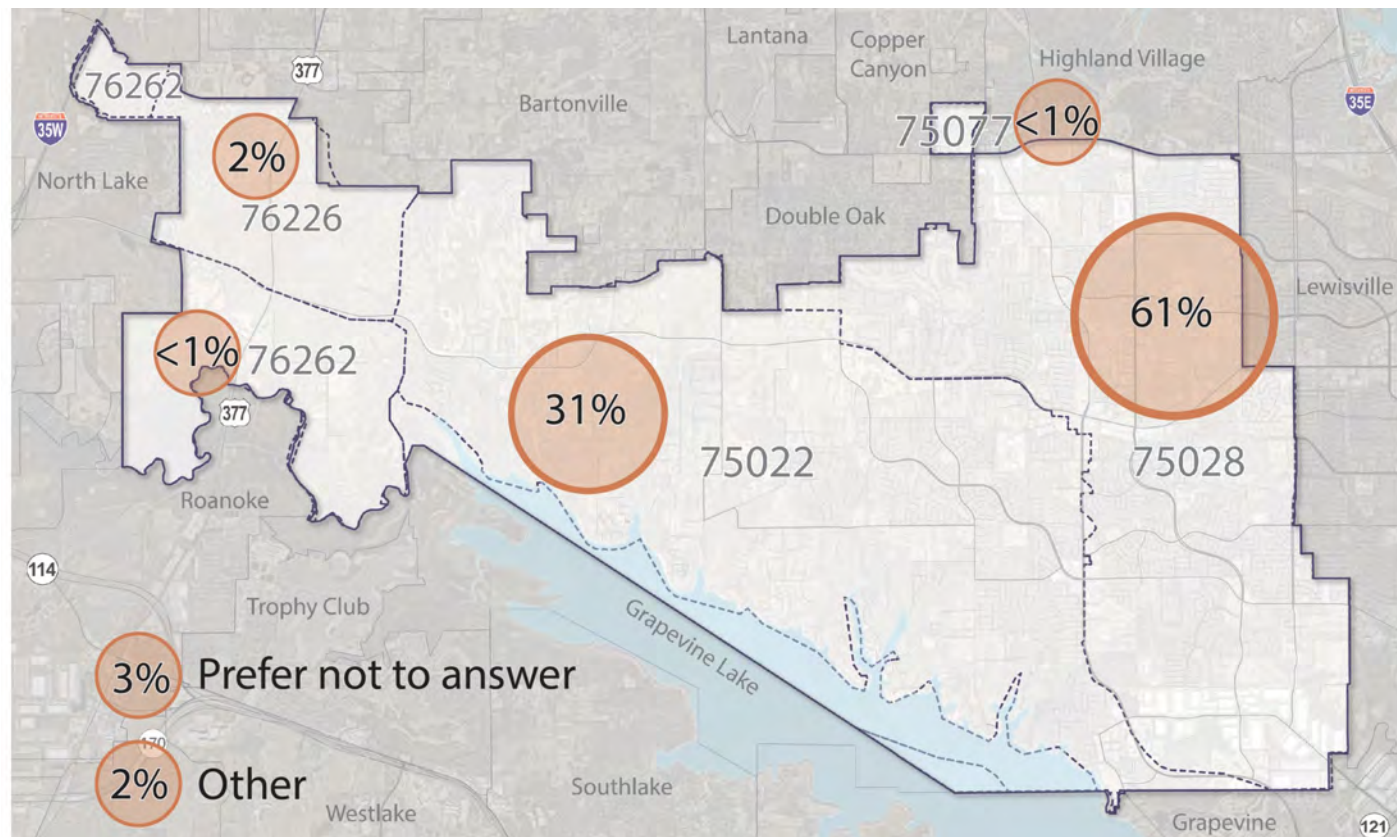
In your opinion, what type of on-street bikeway is most needed in Flower Mound?



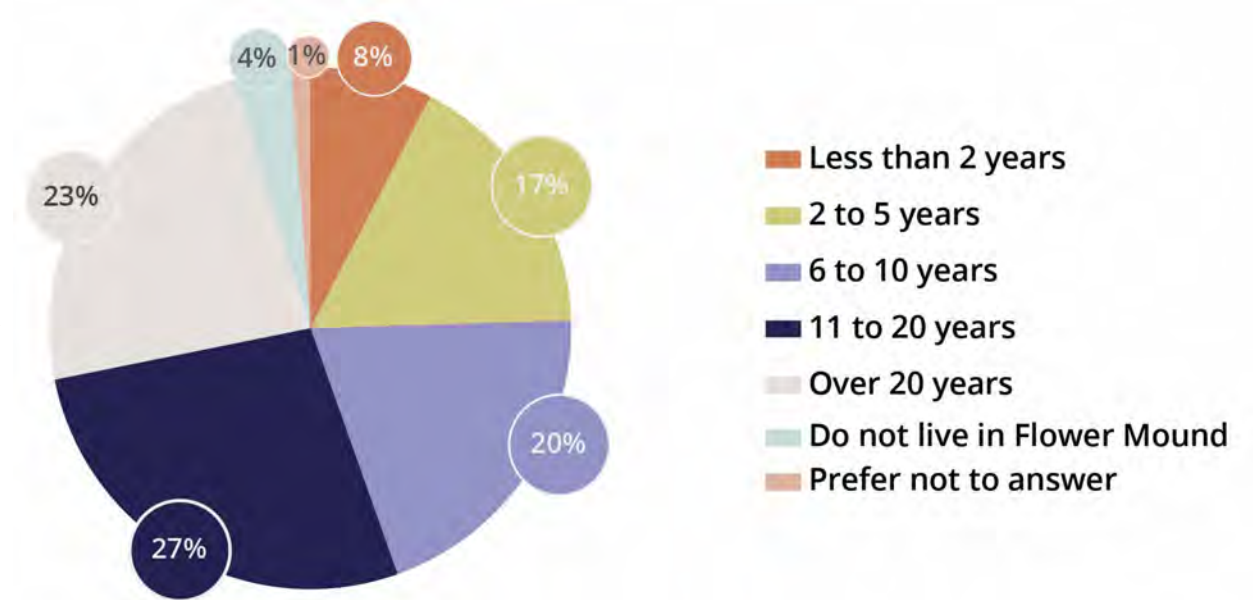
How did you learn about the trails and bikeways that you currently use in Flower Mound?
(Select all that apply)



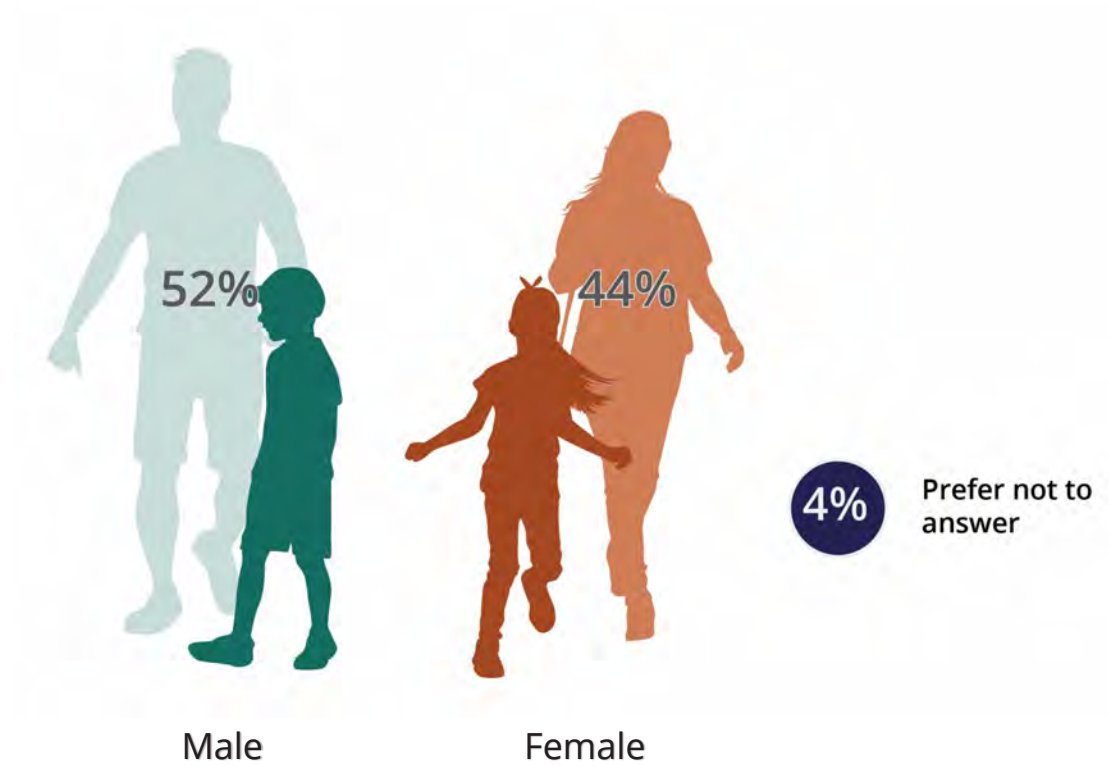
In which zip code do you live?



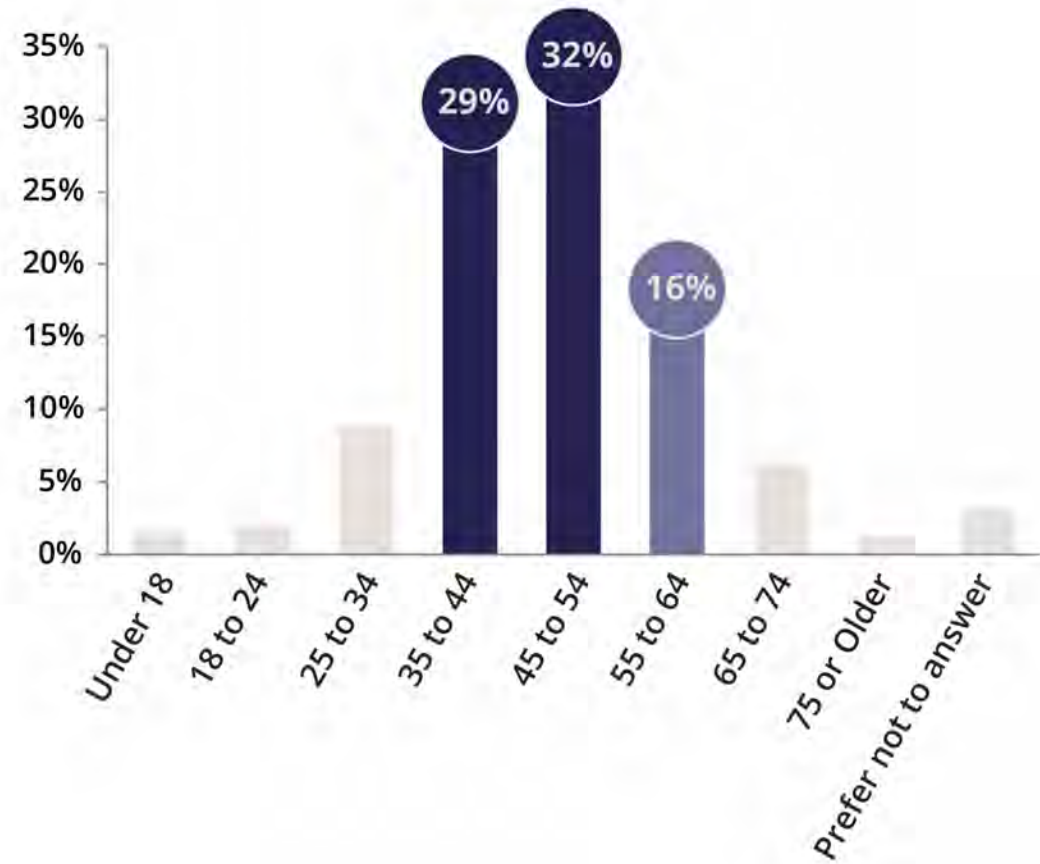
How long have you
been a resident of
Flower Mound?



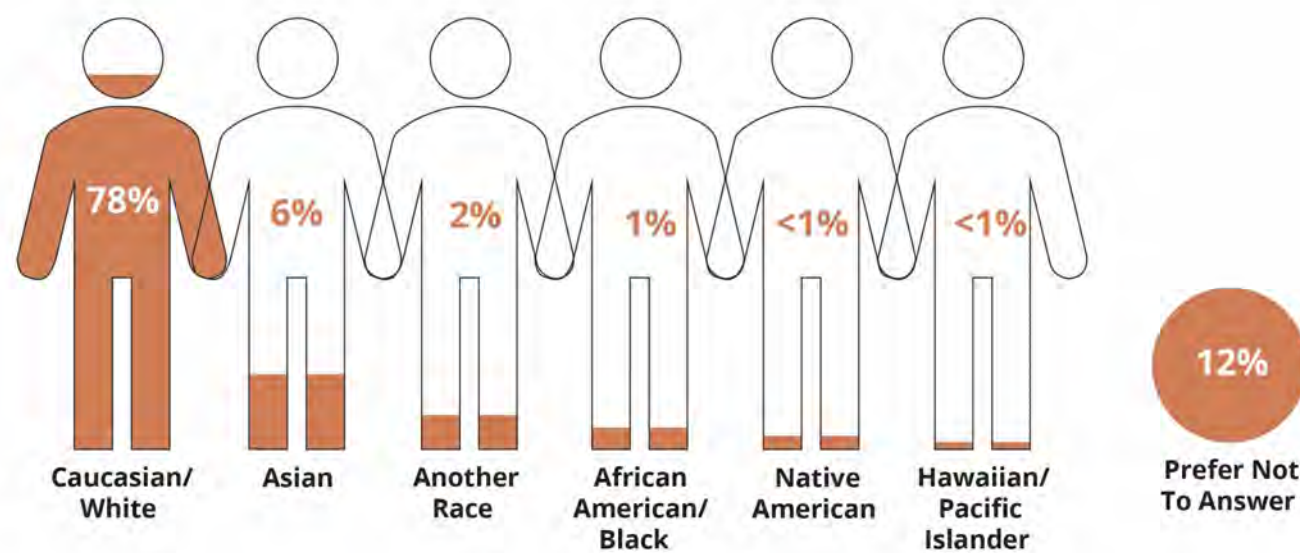
What is your gender?



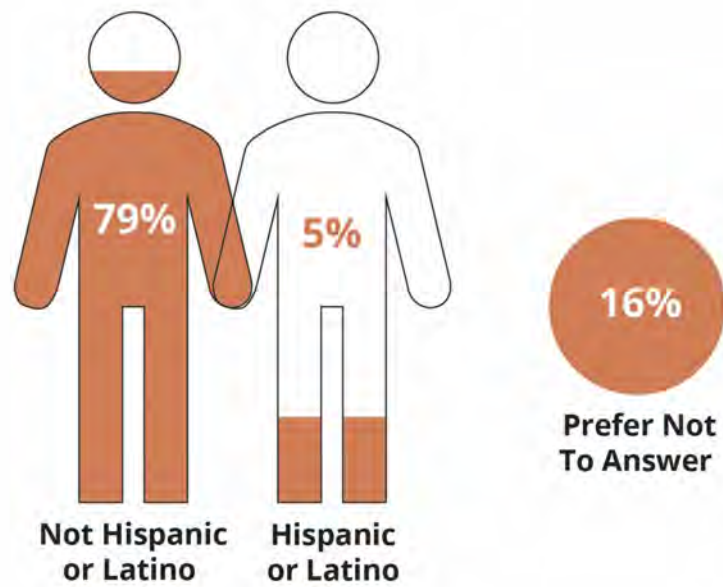
In what age group do you fall?



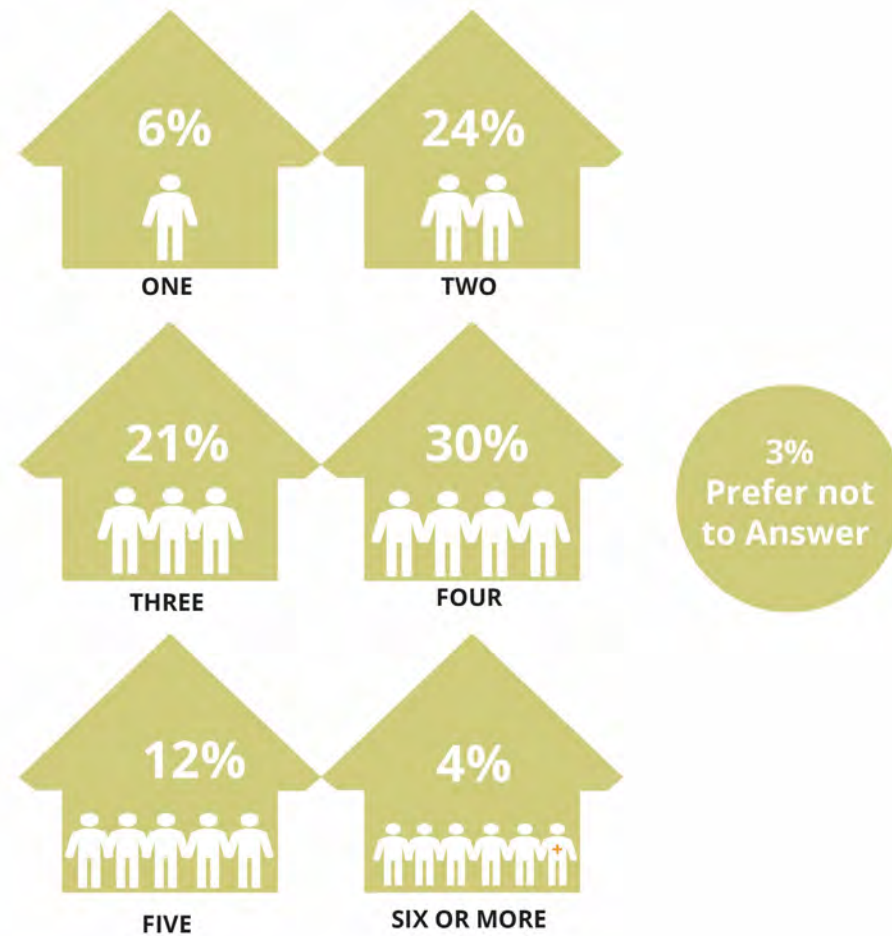
What is your race?



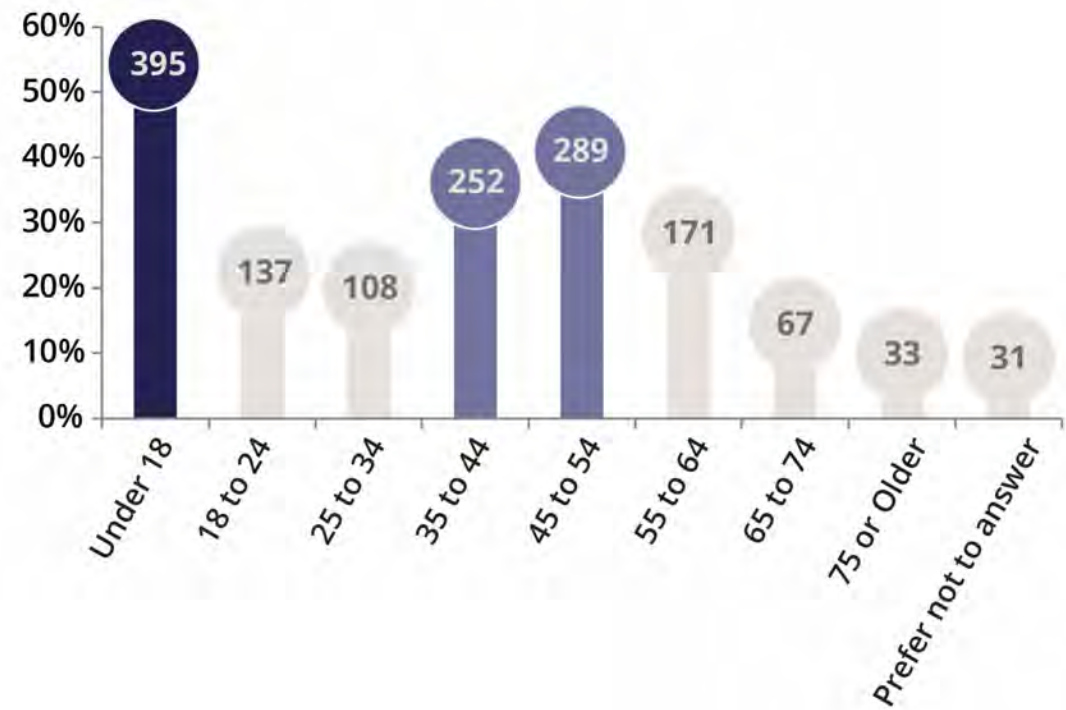
What is your ethnicity?



Including yourself,
how many people
live in your
household?



Including yourself,
what age groups are
represented in your
household?



APPENDIX D - FEASIBILITY CORRIDORS

INTRODUCTION

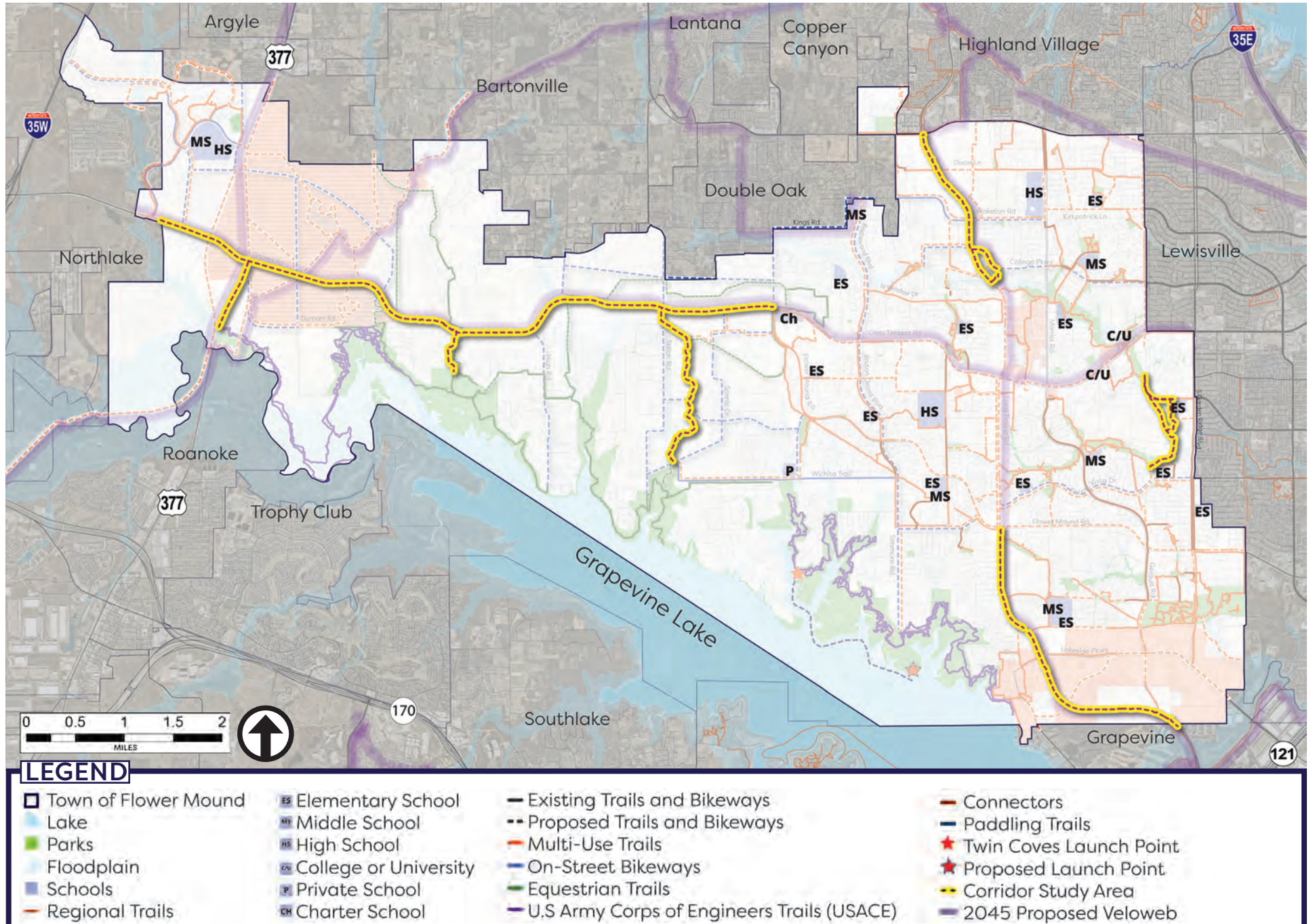
As part of the master plan assessment, a series of key corridors were assessed in greater detail to determine if a trail or bikeway accommodation would be feasible in the future.

- Corridor 1: Cross Timbers East/West Connection
- Corridor 2: Shiloh Road
- Corridor 3: Long Prairie Road
- Corridor 4: Gaston Park/Long Prairie Road
- Corridor 5: Timber Creek

Based on the existing conditions, need for connectivity, and considerations for implementation, a conceptual alignment and associated cost estimates were developed for each of the five corridors. The intent is that upon adoption of this master plan, the Town can move forward on design, securing funding, and implementation of these corridors.



FIGURE 7.1: TRAIL FEASIBILITY CORRIDORS



CORRIDOR 1: CROSS TIMBERS EAST/WEST CONNECTION

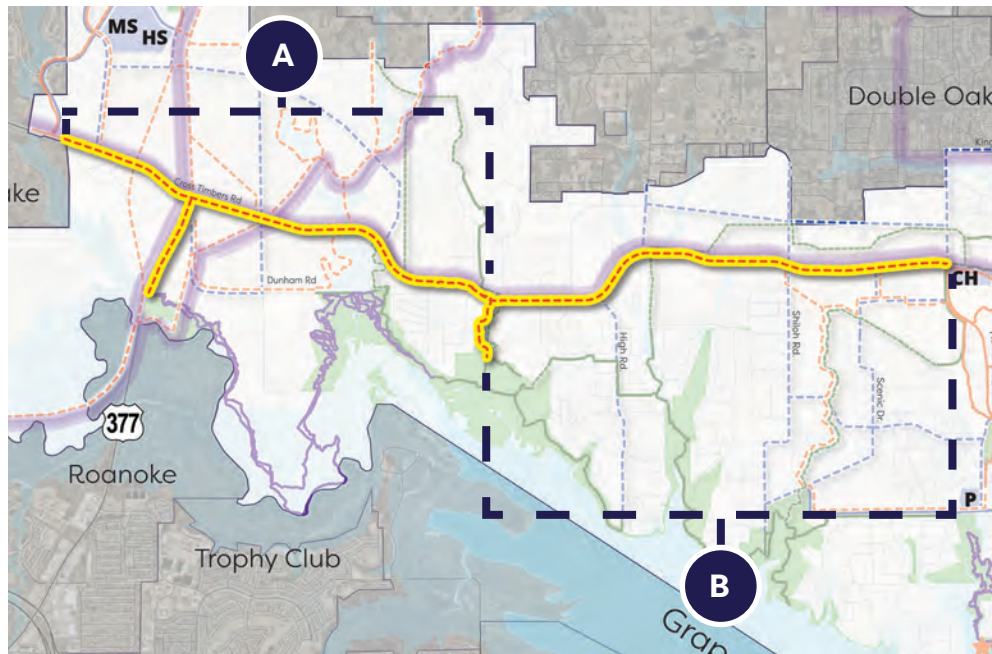
1171 corridor from Flower Mound Road to western town boundary

8.3 total miles

CORRIDOR NEED

The majority of existing development in Flower Mound is in the eastern part of the Town, with the central portion being primarily sparsely developed. There has been some recent development in the far western portion including some large master development plans. Therefore, as that area continues to grow, it is important to provide a connection from the east to the west. This corridor area would provide a critical east-west connection for the Town, create an inter-jurisdictional connection to Northlake, connect to Argyle and Roanoke via the Regional Veloweb, and connect to the North Shore trailhead.

FIGURE 7.2: CROSS TIMBERS EAST/WEST CONNECTION KEY MAP



EXISTING CONDITIONS

In order to determine whether a trail is feasible for the entirety of the corridor, on-the-ground assessments were conducted as well as a desktop review of pertinent corridor conditions data.

Property Ownership:

Through this part of Flower Mound, FM 1171 is a six-lane divided major arterial that is owned and maintained by TxDOT. The right-of-way (ROW) width varies but, in most areas, ends at the curb on either side of the roadway. Therefore, there are a multitude of privately held parcels that abut the roadway. Some parcels have been developed as single-family subdivisions with trails along FM 1171 as required by the current trails master plan. Developing a continuous trail along the roadway will be difficult to do all at once given the different ownership along the corridor and the timing of development.

Topography:

There are changes in topography along the corridor that may pose challenges for trail implementation. Elevations are higher on the eastern and western ends of the corridor; elevations vary from approximately 550' to 670' above sea level. There are also more steep elevation changes associated with the creeks that traverse the corridor.

Floodplain:

Only a limited amount of area within the corridor study boundary is located within the 100-year floodplain. These areas are located within the Sharps Branch and Whites Branch creek corridors. Floodplain areas do not necessarily preclude a trail from being constructed, there are just other considerations such as elevated trail segments and routine maintenance after flood events that need to be addressed in the design of the trail.

Vegetation:

Immediately adjacent to the corridor there is not much tree canopy coverage, which makes trail construction more feasible. However, along US 377 headed to the Knob Hills trailhead there is more vegetation present. There is also more dense vegetation located near the two creeks that intersect with the corridor area.

IMPLEMENTATION CONSIDERATIONS

As shown in the conceptual alignment maps on the following pages, a continuous trail is recommended for the north side of FM 1171 and the east side of US 377 to connect to the Knob Hills trailhead. Given that this is such an extensive corridor, there are several considerations related to conflict points, bridge crossings, and the environment that should be considered if and when this corridor is moved to implementation.

Conflict Points:

Conflict points are areas along the corridor that would make it more difficult for trail implementation. **Figures 7.3** and **7.4** depicts the various conflict points located along this first corridor. There are some sections where there is limited ROW along the corridor, which may necessitate acquiring an easement from adjacent property owners. Other areas along the trail need an extension to the existing culvert to be able to accommodate a trail. There are also some areas along the corridor with grading challenges that would need to be addressed before a trail can be constructed. Finally, on the far western part of the corridor there is a railroad crossing; significant coordination is needed with the railroad operator to ensure a safe crossing that is compliant with the railroad standards. The transition from the FM 1171 east/west corridor to the US 377 north/south corridor is also a conflict point as safe intersection crossings features would be needed and coordination with TxDOT will be important.

Bridge Crossings:

As shown in **Figures 7.3** and **7.4**, a total of three bridge crossings are likely needed along the corridor. There are other areas along the corridor where extending the culvert would suffice. Bridge structures are a significant cost but help to make an overall continuous trail corridor possible.

Environmental Considerations:

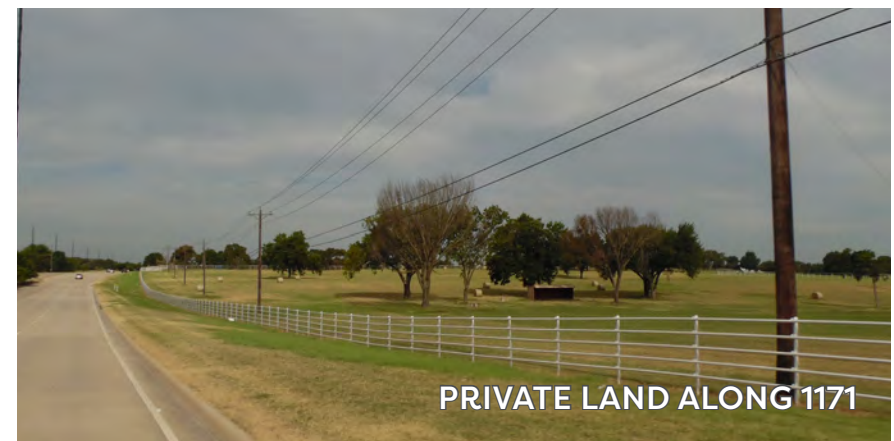
In a preliminary review of environmental features, it was determined that there are no designated historic structures and no critical habitats for threatened or endangered species located within the corridor area. There is one historical cemetery (Shiloh Cemetery) located just to the west of Shiloh Road on the north side of the corridor. Additional coordination with various environmental agencies is likely needed before the project can move forward.



BRIDGE UNDERPASS



BRIDGE CROSSING ALONG 1171



PRIVATE LAND ALONG 1171

FIGURE 7.3: CROSS TIMBERS EAST/WEST CONNECTION CONCEPTUAL ALIGNMENT SEGMENT A

**LEGEND**

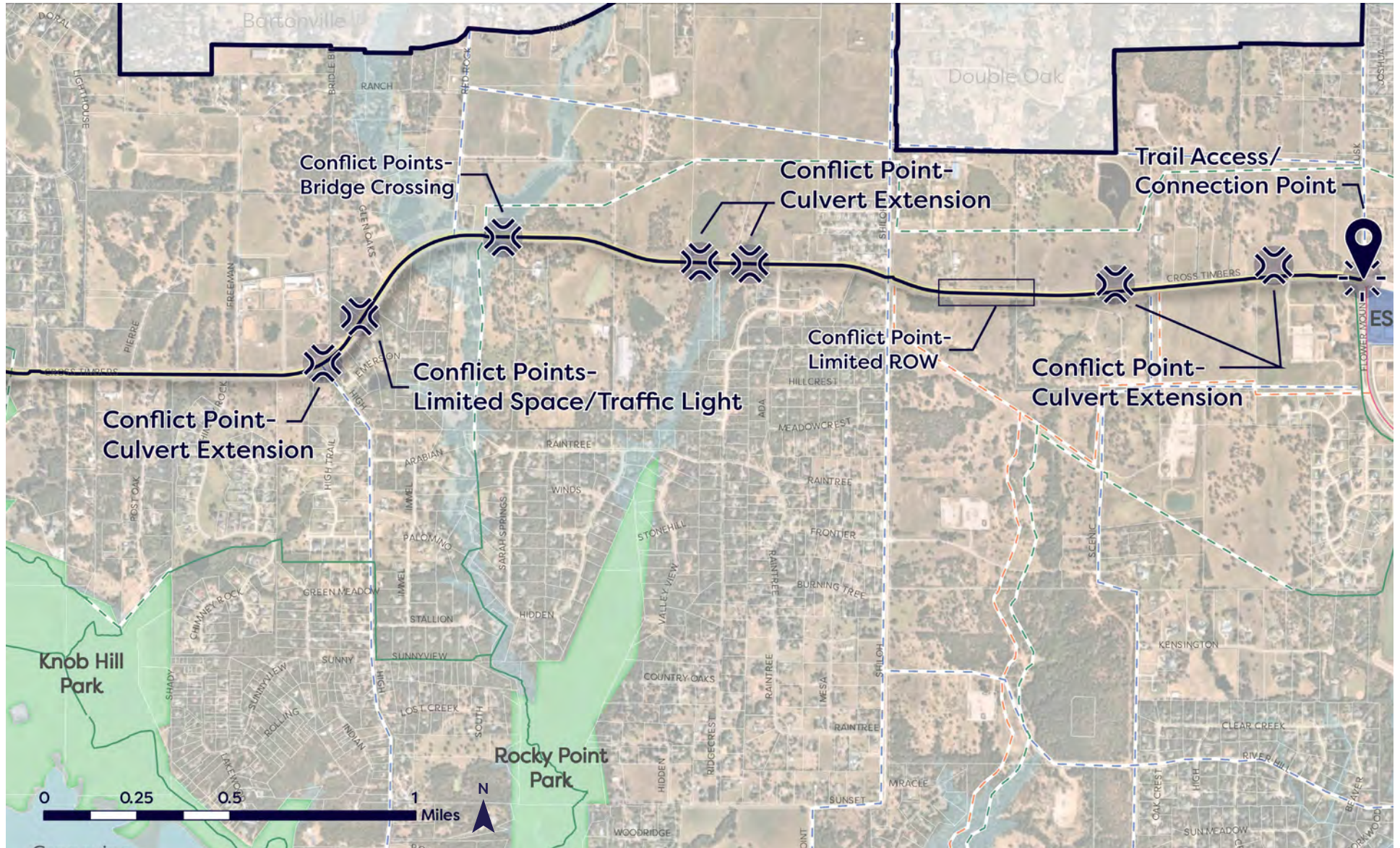
- Flower Mound town limits
- Parks
- Floodplain
- Schools

- Existing Trails and Bikeways
- Proposed Trails and Bikeways
- Multi-Use Trails
- On-Street Bikeways

- U.S Army Corps of Engineers (USACE)
- Equestrian
- Corridor Study Area

- Access Points
- Opportunities
- Conflict Points
- 8'-10' Trail

FIGURE 7.4: CROSS TIMBERS EAST/WEST CONNECTION SEGMENT CONCEPTUAL ALIGNMENT SEGMENT B

**LEGEND**

- Flower Mound town limits
- Parks
- Floodplain
- Schools

- Existing Trails and Bikeways
- Proposed Trails and Bikeways
- Multi-Use Trails
- On-Street Bikeways

- U.S Army Corps of Engineers (USACE)
- Equestrian
- Corridor Study Area

- 📍 Access Points
- ✖ Opportunities
- ✖ Conflict Points
- 8'-10' Trail

ESTIMATES OF PROBABLE COST

The costs shown in **Table 7.1** are at a pre-design and engineering level and are intended to be used as preliminary budgeting estimates. As additional details are determined in future planning, design, and engineering phases, these costs will likely change. See page 226 for a description of each of the categories.

Table 7.1: Corridor 1, Cross Timbers East/West Connection Estimate of Probable Cost

Category	Estimate of Probable Cost
General	\$622,300
Demolition	\$1,436,600
Utilities	\$129,500
Transportation	\$148,000
Grading and Earthwork*	\$116,300
Paving	\$2,974,700
Structures	\$1,593,800
Erosion Control	\$101,300
Landscaping	\$486,600
Lighting and Electric	\$46,600
Irrigation	\$185,200
Subtotal	\$7,840,900
Contingency (20%)	\$1,568,200
Base Bid Total	\$9,409,100
Estimated Annual Trail Maintenance (2%)	\$188,200

Notes: Represents a preliminary cost estimate. Amounts are subject to change with additional planning, design, and engineering. Costs do not include land acquisition or site amenities.

*Grading and Earthwork are preliminary and subject to change based on future performance of in-field survey.



KNOB HILLS TRAIL CONNECTION

CORRIDOR 2: SHILOH ROAD

Shiloh Road from Wichita Trail to northern town boundary

2.5 total miles

CORRIDOR NEED

During the public engagement process, Shiloh Road was noted as a well-traveled corridor by avid cyclists but that the existing conditions are dangerous due to hills and lack of visibility. The corridor connects to the existing bike lane on Wichita Trail and travels north to the town boundary with Double Oak. In order to establish this corridor as a preferred bikeway corridor, the potential for an on-street bikeway accommodation or trail was evaluated as part of this feasibility corridor assessment. This would create a safer route for cyclists already using the corridor and potentially encourage less experienced riders to use the corridor. This corridor would also provide connectivity to the major east/west corridor along Cross Timbers (Corridor 1).

FIGURE 7.5: SHILOH ROAD KEY MAP



EXISTING CONDITIONS

In order to determine whether a pathway is feasible for the entirety of the corridor, on-the-ground assessments were conducted as well as a desktop review of pertinent corridor conditions data.

Property Ownership:

Shiloh Road is a two-lane undivided roadway without curb and gutters. The proposed trail alignment utilizes an existing utility easement before turning south through private property. Due to the property not being owned by the Town, challenges to development of the trail exist unless an easement is acquired or until the property is developed.

Topography:

The topography along the corridor is relatively flat, which makes the corridor ideal for cyclists commuting or recreating.

Floodplain:

The southern extent of the trail, where it connects to Cardinal Rd is within the 100-year floodplain.

Vegetation:

While the trail alignment is generally located through undeveloped land, the vegetation is limited due to the existing land use.



IMPLEMENTATION CONSIDERATIONS

After evaluation of the corridor, it was determined that there was not enough pavement to add a designated bike lane today, and in order to provide a better experience, the trail location is proposed through the undeveloped property on the east side of Shiloh Road. However, if the roadway is reconstructed in the future, a bike lane should be included to provide more separation between cyclists and other trail users, along with a connector sidewalk. There are several considerations related to conflict points and the environment that should be considered if and when this trail is moved to implementation.

Conflict Points:

Conflict points are areas along the corridor that would make it more difficult for trail implementation. **Figure 7.4** depicts the various conflict points located along the Shiloh Road corridor. There are some utility obstructions located along the corridor that would make it difficult to widen the roadway in parts. Additionally, where Sunset Trail turns into Shiloh Road there is a 90 degree turn with limited space on either side of the roadway. Finally, there are a couple of culvert crossings and a drainage swale pipe on the eastern side of the corridor.

Bridge Crossings:

There are no bridge crossings recommended for this corridor as part of the conceptual alignment.

Environmental Considerations:

In a preliminary review of environmental features, it was determined that there are no designated historic structures, no historical cemeteries, and no critical habitats for threatened or endangered species located within the corridor area.

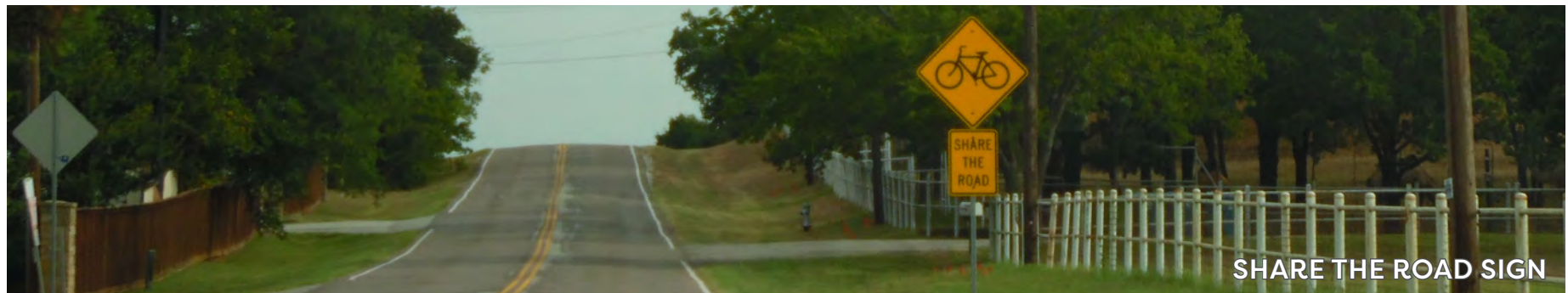


FIGURE 7.6: SHILOH ROAD CONCEPTUAL ALIGNMENT

**LEGEND**

- Flower Mound town limits
- Parks
- Floodplain
- Schools

- Existing Trails and Bikeways
- Proposed Trails and Bikeways
- Multi-Use Trails
- On-Street Bikeways

- Equestrian
- Corridor Study Area

- Access Points
- Opportunities
- Conflict Points

ESTIMATES OF PROBABLE COST

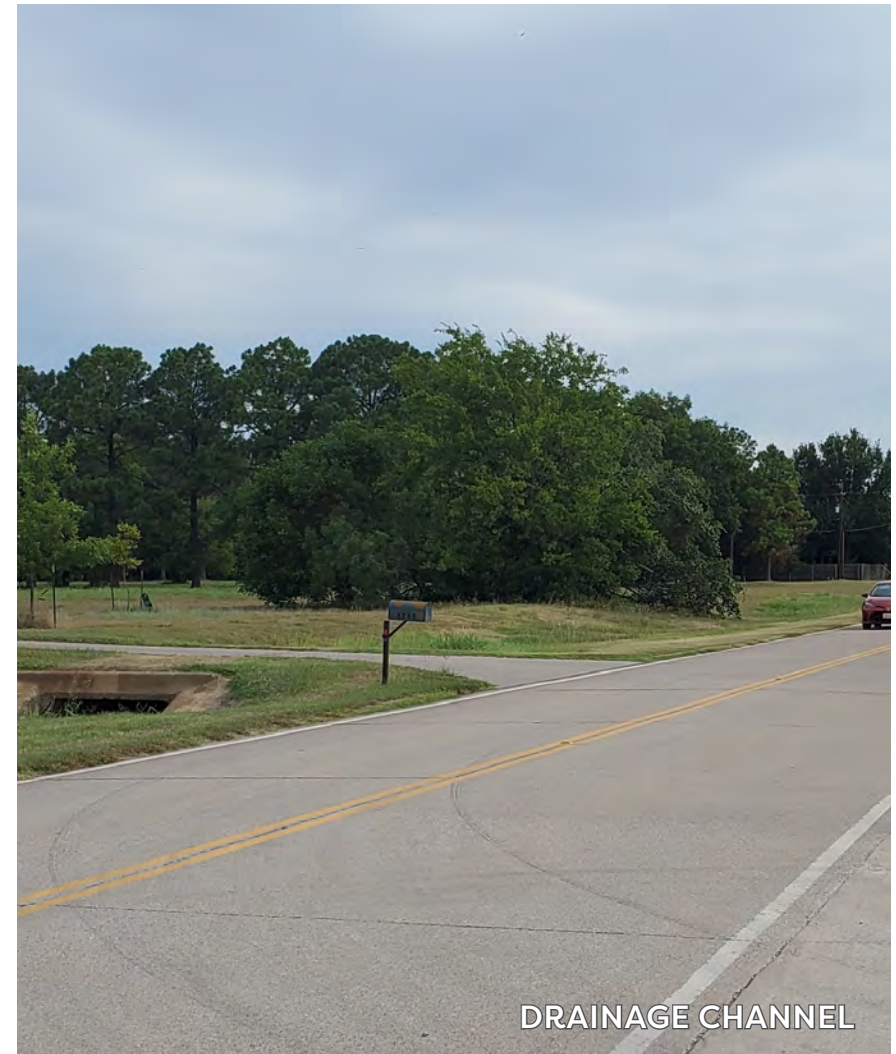
The costs shown in **Table 7.2** are at a pre-design and engineering level and are intended to be used as preliminary budgeting estimates. As additional details are determined in future planning, design, and engineering phases, these costs will likely change. See page 227 for a description of each of the categories.

Table 7.2: Corridor 2, Shiloh Road Estimate of Probable Cost

Category	Estimate of Probable Cost
General	\$256,500
Demolition	\$446,800
Utilities	\$220,800
Transportation	\$27,300
Grading and Earthwork*	\$86,500
Paving	\$880,200
Erosion Control	\$30,600
Landscaping	\$153,900
Irrigation	\$54,800
Subtotal	\$2,157,400
Contingency (20%)	\$431,500
Base Bid Total	\$2,588,900
Estimated Annual Trail Maintenance (2%)	\$51,800

Notes: Represents a preliminary cost estimate. Amounts are subject to change with additional planning, design, and engineering. Costs do not include land acquisition or site amenities.

*Grading and Earthwork are preliminary and subject to change based on future performance of in-field survey.



CORRIDOR 3: LONG PRAIRIE ROAD

Long Prairie Road from border with Grapevine to Flower Mound Road

3.2 total miles

CORRIDOR NEED

Long Prairie Road is identified on NCTCOG's Regional Veloweb, so it has already been identified as an important regional connection to connect Flower Mound with Grapevine and other communities to the south. This corridor segment also travels by the Lakeside DFW mixed-use area and a major employment hub. Both are destinations for Flower Mound residents and visitors from outside the community. Regional standards stipulate that corridors along the Veloweb should be at least 12' in width to allow for multiple user types in a safe manner. Existing trail segments along this corridor have been built in conjunction with new development but the width of these segments is only 8'. Therefore, this corridor evaluation considered whether there was enough right-of-way throughout the corridor to be able to construct a wider trail as stipulated by the Regional Veloweb.

FIGURE 7.7: LONG PRAIRIE ROAD KEY MAP



EXISTING CONDITIONS

In order to determine whether a trail is feasible for the entirety of the corridor, on-the-ground assessments were conducted as well as a desktop review of pertinent corridor conditions data.

Property Ownership:

Long Prairie Road is a six-lane divided road with curb and gutter that runs north – south. There is an existing sidewalk on the west side of Long Prairie Road that backs up to existing subdivisions and development so there is limited ROW for expanding the sidewalk. From Sherri Lane to Aberdeen Drive on the east side of the corridor there is a privately owned parcel of land. Future standards regarding trail and sidewalk width will help create a continuous trail through the corridor. However, most of the east side of the corridor has excessive public ROW making it the ideal side for a future trail.

Topography:

The northern section of this corridor is flat. However, on the west side of Long Prairie Road starting at Spinks Road and moving south there are some challenges with topography. Elevations vary from approximately 530' to 600' above sea level. Although the terrain in this section of the corridor has more elevation than the others, the east side of Long Prairie Road is still the ideal opportunity for a trail.

Floodplain:

None of the corridor is located within the 100-year floodplain.

Vegetation:

The most northern portion of the corridor has little to no vegetation. Most of this section has trees along existing sidepaths. In the southern portion of the corridor where development does not exist starting from Aberdeen Drive there is dense brush, however it is located at least 20 feet away from the road.

IMPLEMENTATION CONSIDERATIONS

As shown in the conceptual alignment map, a trail is recommended on the north and east side of Long Prairie Road to fill in existing trail gaps in the southern part of the corridor and to connect up to Flower Mound Road. There are several considerations related to conflict points, bridge crossings, and the environment that should be considered if and when this corridor is moved to implementation.

Conflict Points:

Conflict points are areas along the corridor that would make it more difficult for trail implementation. **Figure 7.8** depicts the various conflict points located along the Long Prairie Road corridor. There are some utility lines located along the northern portion of the corridor that would make it difficult to build a new trail or expand the existing sidepath. Also, limited ROW that is privately owned contribute to barriers for future implementation. Additionally, the intersection of Long Prairie Road and Lakeside Parkway is a large road crossing that acts as a barrier for a continuous safe trail.

Bridge Crossings:

There are no bridge crossings recommended for this corridor as part of the conceptual alignment.

Environmental Considerations:

In a preliminary review of environmental features, it was determined that there are no designated historic structures, no historical cemeteries, and no critical habitats for threatened or endangered species located within the corridor area.



FIGURE 7.8: LONG PRAIRIE ROAD CONCEPTUAL ALIGNMENT

**LEGEND**

- Flower Mound town limits
- Parks
- Floodplain
- Schools

- Existing Trails and Bikeways
- Proposed Trails and Bikeways
- Multi-Use Trails
- On-Street Bikeways

- U.S Army Corps of Engineers (USACE)
- Equestrian
- Corridor Study Area

- 📍 Access Points
- ✱ Opportunities
- ✱ Conflict Points
- 8'-10' Trail

ESTIMATES OF PROBABLE COST

The costs shown in **Table 7.3** are at a pre-design and engineering level and are intended to be used as preliminary budgeting estimates. As additional details are determined in future planning, design, and engineering phases, these costs will likely change. See page 227 for a description of each of the categories.

Table 7.3: Corridor 3, Long Prairie Road Estimate of Probable Cost

Category	Estimate of Probable Cost
General	\$281,700
Demolition	\$605,700
Transportation	\$93,100
Grading and Earthwork*	\$46,800
Paving	\$1,374,400
Erosion Control	\$38,600
Landscaping	\$194,400
Irrigation	\$71,900
Subtotal	\$2,706,600
Contingency (20%)	\$541,300
Base Bid Total	\$3,247,900
Estimated Annual Trail Maintenance (2%)	\$65,000

Notes: Represents a preliminary cost estimate. Amounts are subject to change with additional planning, design, and engineering. Costs do not include land acquisition or site amenities.

*Grading and Earthwork are preliminary and subject to change based on future performance of in-field survey.



PEDESTRIAN CROSSING AT LAKESIDE

CORRIDOR 4: GASTON PARK/LONG PRAIRIE ROAD

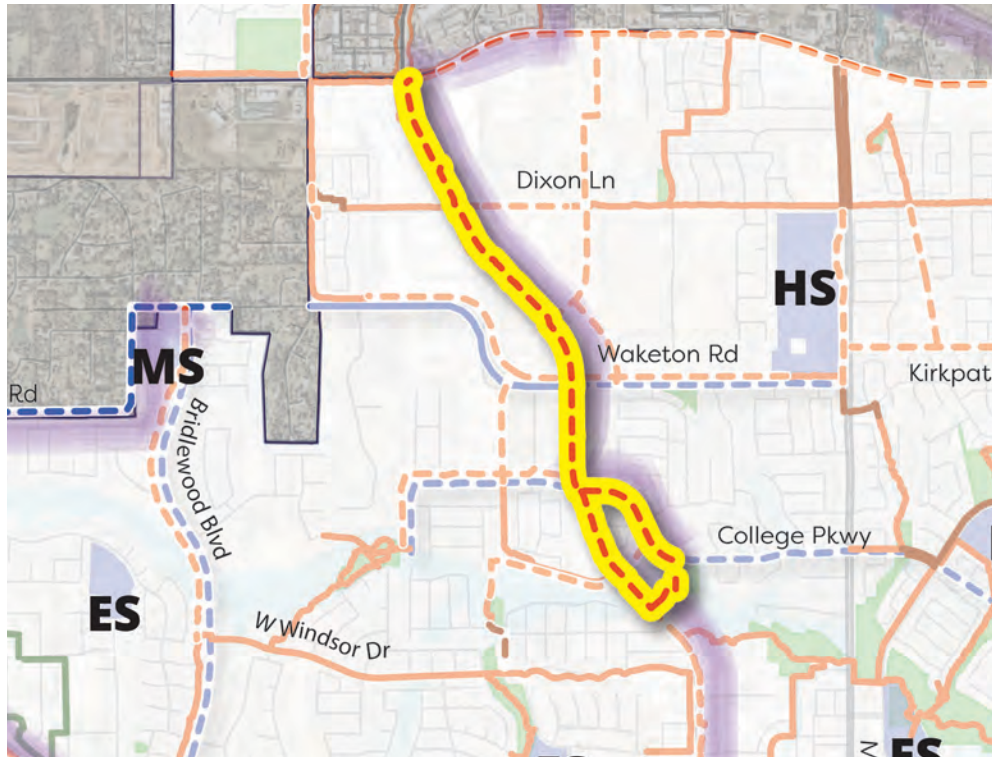
Long Prairie Road from Gaston Park to Justin Road

2.3 total miles

CORRIDOR NEED

The Town is currently in the process of constructing a pedestrian bridge over Timber Creek within Gaston Park. This proposed corridor would provide a connection from that future bridge to Long Prairie Road, which connects to the Riverwalk development to the south and to Highland Village to the north. There are quite a few residential and commercial areas adjacent to the corridor that would benefit from additional bicycle/pedestrian connectivity.

FIGURE 7.9: GASTON PARK/LONG PRAIRIE ROAD KEY MAP



EXISTING CONDITIONS

In order to determine whether a trail is feasible for the entirety of the corridor, on-the-ground assessments were conducted as well as a desktop review of pertinent corridor conditions data.

Property Ownership:

Long Prairie Road is a six-lane divided road with curb and gutter that runs north – south. Part of this corridor also includes a segment of College Parkway that starts at the intersection of Long Prairie Road to Gaston Park. This segment of College Parkway is a divided four-lane road with curb and gutter. Most of the northern section of the corridor has development on both sides of the road; the east side of the road has more public ROW for expansion of the existing pathway and opportunities for a new trail making it more ideal than the west side. Near Gaston Park between Long Prairie Road and College Parkway is publicly owned land which makes it ideal for a future trail connection.

Topography:

The corridor along the east side of Long Prairie Road poses little to no grading issues. The areas that do have some changes in elevation are gentle slope changes. Additionally, the segment along College Parkway is primarily flat. The segment between College Parkway and Long Prairie Road has the most changes in elevation, however it is generally gentle slope change. Elevations vary from approximately 530' to 600' above sea level.

Floodplain:

There is a very small portion of the corridor segment located off of College Parkway that is located in the 100-year floodplain. Otherwise, the majority of the corridor is located outside of the 100-year floodplain.

Vegetation:

There is little vegetation located on the Long Prairie Road and College Parkway segments of this corridor. Where existing sidepaths exist, there are some trees. The segment between College Parkway and Long Prairie Road has dense vegetation.

IMPLEMENTATION CONSIDERATIONS

As shown in the conceptual alignment map, a trail is recommended for the east side of Long Prairie Road from Justin Road to Gaston Park to connect to the future bridge to the RiverWalk Flats. There are several considerations related to conflict points, bridge crossings, and the environment that should be considered if and when this corridor is moved to implementation.

Conflict Points:

Conflict points are areas along the corridor that would make it more difficult for trail implementation. **Figure 7.10** depicts the various conflict points located along the corridor. There are some sections where there is limited ROW on Long Prairie Road, which may require additional easements from adjacent property owners. The north side of the corridor along Long Prairie Road near the commercial development is a drainage swale that could provide a barrier to future expansion of the existing pathway. Moving south along Long Prairie Road there are few conflict points which make it an ideal location for a future trail. The segment along College Parkway has few conflicts points other than vegetation near the existing pathway and the vegetation that covers the future connection between College Parkway and Long Prairie Road.

Bridge Crossings:

As shown in **Figure 7.10**, there are a total of two bridge crossings that are likely needed along the corridor. While bridge structures are costly, they ultimately help to make an overall continuous trail corridor possible. Near the RiverWalk Flats, additional considerations for the bridge include retaining walls to ensure safe crossing for trail users.

Environmental Considerations:

In a preliminary review of environmental features, it was determined that there are no designated historic structures, no historical cemeteries, and no critical habitats for threatened or endangered species located within the corridor area.



GASTON PARK SIGNAGE

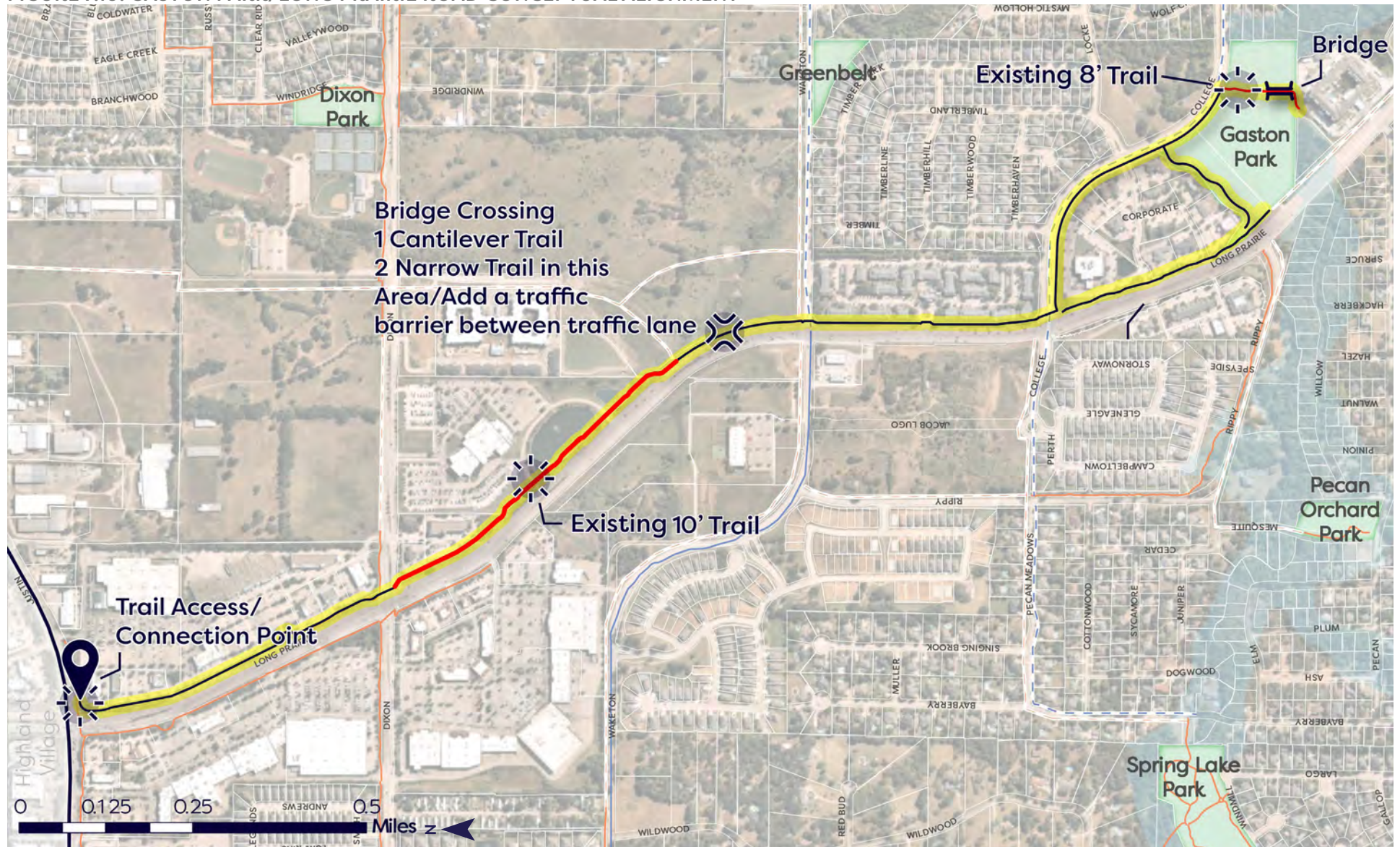


VEHICLE BRIDGE ON LONG PRAIRIE ROAD



FUTURE CONNECTION POINT

FIGURE 7.10: GASTON PARK/LONG PRAIRIE ROAD CONCEPTUAL ALIGNMENT

**LEGEND**

- Flower Mound town limits
- Parks
- Floodplain
- Schools

- Existing Trails and Bikeways
- Proposed Trails and Bikeways
- Multi-Use Trails
- On-Street Bikeways

- U.S Army Corps of Engineers (USACE)
- Equestrian
- Corridor Study Area

- Access Points
- ⊗ Opportunities
- ⊗ Conflict Points
- 8'-10' Trail

ESTIMATES OF PROBABLE COST

The costs shown in **Table 7.4** are at a pre-design and engineering level and are intended to be used as preliminary budgeting estimates. As additional details are determined in future planning, design, and engineering phases, these costs will likely change. See page 227 for a description of each of the categories.

Table 7.4: Corridor 4, Gaston Park/Long Prairie Road Estimate of Probable Cost

Category	Estimate of Probable Cost
General	\$173,200
Demolition	\$399,900
Grading and Earthwork*	\$132,000
Paving	\$608,100
Structures	\$610,000
Erosion Control	\$22,500
Landscaping	\$114,000
Irrigation	\$38,000
Subtotal	\$2,097,700
Contingency (20%)	\$419,500
Base Bid Total	\$2,517,200
Estimated Annual Trail Maintenance (2%)	\$50,300

Notes: Represents a preliminary cost estimate. Amounts are subject to change with additional planning, design, and engineering. Costs do not include land acquisition or site amenities.

*Grading and Earthwork are preliminary and subject to change based on future performance of in-field survey.



PATHWAY BY HIGHLAND RANCH SHOPPING CENTER

CORRIDOR 5: TIMBER CREEK

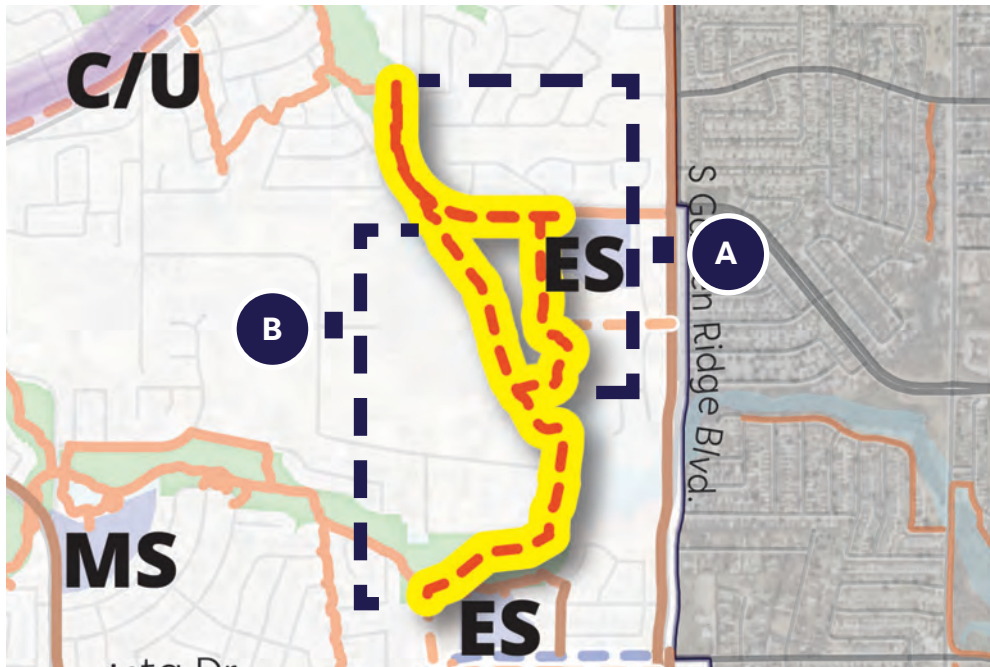
Rustic Timbers Park to Lawson Park

1.8 total miles

CORRIDOR NEED

Overall, the Pink Evening Primrose Trail in Flower Mound is fairly disjointed. There are some connected segments in the north but then several disjointed segments in the south. The Timber Creek corridor area would provide a connection from Rustic Timbers Park to the north, along the future Kirkpatrick Lane extension, through a utility easement, through the Flower Mound Tree Farm, and end at Lawson Park. This connection would create a much more continuous stretch of trail along the Pink Evening Primrose and also connect two elementary schools and several parks. There are also opportunities to connect into the Lewisville trail system along this corridor. Option A would follow more closely to the elementary school and Option B would follow the utility easement to the south. Only one option would be necessary to make the connection.

FIGURE 7.11: TIMBER CREEK KEY MAP



EXISTING CONDITIONS

In order to determine whether a trail is feasible for the entirety of the corridor, on-the-ground assessments were conducted as well as a desktop review of pertinent corridor conditions data.

Property Ownership:

This corridor is located near Timber Creek on the east side of Flower Mound and is located away from any roadways. The parcels this corridor would run through are a mix of public and privately owned. Due to not all the land being publicly owned, it poses a challenge for development of this corridor unless easements are acquired.

Topography:

The topography along the corridor map poses challenges for future trail implementation. Near Vickery Elementary School there is some gentle elevation change. Elevations vary from approximately 520' to 540' above sea level. There are peak rings dispersed throughout that represent more steep elevation changes. Most of these elevation changes are near Timber Creek that runs through the corridor.

Floodplain:

Most of this corridor is located in the 100-year floodplain since it is adjacent to Timber Creek. The segment that starts at Kirkpatrick Lane near the elementary school is the only segment that is not within the 100-year floodplain.

Vegetation:

Majority of this corridor has dense vegetation as much of the area is undeveloped.

IMPLEMENTATION CONSIDERATIONS

As shown in the conceptual alignment map, Option A shows a trail along the west side of the future Kirkpatrick Lane extension and then through the utility easement on the western side of the creek. Connections will be made to Rustic Timbers Park, Vickery Elementary School, and Lawson Park. Option B goes behind Vickery Elementary School and connects to Garden Ridge and Forest Vista Drive to connect back to the tree farm. There are several considerations related to conflict points, bridge crossings, and the environment that should be considered if and when this corridor is moved to implementation.

Conflict Points:

Conflict points are areas along the corridor that would make it more difficult for trail implementation. **Figure 7.12** depicts the various conflict points located along the Timber Creek Corridor. The new road extension on Kirkpatrick Lane in the northern part of the trail corridor could result in a bridge connection for users. The rest of the conflict areas include the corridor near Timber Creek that has existing dense vegetation, steep slopes, parcels that are privately owned, and parcels that are located in the 100-year floodplain.

Bridge Crossings:

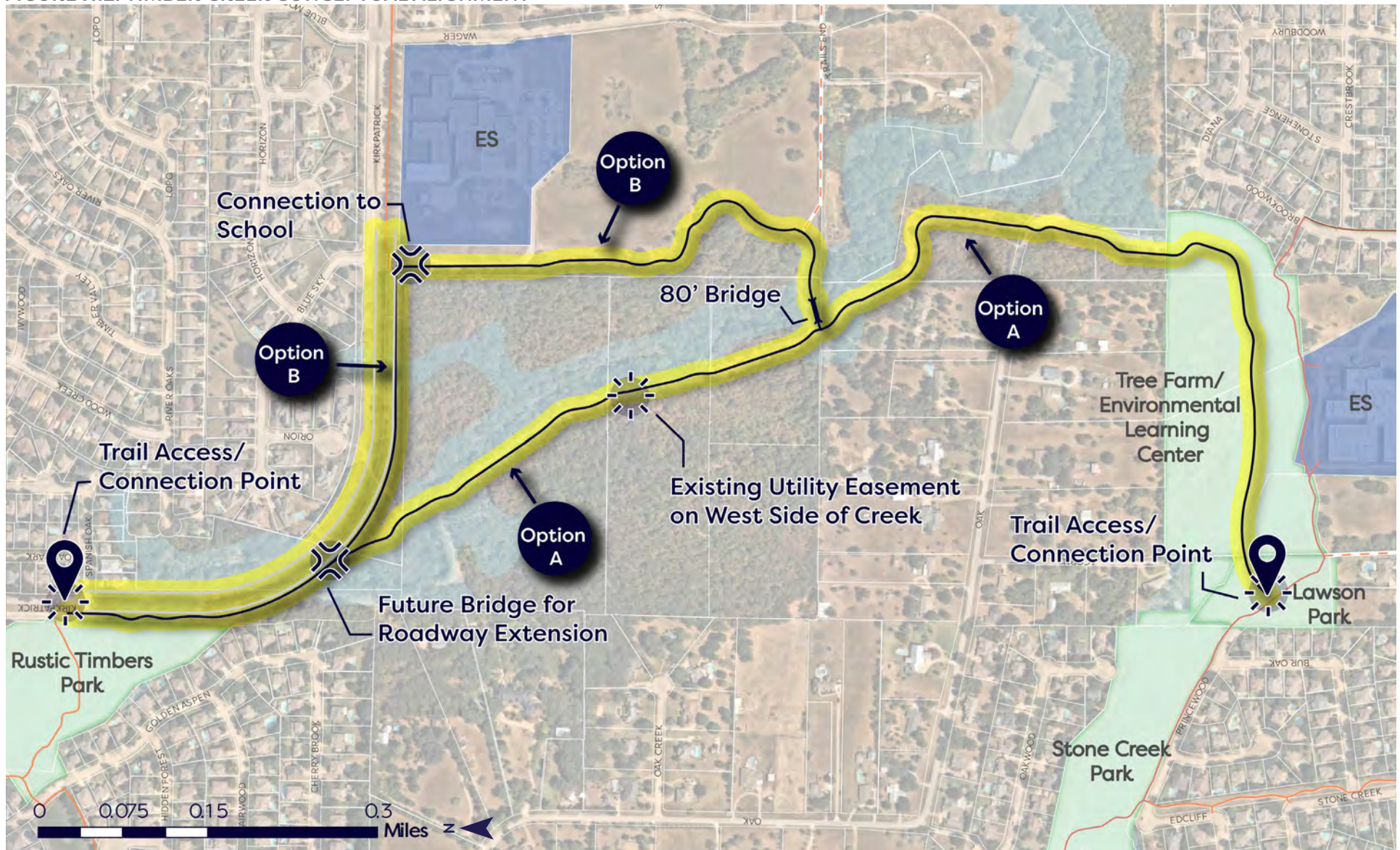
As shown in **Figure 7.12**, one bridge is needed in Option A and one bridge is needed in Option B. Bridge structures in this corridor are necessary to ensure a safe continuous trail corridor that is comfortable for users. Although bridges are a costly amenity, they are necessary for the success of this corridor.

Environmental Considerations:

In a preliminary review of environmental features, it was determined that there are no designated historic structures, no historical cemeteries, and no critical habitats for threatened or endangered species located within the corridor area.



FIGURE 7.12: TIMBER CREEK CONCEPTUAL ALIGNMENT

**LEGEND**

- Flower Mound town limits
- Parks
- Floodplain
- Schools

- Existing Trails and Bikeways
- Proposed Trails and Bikeways
- Multi-Use Trails
- On-Street Bikeways

- U.S Army Corps of Engineers (USACE)
- Equestrian
- Corridor Study Area

- Access Points
- Opportunities
- Conflict Points
- 8'-10' Trail

ESTIMATES OF PROBABLE COST

The costs shown in **Table 7.5** are at a pre-design and engineering level and are intended to be used as preliminary budgeting estimates. As additional details are determined in future planning, design, and engineering phases, these costs will likely change. See page 227 for a description of each of the categories.

Table 7.5: Corridor 5, Timber Creek Estimate of Probable Cost

Category	Estimate of Probable Cost	
	Option A	Option B
General	\$141,000	\$141,000
Demolition	\$201,500	\$241,800
Transportation	n/a	\$2,500
Grading and Earthwork*	\$92,200	\$92,200
Paving	\$440,600	\$523,600
Structures	n/a	\$245,000
Erosion Control	\$35,000	\$40,000
Landscaping	\$89,200	\$101,500
Irrigation	\$27,500	\$32,700
Subtotal	\$1,027,000	\$1,420,300
Contingency (20%)	\$205,400	\$284,000
Base Bid Total	\$1,232,400	\$1,704,300
Estimated Annual Trail Maintenance (2%)	\$24,600	\$34,100

Notes: Represents a preliminary cost estimate. Amounts are subject to change with additional planning, design, and engineering. Costs do not include land acquisition or site amenities.

*Grading and Earthwork are preliminary and subject to change based on future performance of in-field survey.



OPTION A CORRIDOR

ESTIMATES OF PROBABLE COST CATEGORY DESCRIPTIONS

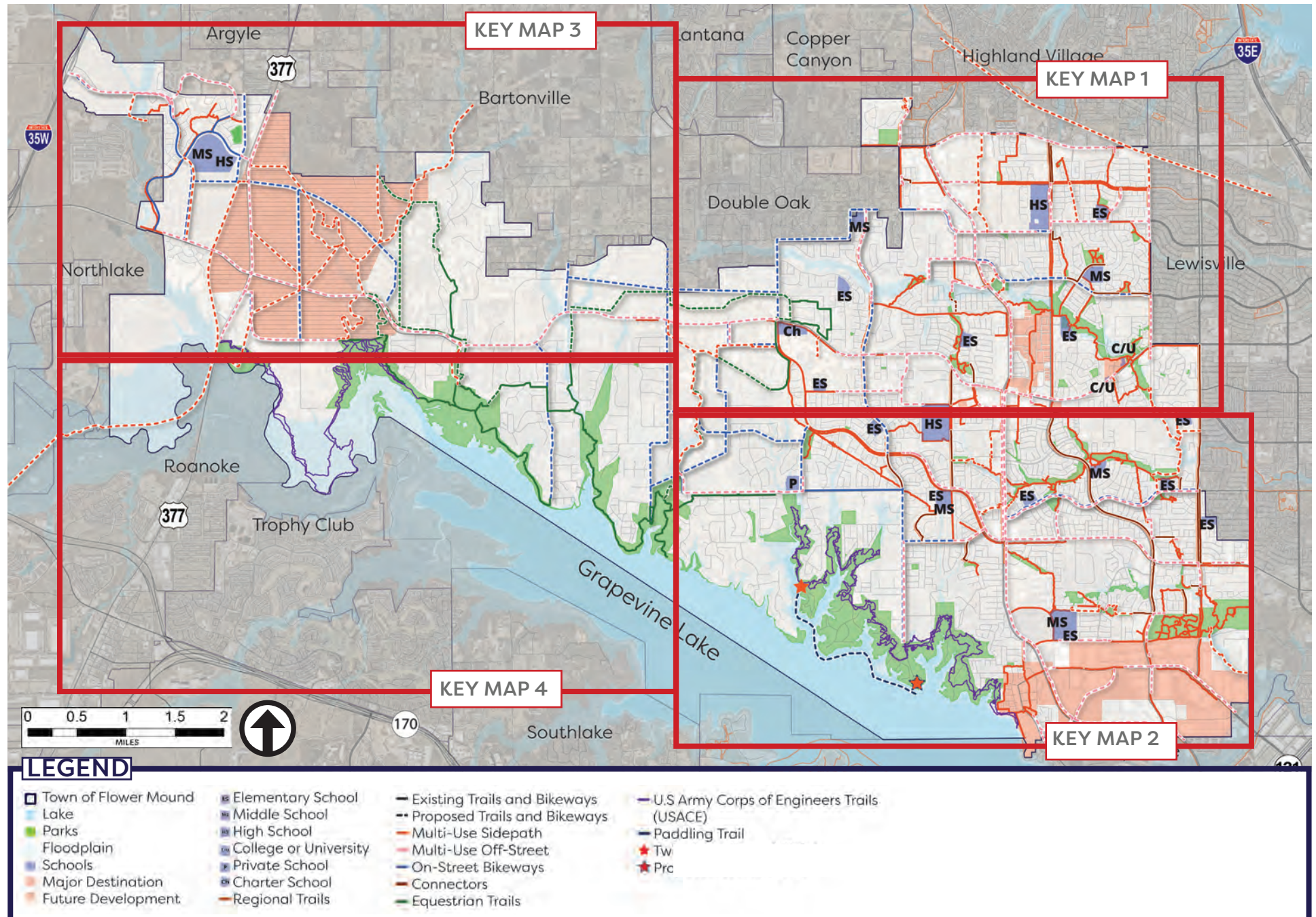
The following table includes descriptions of each of the categories included in the feasibility corridor estimates of probable cost. Not all of the elements listed in each category are applicable for each corridor.

Cost Estimate Category Descriptions

Category	Description
General	Mobilization, SWPPP Controls and Maintenance, Barricades, Signs and Traffic Handling, Aluminum Trail Signage and Posts, Emergency Signage (1/4 mile increments)
Demolition	Tree Protection, Preparing ROW, Removal of Concrete/Gravel/Concrete Embankment, Debris Removal, Relocate Small or Large Utility, Adjust Small or Large Utility, Relocate Existing Signs
Utilities	Culvert Pipe, Box Culvert Pipe, Headwalls
Transportation	Crosswalks, ADA Curb Ramps, Signage
Grading and Earthwork	Excavation, Embankment, Import/Export of Fill, Floodplain Mitigation Excavation, Backfilling Pavement Edges
Paving	Concrete Paving (6" Thickness), Concrete Curb and Gutter (6" Reinforced), 4" Solid White Pavement Markings (Surface Preparation, Sealer, Complete in Place)
Structures	Prefabricated Steel Truss Span Bridge, Cast-in-Place Cantilever Retaining Wall, Pedestrian Bridge Concrete Abutment, Boardwalk Concrete Abutment, Permatrak Precast Concrete Boardwalk, Permatrak Concrete Drill Shaft Boardwalk Piers
Erosion Control	Silt Fence (Install and Remove), Erosion Control Logs, Temporary Construction Entrance/Exit (Install and Remove)
Landscaping	Enhanced Planting Areas (Shade Trees, Ornamental Trees, and Shrubs), Area of Revegetation, Plant Maintenance
Lighting and Electric	Type B Solar Collector, Battery, Pole, Type B Remote Luminaire, Ground Box with Apron, Wiring, Disconnect Switch
Irrigation	Temporary/Permanent Irrigation

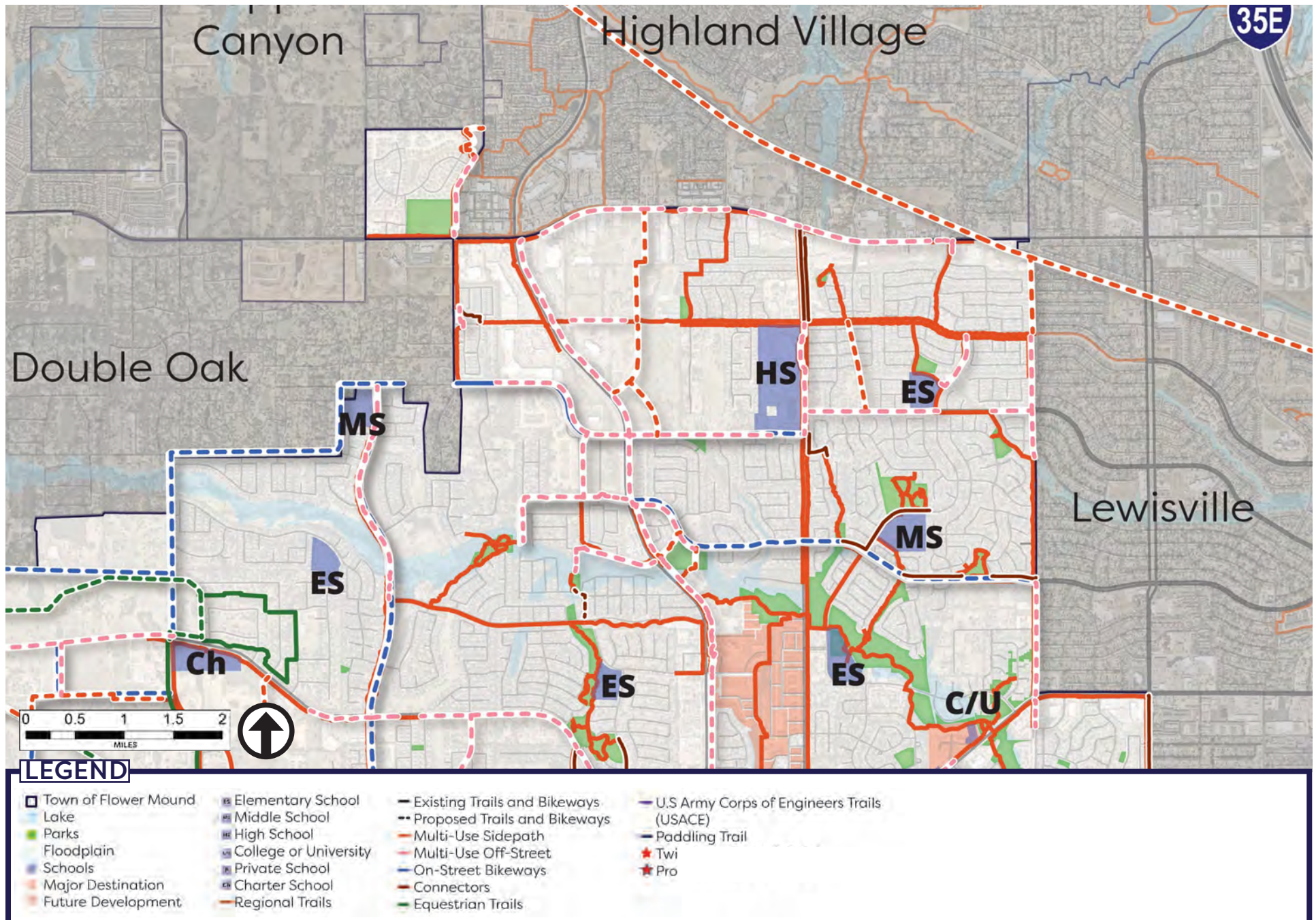
APPENDIX E: DETAILED MAPS

FLOWER MOUND EXISTING AND PROPOSED KEY NETWORK MAP



229 Flower Mound Trails and Bikeways Master Plan

FLOWER MOUND EXISTING AND PROPOSED NETWORK: KEY MAP 1

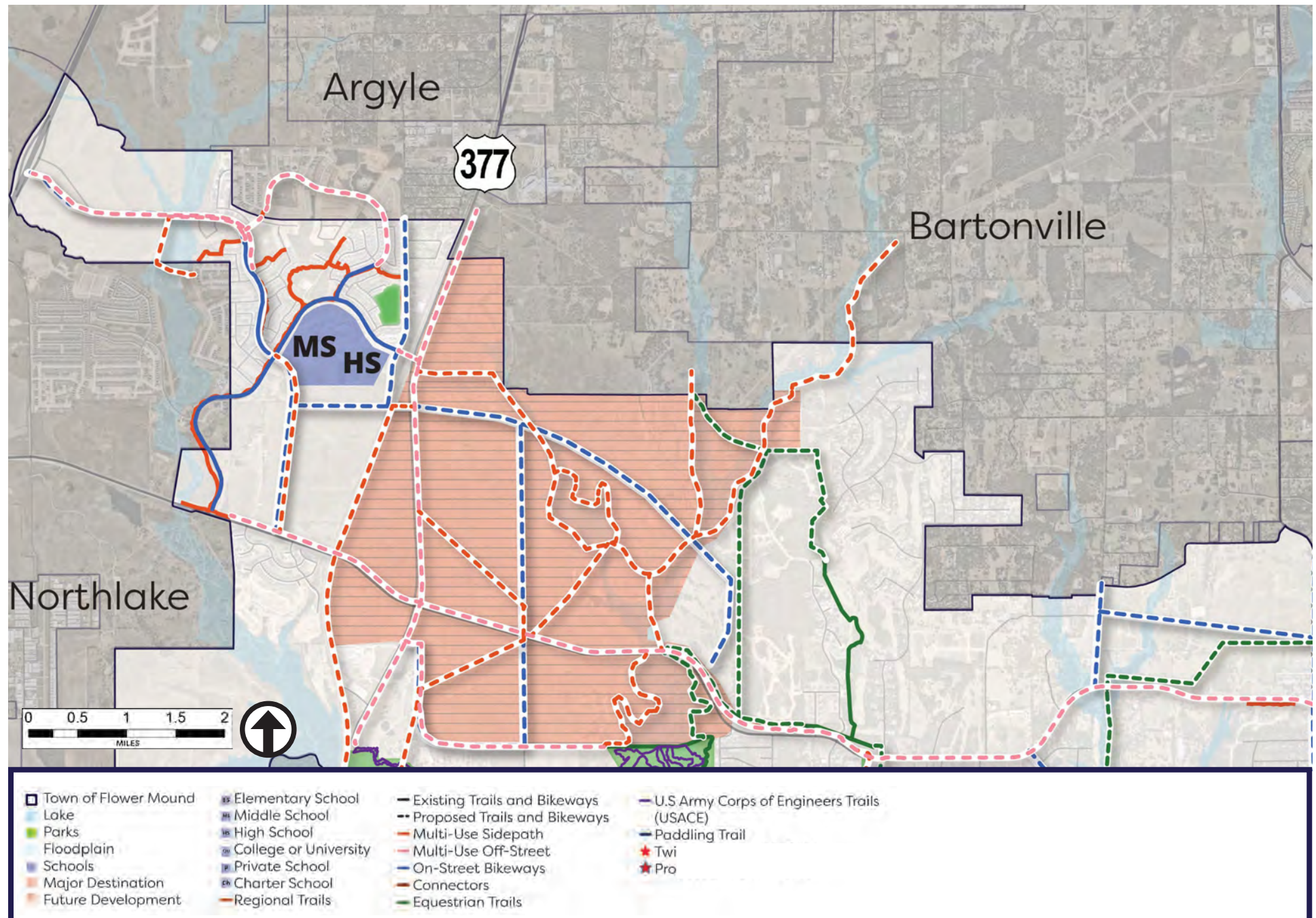


FLOWER MOUND EXISTING AND PROPOSED NETWORK: KEY MAP 2

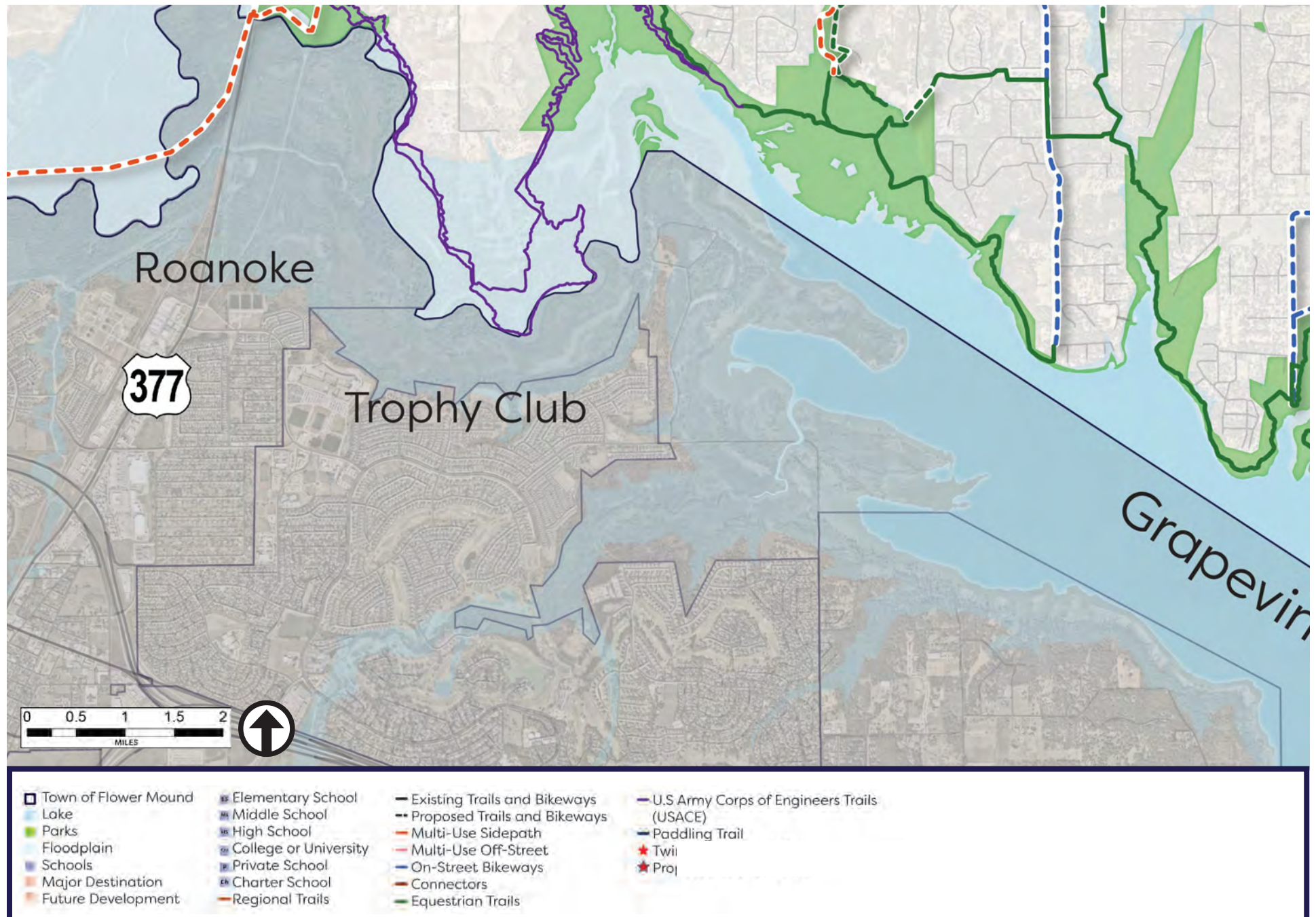


231 Flower Mound Trails and Bikeways Master Plan

FLOWER MOUND EXISTING AND PROPOSED NETWORK: KEY MAP 3



FLOWER MOUND EXISTING AND PROPOSED NETWORK: KEY MAP 4







TOWN COUNCIL AGENDA ITEM NO. 12

REGULAR ITEM

DATE: August 22, 2022

FROM: Kay Wilkinson, Budget Officer

ITEM: **Public Hearing to consider the proposed budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023.**

BACKGROUND INFORMATION: The Town is required by Section 102.006 of the Texas Local Government Code and Section 9.07 of the Town Charter to hold a public hearing on the proposed budget. During the public hearing on the proposed budget, all interested persons shall be given an opportunity to be heard for or against any item, or the amount of any item, therein contained.

The Fiscal Year 2022-2023 Proposed Budget was filed with the Town Secretary and distributed to the Town Council on July 29, 2022. The proposed budget is on file for review at Town Hall, the Library, and the Town's internet website. Town Council received a presentation of the proposed budget during the Town Council Work Session on August 18, 2022.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS: N/A

DRAFT MOTION: No action is required by the Town Council on this item.



TOWN COUNCIL AGENDA ITEM NO. 13

REGULAR ITEM

DATE: August 22, 2022

FROM: Kay Wilkinson, Director of Budget Services

ITEM: **Public Hearing by the Town Council acting as the Board of Directors for the Town of Flower Mound Crime Control and Prevention District to consider the Flower Mound Crime Control and Prevention District proposed budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023.**

BACKGROUND INFORMATION: Section 363.204 of the local government code requires a public hearing to consider the proposed annual budget of the Crime Control and Prevention District (Crime District). In addition, at the March 3, 2008, Town Council meeting, the Town Council acting as the Board of Directors for the Crime District, adopted alternative budget procedures for the Crime District to follow the procedures and public hearing requirements for the Town's annual budget process.

The Fiscal Year 2022-2023 Crime District Proposed Budget was filed with the Town Secretary and distributed to the Town Council on July 29, 2022. The proposed budget is on file for review at Town Hall, the Library, and the Town's internet website. Town Council received a presentation of the proposed budget during the Town Council Work Session on August 18, 2022.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS: N/A

DRAFT MOTION: No action is required by the Town Council on this item.



TOWN COUNCIL AGENDA ITEM NO. 14

REGULAR ITEM

DATE: August 22, 2022

FROM: Kay Wilkinson, Director of Budget Services

ITEM: **Public Hearing by the Town Council acting as the Board of Directors for the Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District to consider the Flower Mound Fire Control, Prevention, and Emergency Medical Services District proposed budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023.**

BACKGROUND INFORMATION: Section 344.204 of the local government code requires a public hearing to consider the proposed annual budget of the Fire Control, Prevention, and Emergency Medical Services District (Fire District). In addition, at the March 3, 2008, Town Council meeting, the Town Council acting as the Board of Directors for the Fire District, adopted alternative budget procedures for the Fire District to follow the procedures and public hearing requirements for the Town's annual budget process.

The Fiscal Year 2022-2023 Fire District Proposed Budget was filed with the Town Secretary and distributed to the Town Council on July 29, 2022. The proposed budget is on file for review at Town Hall, the Library, and the Town's internet website. Town Council received a presentation of the proposed budget during the Town Council Work Session on August 18, 2022.

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: N/A

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS: N/A

DRAFT MOTION: No action is required by the Town Council on this item.



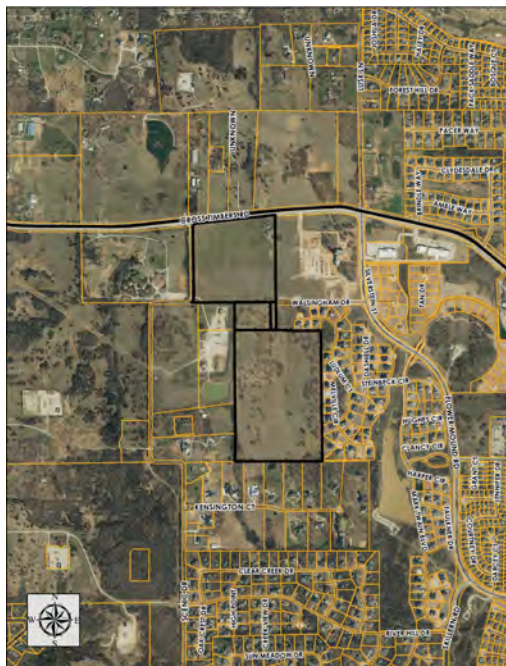
TOWN COUNCIL AGENDA ITEM NO. 16

REGULAR ITEM

DATE: August 22, 2022

FROM: Poornima Kashyap, Principal Planner

ITEM: Consider a request for a Development Plan (DP21-0005 – Townlake Phase Five and Six) to develop a residential subdivision. The property is generally located south of Cross Timbers Road and east of Scenic Drive. *(The Planning and Zoning Commission recommended approval by a vote of 5 to 0 at its August 15, 2022, meeting.)*



SUMMARY DATA:

- Size – 107.262 acres
- Density – 65 Buildable Lots for a density of 0.97 units per 1.6 acre (Cluster development allows a maximum of 1 unit per 1.6 acres)
- SMARTGrowth – Passed
- Traffic Analysis – Passed, based on the TA completed with the previous zoning application.
- Exceptions – None
- Incentives – N/A

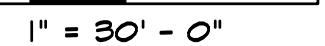
BACKGROUND INFORMATION: Below is the link for the Planning and Zoning Commission (P&Z) report and backup for this item. Attached to this staff report is the Landscape Plan set that was inadvertently left out of the P&Z packet.

ATTACHMENTS:

1. Landscape Plan
2. [Planning and Zoning Commission Staff Report Link](#)

LEGAL REVIEW: N/A

DRAFT MOTION: Move to approve as presented in the agenda caption.



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Town of Flower Mound, Denton County, Texas

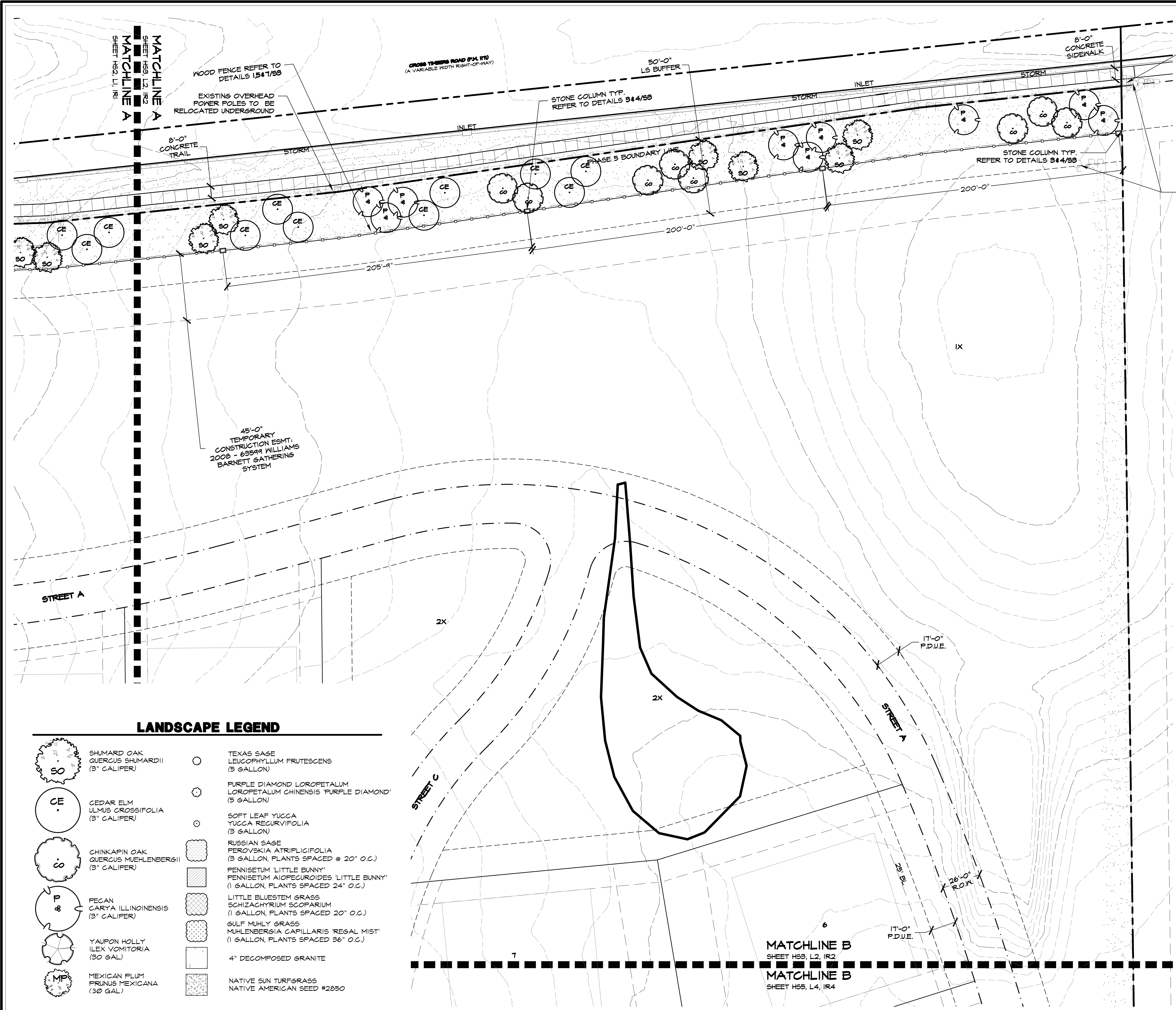
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L1 of 14



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	CEDAR ELM ULMUS CROSSIFOLIA (3" CALIPER)		PURPLE DIAMOND LOROPETALUM LOROPETALUM CHINENSIS 'PURPLE DIAMOND' (3 GALLON)
	CHINKAPIN OAK QUERCUS MUEHLENBERGII (3" CALIPER)		SOFT LEAF YUCCA YUCCA RECURVIFOLIA (3 GALLON)
	PECAN CARYA ILLINOINENSIS (3" CALIPER)		RUSSIAN SAGE PEROVSKIA ATRIPICIFOLIA (3 GALLON, PLANTS SPACED @ 20" O.C.)
	YAUPOON HOLLY ILEX VOMITORIA (30 GAL)		PENNISETUM 'LITTLE BUNNY' PENNISETUM AIOPEUROIDES 'LITTLE BUNNY' (1 GALLON, PLANTS SPACED 24" O.C.)
	MEXICAN PLUM FRUNUS MEXICANA (30 GAL)		LITTLE BLUESTEM GRASS SCHIZACHYRIUM SCOPARIUM (1 GALLON, PLANTS SPACED 20" O.C.)
			GULF MUHLY GRASS MUEHLENBERGIA CAPILLARIS 'REGAL MIST' (1 GALLON, PLANTS SPACED 36" O.C.)
			4" DECOMPOSED GRANITE
			NATIVE SUN TURFGRASS NATIVE AMERICAN SEED #2850

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STUDIO 13
DESIGN GROUP

Studio 13 Design Group, PLLC.
386 W. Main Street
Lewisville, Texas 75057
469-635-1909
TBAE Firm #BR643

REGISTERED LANDSCAPE ARCHITECT
LEONARD W. REYES
STATE OF TEXAS
1977
January 26, 2022

NORTH

30 15 0 30

1" = 30' - 0"

Bar is one inch on original drawing. If not one inch on this sheet, adjust scale as necessary.

One Inch

LANDSCAPE AND SCREENING

Landscape Plan

Townlake, Ph. 5

Town of Flower Mound, Denton County, Texas

PLAN REVIEW REVISIONS	BY	DATE

PROJECT

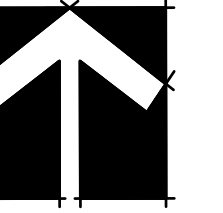
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L2 of 14

ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE SOUTHERN PORTION OF WALSHINGHAM DR. TO BE INSTALLED PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR TOWNLAKE PHASE II, R016-0014.

ALL DISTURBED AREAS TO BE DRILL SEEDED WITH NATIVE SUN TURF MIX



RTH

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LANDSCAPE AND SCREENING

Landscape Plan

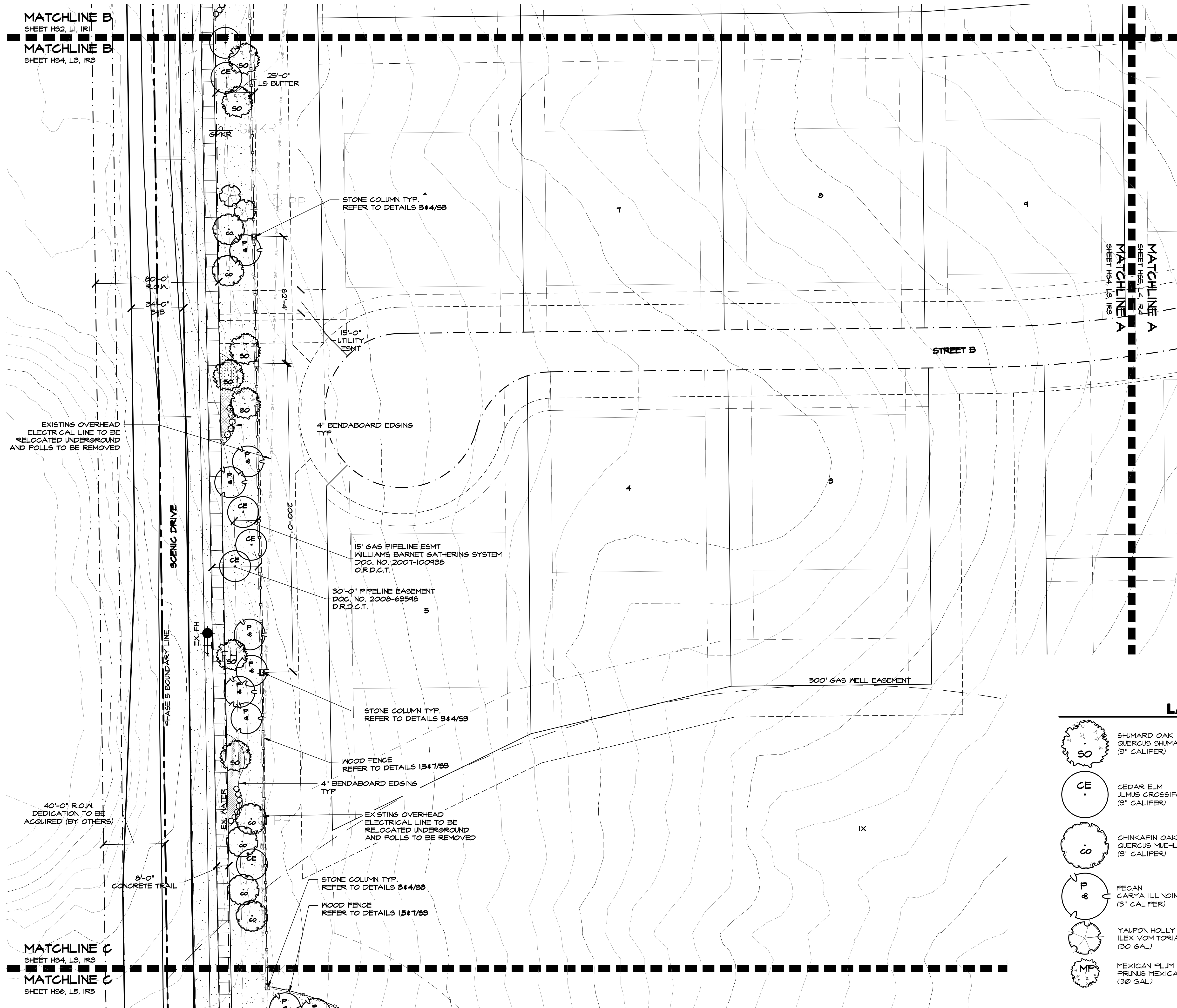
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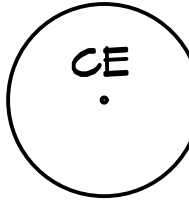
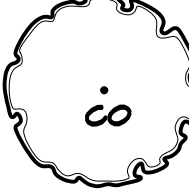
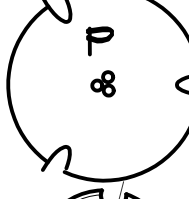
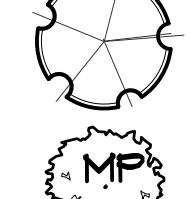
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L3 of 14



LANDSCAPE LEGEND

	SHUMARD OAK QUERCUS SHUMARDII (3" CALIPER)		TEXAS SAGE LEUCOPHYLLUM FRUTESCENS (5 GALLON)
	CEDAR ELM ULMUS CROSSIFOLIA (3" CALIPER)		PURPLE DIAMOND LOROPETALUM LOROPETALUM CHINENSIS 'PURPLE DIAMOND' (5 GALLON)
	CHINKAPIN OAK QUERCUS MUEHLENBERGII (3" CALIPER)		SOFT LEAF YUCCA YUCCA RECURVIFOLIA (3 GALLON)
	PECAN CARYA ILLINOINENSIS (3" CALIPER)		RUSSIAN SAGE PEROVSKIA ATRIPLEGIFOLIA (3 GALLON, PLANTS SPACED @ 20" O.C.)
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			GULF MUHLY GRASS MUEHLENBERGIA CAPILLARIS 'REGAL MIST' (1 GALLON, PLANTS SPACED 36" O.C.)
			4" DECOMPOSED GRANITE
			NATIVE SUN TURFGRASS NATIVE AMERICAN SEED #2850

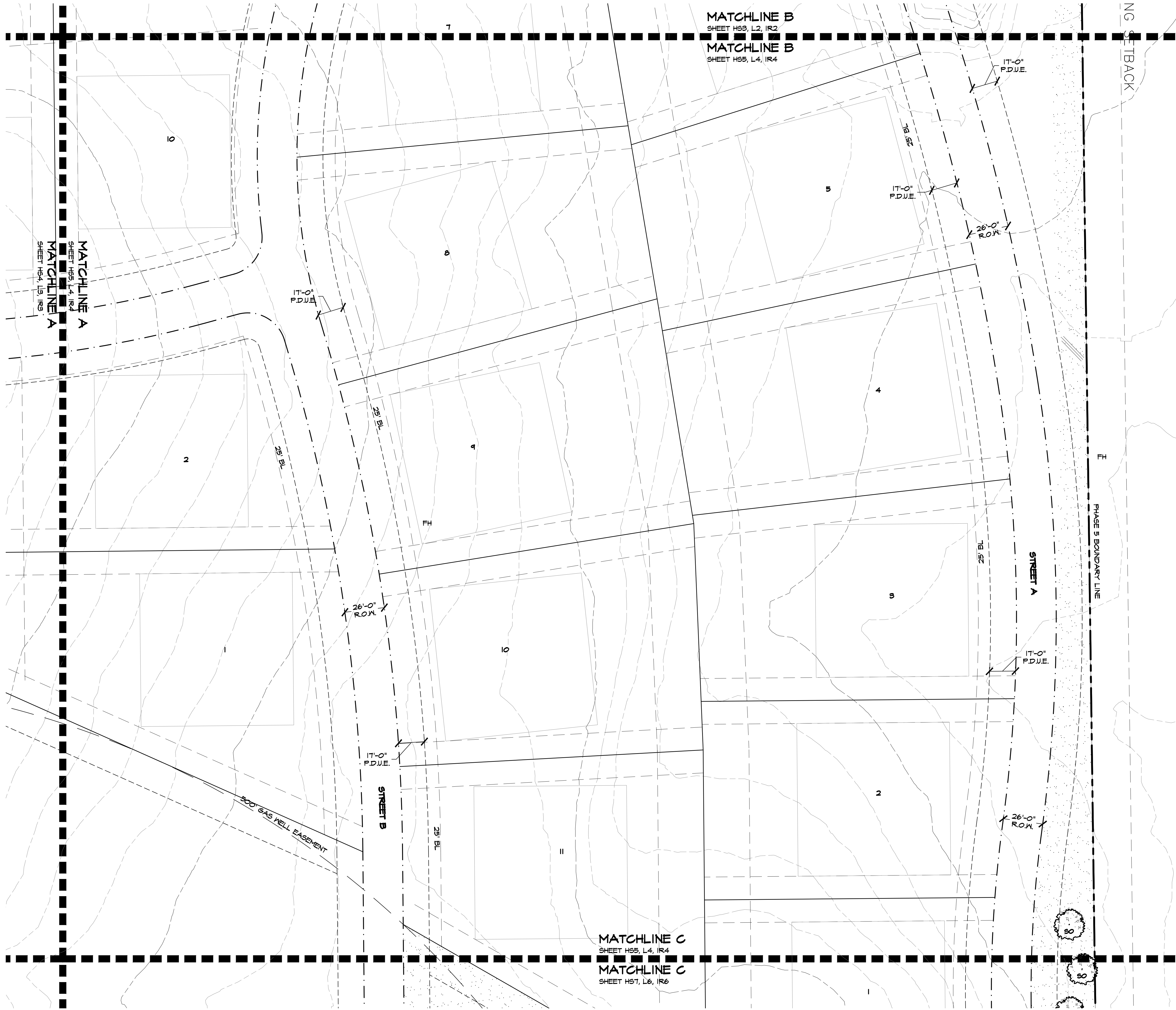
ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE SOUTHERN PORTION OF WALSINGHAM DR. TO BE INSTALLED PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR TOWNLAKE PHASE II, RC16-0014.

ALL DISTURBED AREAS
TO BE DRILL SEEDING
WITH NATIVE SUN TURF
MIX

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Plotted by: Station17 Plot Date: 6/29/2022 1:04 PM



ALL DISTURBED AREAS
TO BE DRILL SEED
WITH NATIVE SUN TURF
MIX

LANDSCAPE LEGEND

- SHUMARD OAK
QUERCUS SHUMARDII
(3" CALIPER)
- CEDAR ELM
ULMUS CROSSIFOLIA
(3" CALIPER)
- CHINKSPIN OAK
QUERCUS MUEHLENBERGII
(3" CALIPER)
- PECAN
CARYA ILLINOINENSIS
(3" CALIPER)
- YAUPOH HOLLY
ILEX VOMITORIA
(30 GAL)
- MEXICAN PLUM
PRUNUS MEXICANA
(30 GAL)
- TEXAS SAGE
LEUCOPHYLLUM FRUTESCENS
(3 GALLON)
- PURPLE DIAMOND LOROPETALUM
LOROPETALUM CHINENSIS 'PURPLE DIAMOND'
(5 GALLON)
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- GULF MUHLY GRASS
MUHLENBERGIA CAPILLARIS 'REGAL MIST'
(1 GALLON, PLANTS SPACED 36" O.C.)
- 4" DECOMPOSED GRANITE
- NATIVE SUN TURF GRASS
NATIVE AMERICAN SEED #2850

ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE
SOUTHERN PORTION OF WALSHINGHAM DR. TO BE INSTALLED
PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR
TOWNLAKE PHASE II, R016-0014.

STUDIO 13
DESIGN GROUP

Studio 13 Design Group, PLLC.
386 W. Main Street
Lewisville, Texas 75057
469-635-1909

TBAE Firm #BR643

June 26, 2022

NORTH

1" = 30' - 0"

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sheet, adjust scale as necessary.

One Inch

LANDSCAPE AND SCREENING

Landscape Plan

Townlake, Ph. 5

Town of Flower Mound, Denton County, Texas

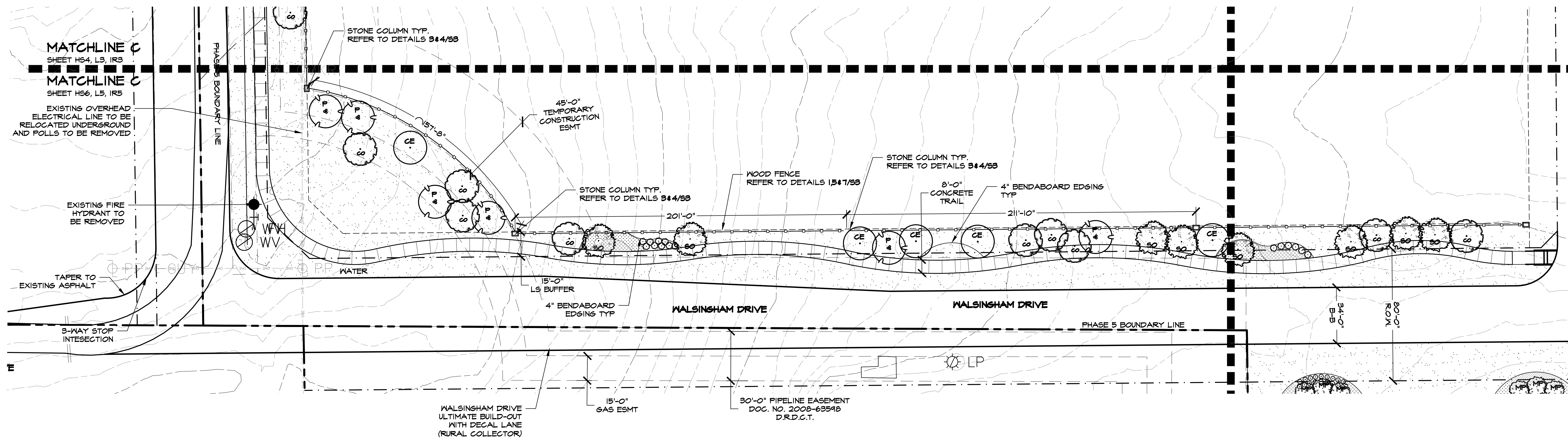
PLAN REVIEW REVISIONS	BY	DATE

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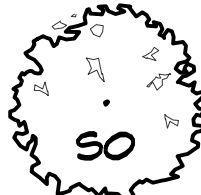
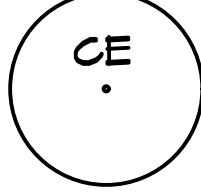
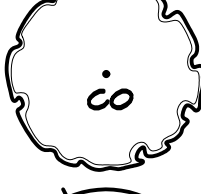
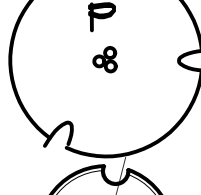
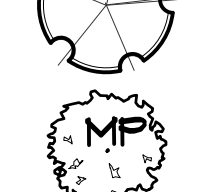
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LANDSCAPE LEGEND

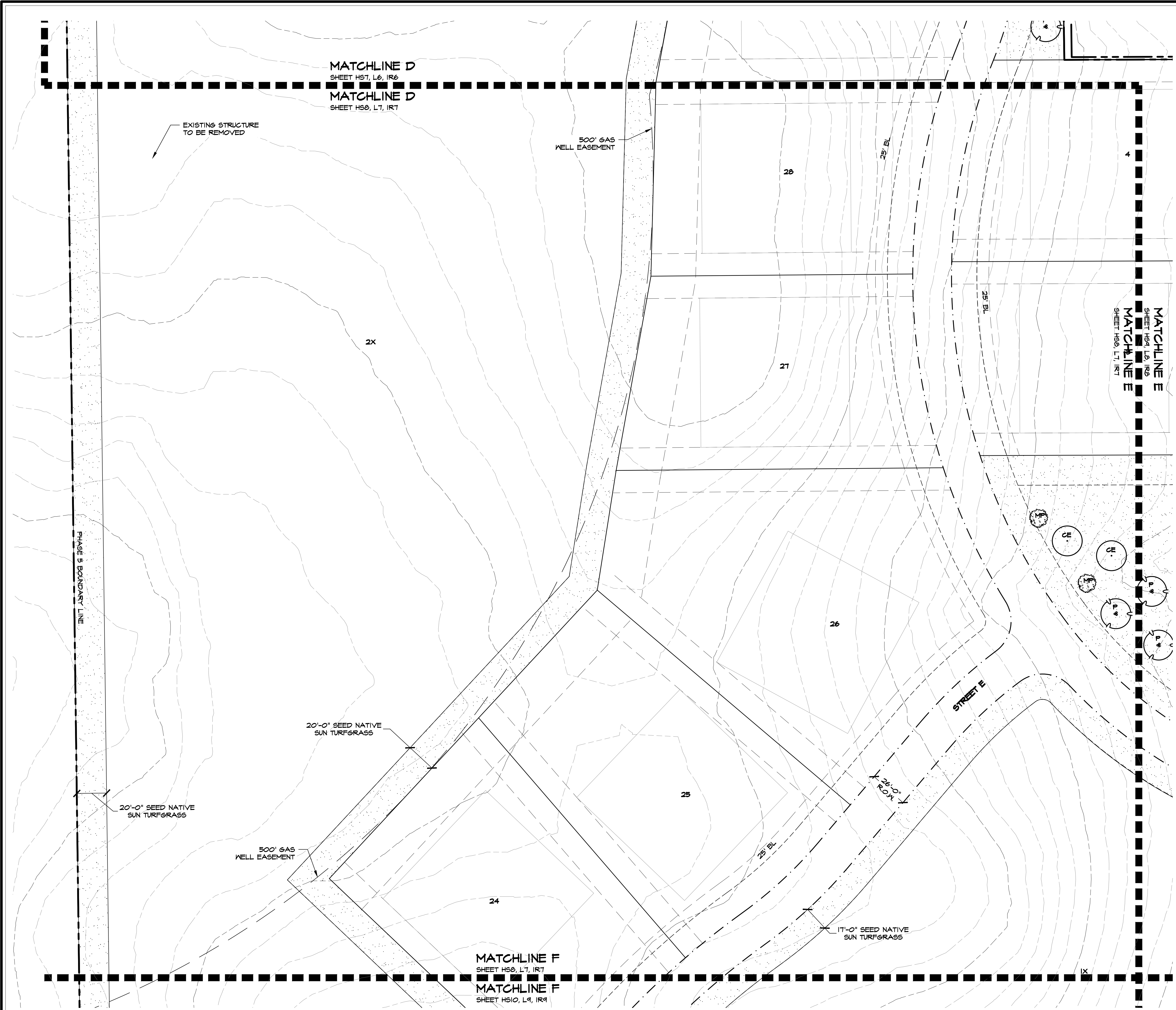
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			GULF MUHLY GRASS MUHLENBERGIA CAPILLARIS 'REGAL MIST' (1 GALLON, PLANTS SPACED 36" O.C.)
			4" DECOMPOSED GRANITE
			NATIVE SUN TURFGRASS NATIVE AMERICAN SEED #2050

ALL DISTURBED AREAS
TO BE DRILL SEED
WITH NATIVE SUN TURF
MIX

ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE SOUTHERN PORTION OF WALSLINGHAM DR. TO BE INSTALLED PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR TOWNLAKE PHASE II, RC16-0014.

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PROJECT
TBI018
SHEET
L5 of 14



LANDSCAPE LEGEND

SHUMARD OAK
QUERCUS SHUMARDII
(3" CALIFER)

CEDAR ELM
ULMUS GROSSIFOLIA
(3" CALIFER)

CHINKSPIN OAK
QUERCUS MUEHLENBERGII
(3" CALIFER)

PECAN
CARYA ILLINOENSIS
(3" CALIFER)

YAUPOH HOLLY
ILEX VOMITORIA
(30 GAL)

MEXICAN PLUM
PRUNUS MEXICANA
(30 GAL)

TEXAS SAGE
LEUCOPHYLLUM FRUTESCENS
(3 GALLON)

PURPLE DIAMOND LOROPETALUM
LOROPETALUM CHINENSIS 'PURPLE DIAMOND'
(5 GALLON)

SOFT LEAF YUCCA
YUCCA RECURVIFOLIA
(3 GALLON)

RUSSIAN SAGE
PEROVSKIA ATRIPLICIFOLIA
(3 GALLON, PLANTS SPACED @ 20" O.C.)

PENNISETUM 'LITTLE BUNNY'
PENNISETUM AIOPEGURIODES 'LITTLE BUNNY'
(1 GALLON, PLANTS SPACED 24" O.C.)

LITTLE BLUESTEM GRASS
SCHIZACHYRIUM SCOPARIUM
(1 GALLON, PLANTS SPACED 20" O.C.)

GULF MUHLY GRASS
MUHLENBERGIA CAPILLARIS 'REGAL MIST'
(1 GALLON, PLANTS SPACED 36" O.C.)

4" DECOMPOSED GRANITE

NATIVE SUN TURFGRASS
NATIVE AMERICAN SEED #2850

ALL DISTURBED AREAS
TO BE DRILL SEEDED
WITH NATIVE SUN TURF
MIX

Studio 13 Design Group, PLLC.
386 W. Main Street
Lewisville, Texas 75057
469-635-1909
TBAE Firm #BR643

THESE DOCUMENTS ARE
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Submittal 11-19-2021

NORTH

1" = 30' - 0"

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sheet, adjust scale as necessary.

One Inch

LANDSCAPE AND SCREENING

Landscape Plan

Townlake, Ph. 5

Town of Flower Mound, Denton County, Texas

PLAN REVIEW REVISIONS	BY	DATE

PROJECT

TBI018

SHEET

L7 of 14

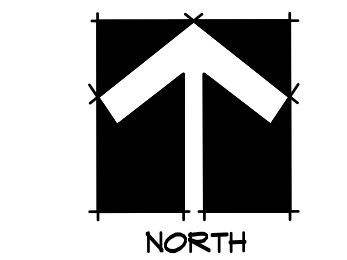
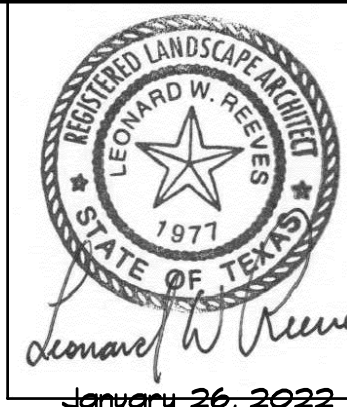
ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE SOUTHERN PORTION OF WALSINGHAM DR. TO BE INSTALLED PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR TOWNLAKE PHASE II, RC16-0014.



STUDIO 13
DESIGN GROUP

Studio 13 Design Group, PLLC.
386 W. Main Street
Lewisville, Texas 75057
469-635-1900

TBAE Firm #BR643



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LANDSCAPE AND SCREENING

Landscape Plan

Townlake, Ph. 5

Town of Flower Mound, Denton County, Texas

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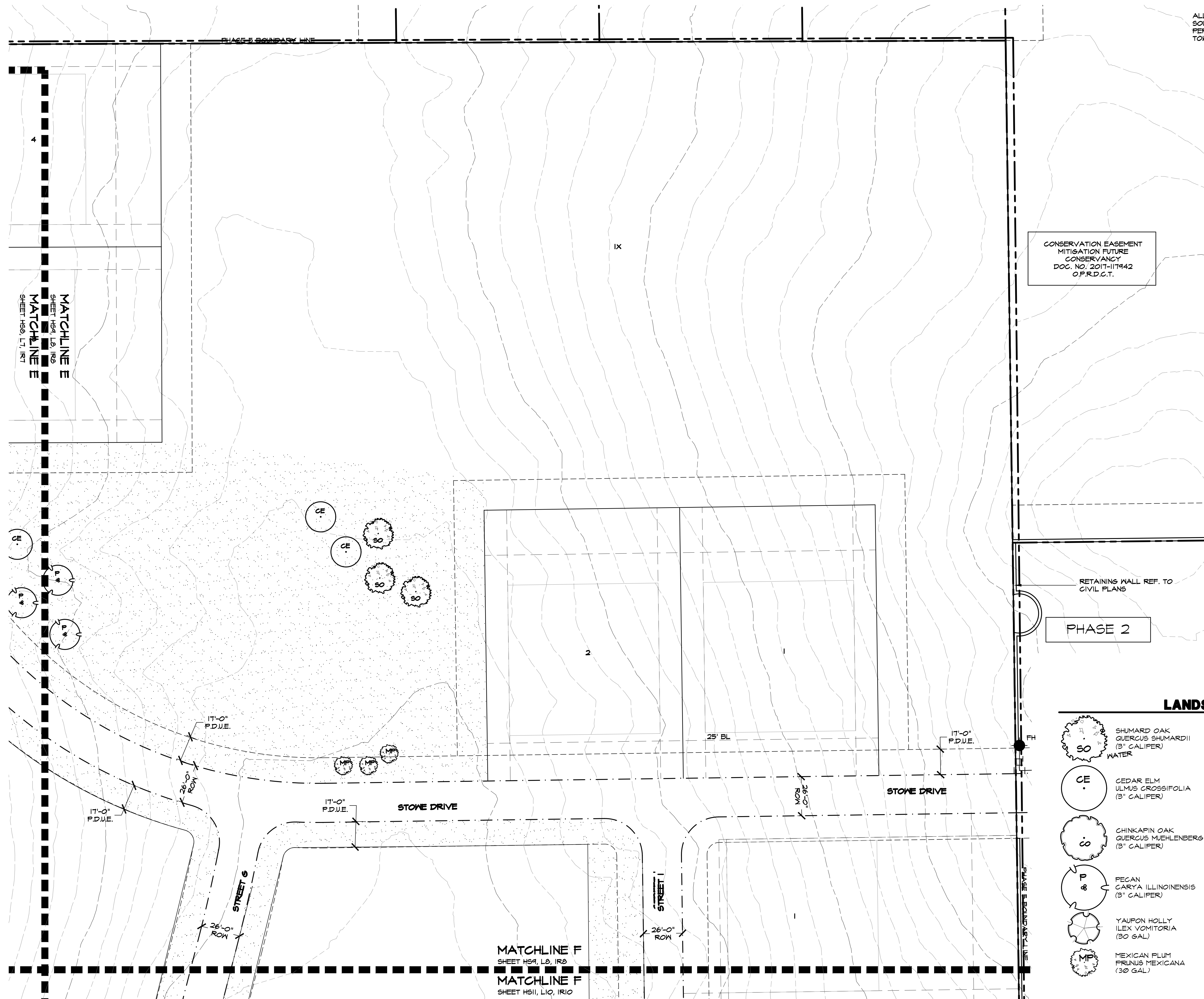
PROJECT
TBI018

SHEET

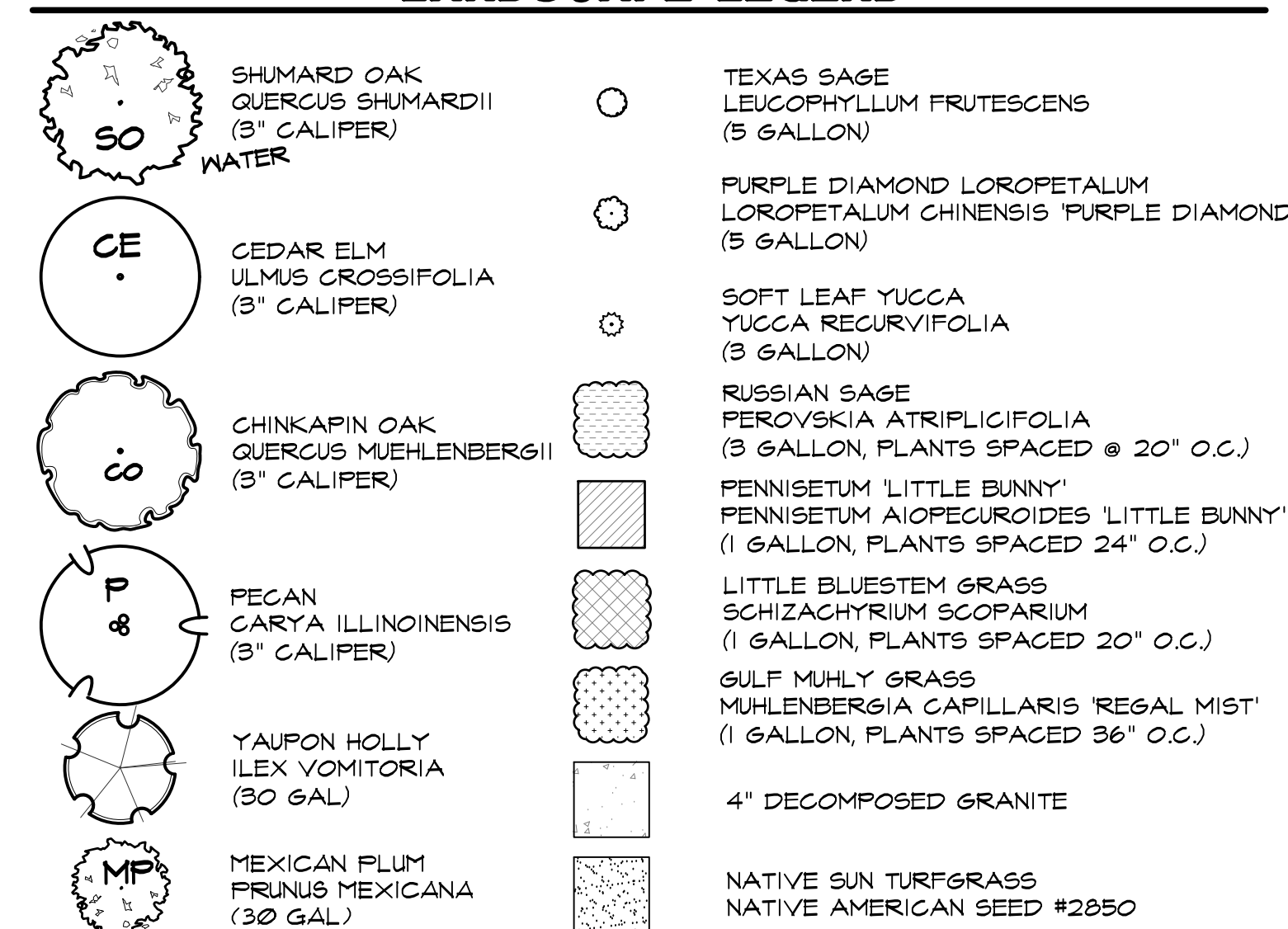
L8 of 14

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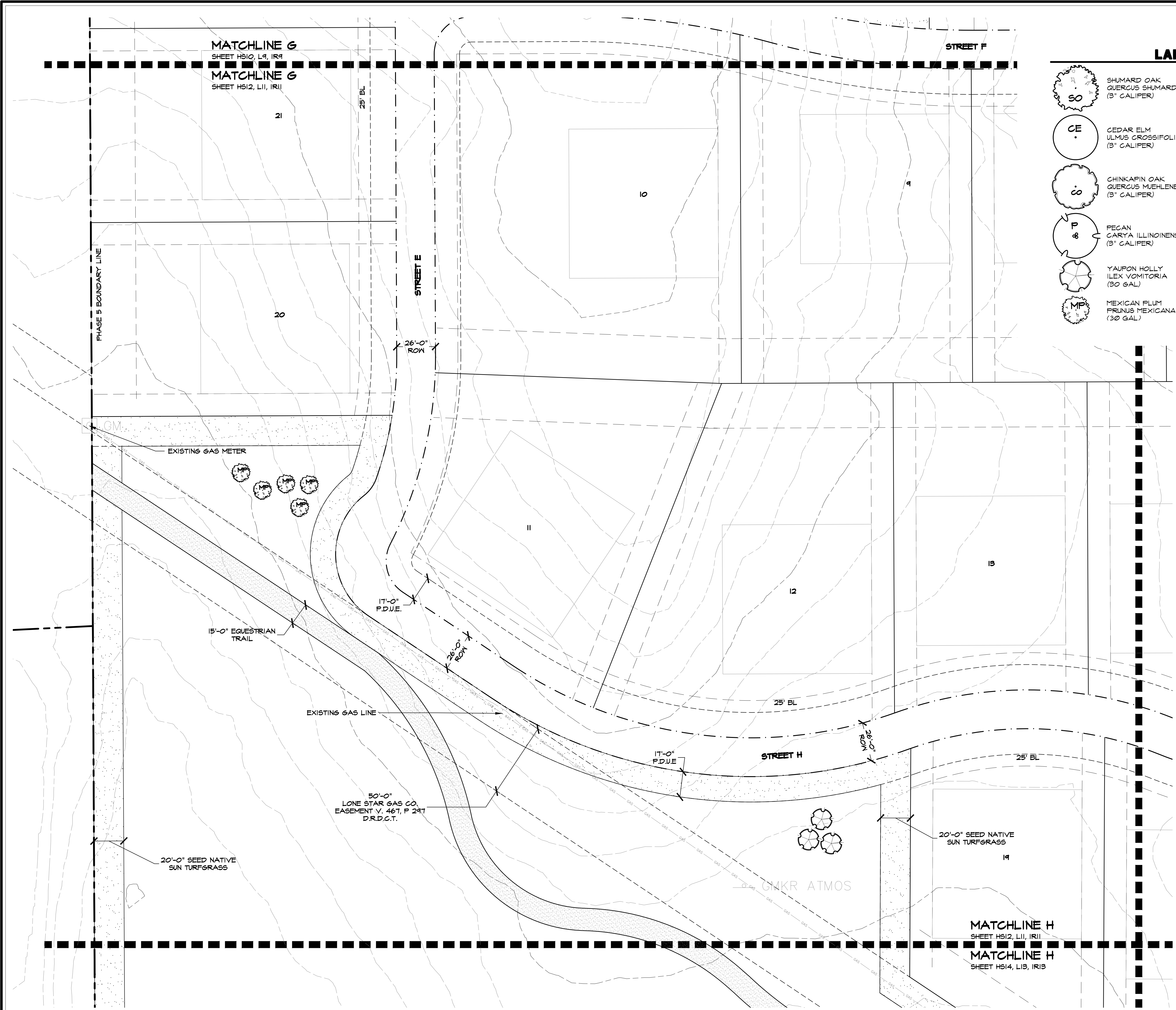


LANDSCAPE LEGEND



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LANDSCAPE LEGEND

- SHUMARD OAK QUERCUS SHUMARDII (3" CALIPER)
- CEDAR ELM ULMUS CROSSIFOLIA (3" CALIPER)
- CHINKAPIN OAK QUERCUS MUEHLENBERGII (3" CALIPER)
- PECAN CARYA ILLINOINENSIS (3" CALIPER)
- YAUPOH HOLLY ILEX VOMITORIA (30 GAL)
- MEXICAN PLUM PRUNUS MEXICANA (30 GAL)
- TEXAS SAGE LEUCOPHYLLUM FRUTESCENS (5 GALLON)
- PURPLE DIAMOND LOROPETALUM LOROPETALUM CHINENSIS 'PURPLE DIAMOND' (5 GALLON)
- SOFT LEAF YUCCA YUCCA RECURVIFOLIA (3 GALLON)
- RUSSIAN SAGE PEROVSKIA ATRIPLICIFOLIA (3 GALLON, PLANTS SPACED @ 20" O.C.)
- PENNISSETUM 'LITTLE BUNNY' PENNISSETUM ALOPECUROIDES 'LITTLE BUNNY' (1 GALLON, PLANTS SPACED 24" O.C.)
- LITTLE BLUESTEM GRASS SCHIZACHYRIUM SCOPARIUM (1 GALLON, PLANTS SPACED 20" O.C.)
- GULF MUHLY GRASS MUHLENBERGIA CAPILLARIS 'REGAL MIST' (1 GALLON, PLANTS SPACED 36" O.C.)
- 4" DECOMPOSED GRANITE
- NATIVE SUN TURFGRASS
- NATIVE AMERICAN SEED #2850

ALL DISTURBED AREAS TO BE DRILL SEEDDED WITH NATIVE SUN TURF MIX

STUDIO 13 DESIGN GROUP
Studio 13 Design Group, PLLC.
286 W. Main Street
Lewisville, Texas 75057
469-635-1989
TBAE Firm #BR643

26-2022

NORTH

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One Inch

LANDSCAPE AND SCREENING

Landscape Plan

Townlake, Ph. 5

Town of Flower Mound, Denton County, Texas

PLAN REVIEW REVISIONS	BY	DATE

#

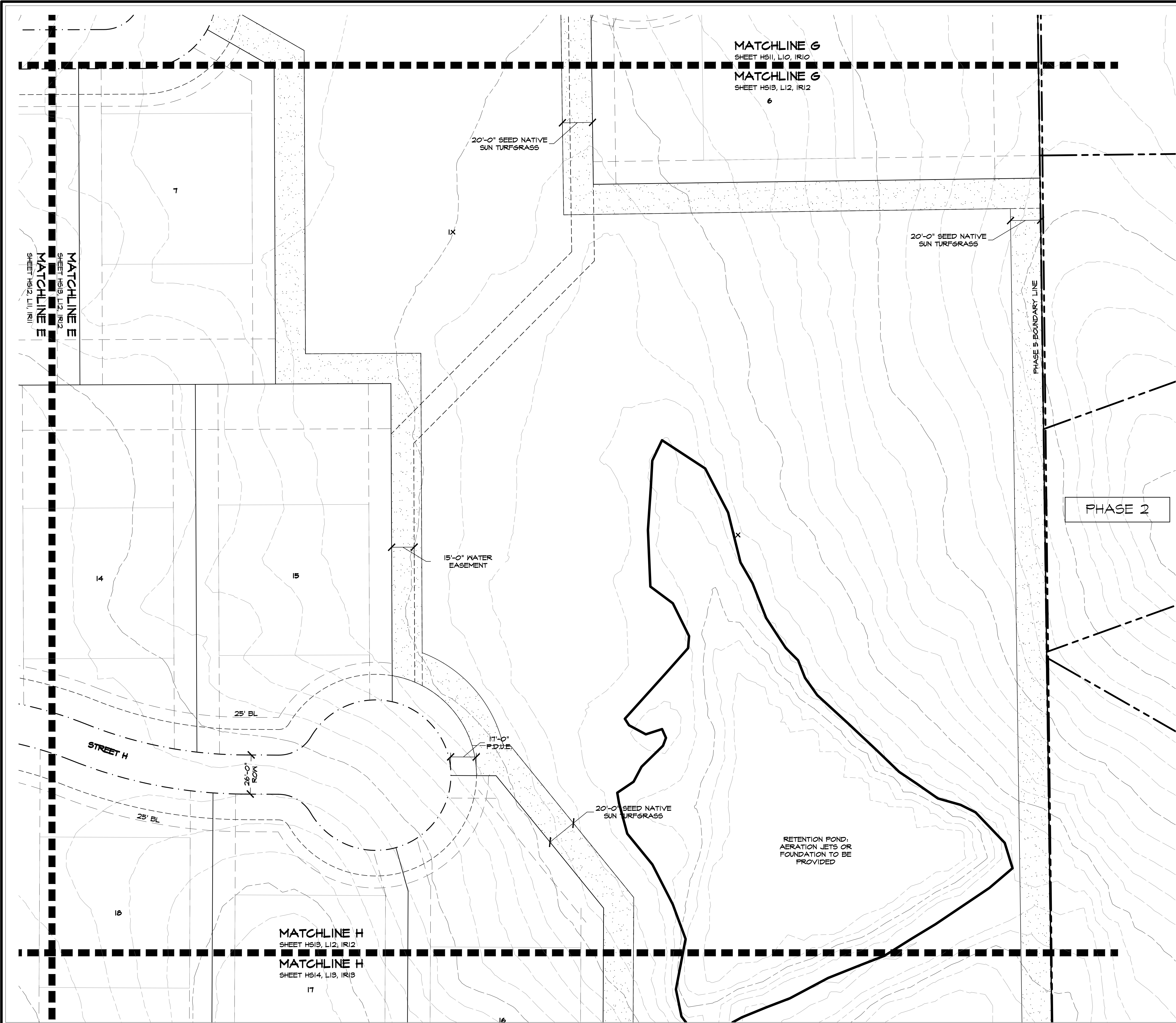
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PROJECT

TBI018

SHEET

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- ### LANDSCAPE LEGEND
- SHUMARD OAK
QUERCUS SHUMARDII
(3" CALIPER)
 - CEDAR ELM
ULMUS CRASSIFOLIA
(3" CALIPER)
 - CHINKSPIN OAK
QUERCUS MUEHLENBERGII
(3" CALIPER)
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CARYA ILLINOINENSIS
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ILEX VOMITORIA
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(1 GALLON, PLANTS SPACED 24" O.C.)
 - LITTLE BLUESTEM GRASS
SCHIZACHYRIUM SCOPARIUM
(1 GALLON, PLANTS SPACED 20" O.C.)
 - GULF MUHLY GRASS
MUHLENBERGIA CAPILLARIS 'REGAL MIST'
(1 GALLON, PLANTS SPACED 36" O.C.)
 - 4" DECOMPOSED GRANITE
 - NATIVE SUN TURFGRASS
NATIVE AMERICAN SEED #2050

ALL DISTURBED AREAS
TO BE DRILL SEEDED
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MIX

ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE
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PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR
TOWNLAKE PHASE II, RC16-0014.

STUDIO 13
DESIGN GROUP

Studio 13 Design Group, PLLC.
386 W. Main Street
Lewisville, Texas 75057
469-635-1989
TBAE Firm #BR643

June 26, 2022

NORTH

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One Inch

LANDSCAPE AND SCREENING			
Landscape Plan			
Townlake, Ph. 5			
Town of Flower Mound, Denton County, Texas			
PLAN REVIEW/REVISIONS	BY	DATE	
#	0		

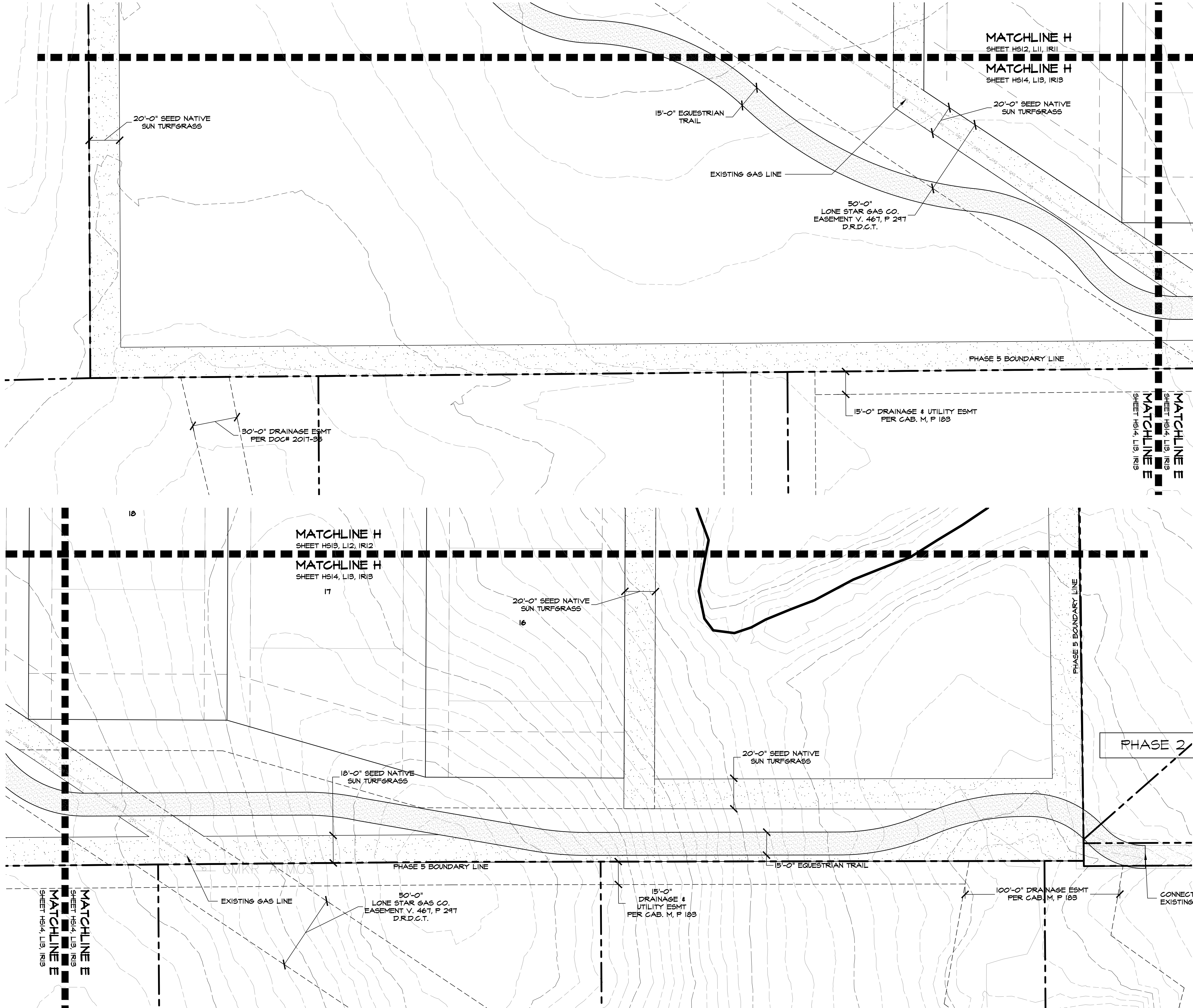
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SHEET

L12 of 14

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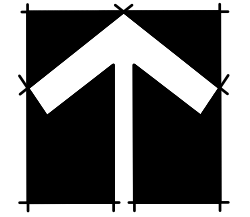
- ### LANDSCAPE LEGEND
- SHUMARD OAK
QUERCUS SHUMARDII
(3" CALIPER)
 - CEDAR ELM
ULMUS GROSSIFOLIA
(3" CALIPER)
 - CHINKSPIN OAK
QUERCUS MUEHLENBERGII
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(1 GALLON, PLANTS SPACED 20" O.C.)
 - GULF MUHLY GRASS
MUHLENBERGIA CAPILLARIS 'REGAL MIST'
(1 GALLON, PLANTS SPACED 36" O.C.)
 - 4" DECOMPOSED GRANITE
 - NATIVE SUN TURFGRASS
NATIVE AMERICAN SEED #2850

ALL DISTURBED AREAS
TO BE DRILL SEEDED
WITH NATIVE SUN TURF
MIX

ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE
SOUTHERN PORTION OF WALSHINGHAM DR. TO BE INSTALLED
PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR
TOWNLAKE PHASE II, R016-0014.

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Submission 11-19-2021



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LANDSCAPE AND SCREENING

Landscape Plan

Townlake, Ph. 5

Town of Flower Mound, Denton County, Texas

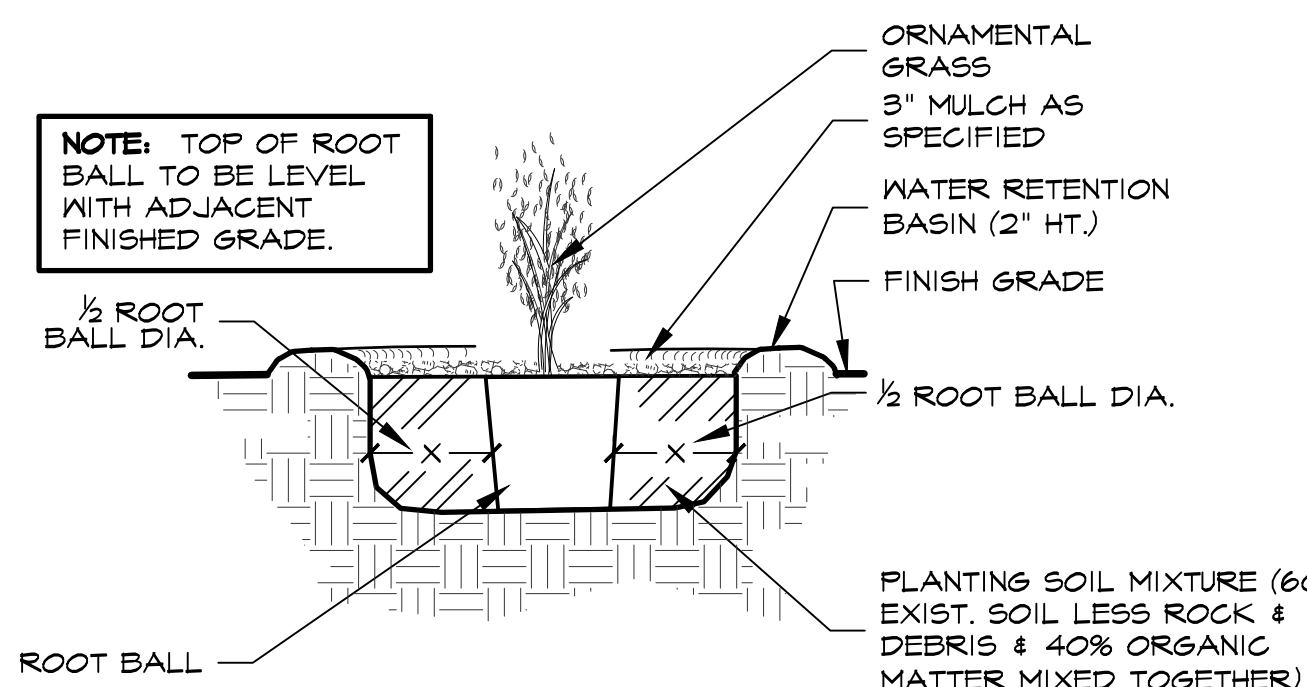
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PROJECT
TBI018

SHEET
L13 of 14

LANDSCAPE NOTES.

1. A TREE PERMIT IS REQUIRED FOR ALL REMOVAL OF ALL TREES, PROTECTED AND UNPROTECTED.
2. PLANT MATERIAL SHALL BE MEASURED AND SIZED ACCORDING TO THE LATEST EDITION OF THE TEXAS NURSERY & LANDSCAPE ASSOCIATION (TNLA) SPECIFICATIONS, GRADES AND STANDARDS.
3. ALL PLANT SUBSTITUTIONS ARE SUBJECT TO **TOWN OF FLOWER MOUND** APPROVAL AND MUST BE SPECIFIED ON THE APPROVED LANDSCAPE PLAN.
4. GROUND COVERS USED IN LIEU OF TURF GRASS MUST PROVIDE COMPLETE COVERAGE WITHIN ONE (1) YEAR OF PLANTING AND MAINTAIN ADEQUATE COVERAGE APPROVED BY THE **TOWN OF FLOWER MOUND**.
5. TREES MUST BE PLANTED FOUR FEET (4') OR GREATER FROM CURBS, SIDEWALKS, UTILITY LINES, SCREENING WALLS AND/OR OTHER STRUCTURES, THE **TOWN OF FLOWER MOUND** HAS FINAL APPROVAL FOR ALL TREE PLACEMENTS.
6. TREE PITS SHALL HAVE ROUGHENED SIDES AND BE TWO TO THREE TIMES WIDER THAN THE ROOT BALL OF THE TREE IN ORDER TO FACILITATE HEALTHY ROOT GROWTH.
7. TREES SHALL NOT BE PLANTED DEEPER THAN THE BASE OF THE "TRUNK FLARE".
8. THE TREE PIT SHALL BE BACKFILLED WITH NATIVE TOPSOIL FREE OF ROCK AND OTHER DEBRIS.
9. BURLAP, TWINE AND WIRE BASKETS SHALL BE LOOSEENED AND PULLED BACK FROM THE TRUNK OF TREE AS MUCH AS POSSIBLE.
10. TREES SHALL NOT BE WATERED TO EXCESS THAT RESULTS IN SOIL SATURATION. IF SOIL BECOMES SATURATED, THE WATERING SCHEDULE SHALL BE ADJUSTED TO ALLOW FOR DRAINAGE AND ABSORPTION OF THE EXCESS WATER.
11. A 3" LAYER OF MULCH SHALL BE PROVIDED AROUND THE BASE OF THE PLANTED TREE. THE MULCH SHALL BE PULLED BACK 4" FROM THE TRUNK OF THE TREE.
12. NO PERSON(S) OR ENTITY MAY USE IMPROPER OR MALICIOUS MAINTENANCE OR PRUNING TECHNIQUES WHICH WOULD LIKELY LEAD TO THE DEATH OF THE TREE. IMPROPER OR MALICIOUS TECHNIQUES INCLUDE, BUT ARE NOT LIMITED TO, TOPPING OR OTHER UNSYMMETRICAL TRIMMING OF TREES, TRIMMING TREES WITH A BACKHOE, OR USE OF FIRE OR POISON TO CAUSE THE DEATH OF A TREE.
13. ALL BEDS TO HAVE 3' OF COMPOSTED SOIL, LIVING EARTH TECHNOLOGY, OR APPROVED EQUAL TO A DEPTH OF 8" MINIMUM.
14. ALL PLANT BEDS SHALL BE TOP-DRESSED WITH A MINIMUM OF 3 INCHES OF HARDWOOD OR OTHER MULCH.
15. TREES OVERHANGING WALKS AND PARKING SHALL HAVE A MINIMUM CLEAR TRUNK HEIGHT OF 7 FEET. TREES OVERHANGING PUBLIC STREET PAVEMENT DRIVE AISLES AND FIRE LANES SHALL HAVE A MINIMUM CLEAR TRUNK HEIGHT OF 14 FEET.
16. A VISIBILITY TRIANGLE MUST BE PROVIDED AT ALL INTERSECTIONS. SHRUBS AND NOT EXCEED 30 INCHES IN HEIGHT. TREES SHALL HAVE A MINIMUM CLEAR TRUNK HEIGHT OF 7 FEET AT TIME OF PLANTING.
17. TREES PLANTED ON A SLOPE SHALL HAVE THE SOIL STAIN AT THE AVERAGE GRADE OF SLOPE.
18. NO SHRUBS SHALL BE PERMITTED WITHIN AREAS LESS THAN 3 FEET IN WIDTH. ALL BEDS LESS THAN 3 FEET IN WIDTH SHALL BE GRASS, GROUND COVER OR SOME TYPE OF FIXED PAVING.
19. THE OWNER, TENANT, AND/OR THEIR AGENTS, IF ANY, SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE MAINTENANCE, ESTABLISHMENT, AND PERMANENCE OF PLANT MATERIAL. ALL LANDSCAPING SHALL BE MAINTAINED IN A NEAT AND ORDERLY MANNER AT ALL TIMES, THIS SHALL INCLUDE, BUT NOT LIMITED TO, MOWING, EDGING, PRUNING, FERTILIZING, WATERING, AND OTHER ACTIVITIES NECESSARY FOR THE MAINTENANCE OF LANDSCAPED AREAS.
20. ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION AS IS APPROPRIATE FOR THE SEASON OF THE YEAR. PLANT MATERIAL THAT IS DAMAGED, DESTROYED, OR REMOVED SHALL BE REPLACED WITH PLANT MATERIAL OF THE SAME SIZE AND VARIETY WITHIN 90 DAYS UNLESS OTHERWISE SPECIFIED IN WRITING BY THE **TOWN OF FLOWER MOUND**.
21. LANDSCAPE AND OPEN AREAS SHALL BE KEPT FREE OFF TRASH, LITTER AND WEEDS.
22. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE PROVIDED TO IRRIGATE ALL LANDSCAPE AREAS. OVERSPRAY ON STREETS AND WALKS IS PROHIBITED. A PERMIT FROM THE BUILDING INSPECTION DEPARTMENT IS REQUIRED FOR EACH IRRIGATION SYSTEM.
23. NO PLANT MATERIAL SHALL BE ALLOWED TO ENCRATCH ON RIGHT-OF-WAY, SIDEWALKS OR DRIVEWAYS TO THE EXTENT THAT THE VISION OR ROUTE OF TRAVEL FOR VEHICULAR, PEDESTRIAN, OR BICYCLE TRAFFIC IS IMPEDED.
24. NO PLANTING AREAS SHALL EXCEED 3:1 SLOPE, 3' HORIZONTAL TO 1' VERTICAL.
25. EARTHEN BERMS SHALL NOT INCLUDE CONSTRUCTION DEBRIS. CONTRACTOR MUST CORRECT SLIPPAGE OR DAMAGE TO THE SMOOTH FINISH GRADE OF THE BERM PRIOR TO ACCEPTANCE.
26. ALL WALKWAYS SHALL MEET A.D.A. AND T.A.S. REQUIREMENTS.
27. CONTRACT TOWN OF FLOWER MOUND'S PLANNING DEPARTMENT FOR LANDSCAPE INSPECTION. NOTE: LANDSCAPE INSTALLATION MUST COMPLY WITH APPROVED LANDSCAPE PLANS PRIOR FINAL ACCEPTANCE BY THE **TOWN OF FLOWER MOUND** AND/OR OBTAINING A CERTIFICATE OF OCCUPANCY.
28. FINAL INSPECTION AND APPROVAL OF SCREENING WALLS, IRRIGATION AND LANDSCAPE IS SUBJECT TO ALL PUBLIC UTILITIES, INCLUDING BUT NOT LIMITED TO MANHOLES, VALVES, WATER METERS, CLEANOUTS AND OTHER APPURTENANCES, TO BE ACCESSIBLE, ADJUSTED TO GRADE AND TO THE **TOWN OF FLOWER MOUND'S** PUBLIC WORKS DEPARTMENT STANDARDS.
29. PRIOR TO CALLING FOR A LANDSCAPE INSPECTION, THE CONTRACTOR IS RESPONSIBLE FOR MARKING ALL MANHOLES, VALVES, WATER METERS, CLEANOUTS AND OTHER UTILITY APPURTENANCES WITH FLAGGING FOR FIELD VERIFICATION BY THE PUBLIC WORKS DEPARTMENT.

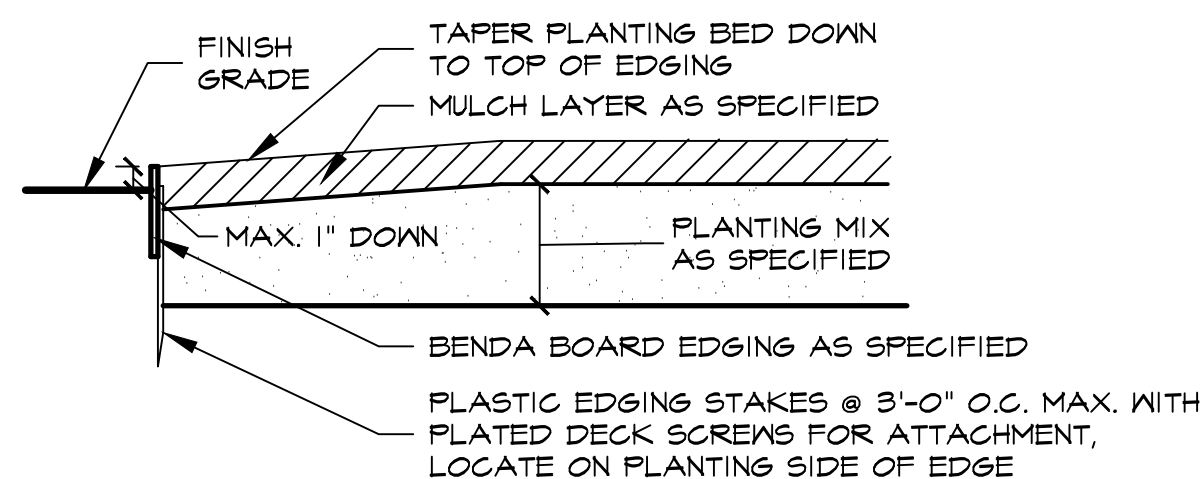


POCKET PLANTING ORNAMENTAL GRASS DETAIL

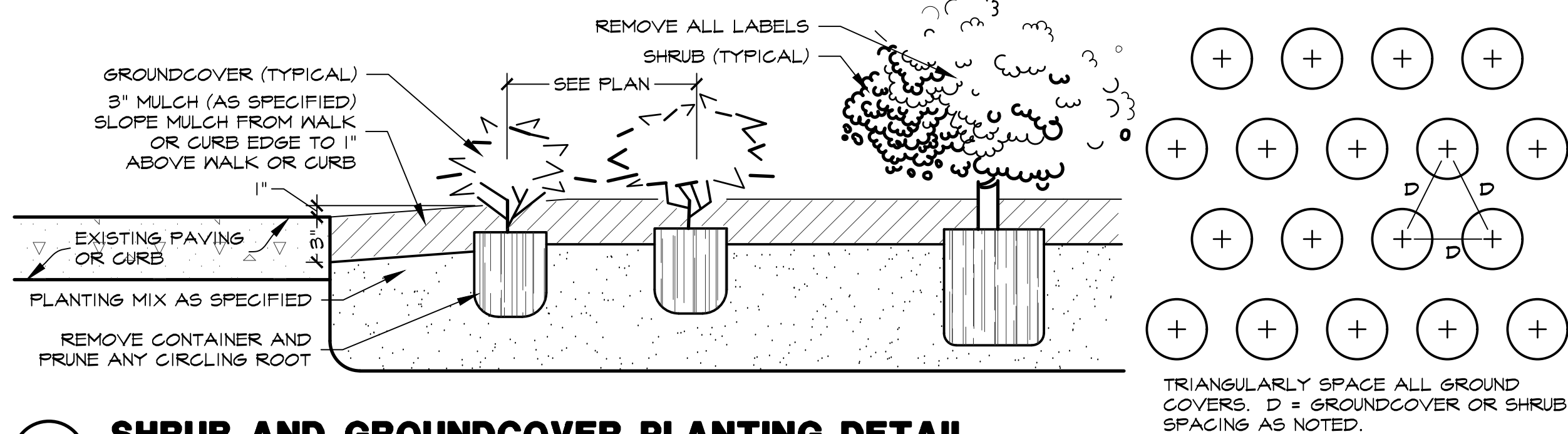
PLANTING SCHEDULE

SYMBOL	COMMON/BOTANICAL NAME	SIZE	SPACING	QUANTITY	REMARKS
SO	SHUMARD OAK (OR SIMILAR NATIVE SP.) QUERCUS SHUMARDII	3" CALIPER	AS SHOWN	33	5' MINIMUM SPREAD; MINIMUM 8' HEIGHT; FULL ROUNDED HEAD 6' MINIMUM BRANCHING HEIGHT; NURSERY GROWN,
CE	CEDAR ELM (OR SIMILAR NATIVE SP.) ULMUS CRASSIFOLIA	3" CALIPER	AS SHOWN	36	4' MINIMUM SPREAD; MINIMUM 6' HEIGHT; 2" MIN. CAL.; FULL HEAD NURSERY GROWN
CO	CHINKAPIN OAK (OR SIMILAR NATIVE SP.) QUERCUS MUEHLBERGII	3" CALIPER	AS SHOWN	41	5' MINIMUM SPREAD; MINIMUM 8' HEIGHT; FULL ROUNDED HEAD 6' MINIMUM BRANCHING HEIGHT; NURSERY GROWN,
P	PECAN (OR SIMILAR NATIVE SP.) CARTA ILLINOINENSIS	3" CALIPER	AS SHOWN	41	5' MINIMUM SPREAD; MINIMUM 8' HEIGHT; FULL ROUNDED HEAD 6' MINIMUM BRANCHING HEIGHT; NURSERY GROWN,
	YAUPOH HOLLY (OR SIMILAR NATIVE SP.) ILEX VOMITORIA	30 GALLON	AS SHOWN	5	FULL PLANTS
	MEXICAN PLUM (OR SIMILAR NATIVE SP.) PRUNUS MEXICANA	30 GALLON	AS SHOWN	20	FULL PLANTS
	TEXAS SAGE LEUCOPHYLLUM FRUTESCENS	5 GALLON	AS SHOWN	59	FULL PLANTS
	PURPLE DIAMOND LOROPETALUM LOROPETALUM CHINENSIS 'PURPLE DIAMOND'	5 GALLON	AS SHOWN	27	FULL PLANTS
	SOFT LEAF YUCCA YUCCA RECURVIFOLIA	3 GALLON	AS SHOWN	96	FULL PLANTS
	RUSSIAN SAGE PEROVSKIA ATRIPLICIFOLIA	3 GALLON	24" O.C.	324	FULL PLANTS
	PENNISETUM 'LITTLE BUNNY' PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	1 GALLON	24" O.C.	881	FULL PLANTS
	LITTLE BLUESTEM GRASS SCHIZACHYRIUM SCOPARIUM	1 GALLON	24" O.C.	240	FULL PLANTS
	GULF MUHLY MUEHLBERGIA CAPILLARIS	1 GALLON	36" O.C.	280	FULL PLANTS
	NATIVE SUN TURFGRASS	HYDROMULCH SEED	SQUARE FEET	543,200	100% DENSITY
	DECOMPOSED GRANITE	4" DEPTH	SQUARE FEET	2,966	PLACE WITHIN BENDABOARD EDGING; FILTER FABRIC BENEATH
	BENDABOARD EDGING	4" BOARD	LINEAR	1,200	EDGE BEDS

STREET BUFFER TREES				
STANDARD	STREET FRONTAGE (LINEAR FEET)	CLASSIFICATION	REQUIRED	PROVIDED
1 PER 25 L.F.	CROSS TIMBERS (F.M. 1171)= 1,265 L.F.	SCENIC ROADWAY	51 - 3" CAL. NATIVE SPECIES TREES = 153" TOTAL CAL.	51 - 3" CAL. NATIVE SPECIES TREES = 153" TOTAL CAL.
1 PER 30 L.F.	WALSINGHAM DRIVE = 1,190 L.F.	RURAL COLLECTOR	40 - 3" CAL. NATIVE SPECIES TREES = 120" TOTAL CAL.	40 - 3" CAL. NATIVE SPECIES TREES = 120" TOTAL CAL.
1 PER 30 L.F.	SCENIC DRIVE = 1,146 L.F.	RURAL COLLECTOR COUNTRY ROADWAY	34 - 3" CAL. NATIVE SPECIES TREES = 117" TOTAL CAL.	34 - 3" CAL. NATIVE SPECIES TREES = 117" TOTAL CAL.



3 TYPICAL BED EDGING DETAIL



2 SHRUB AND GROUND COVER PLANTING DETAIL

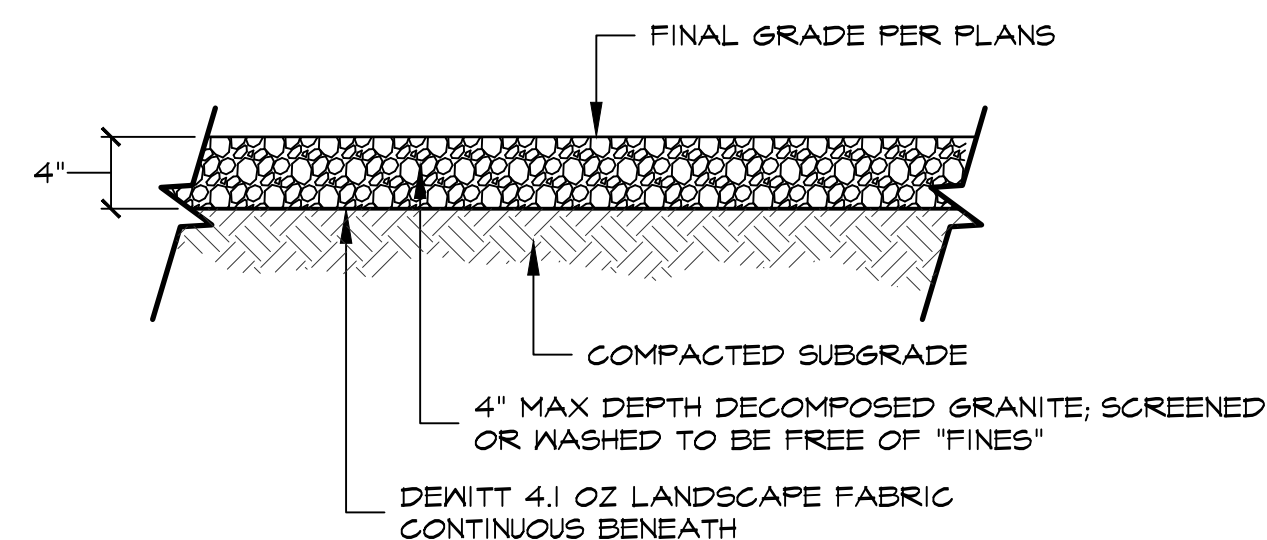
LANDSCAPE PROVIDED

- CROSS TIMBERS (SCENIC ROADWAY)**
- A. MINIMUM FIFTY (50) FOOT LANDSCAPE BUFFER YARD PROVIDED
 - B. WOOD SCREENING FENCE PROVIDED
 - C. 1-3" CAL. NATIVE CANOPY TREE / 25 LF OF LANDSCAPE EDGE
1,265 LF OF FRONTAGE / 25 LF = 51 - 3" CAL. TREES REQUIRED.
PROVIDED: 51 - 3" CALIPER TREES IN ODD NUMBER DRIFTS

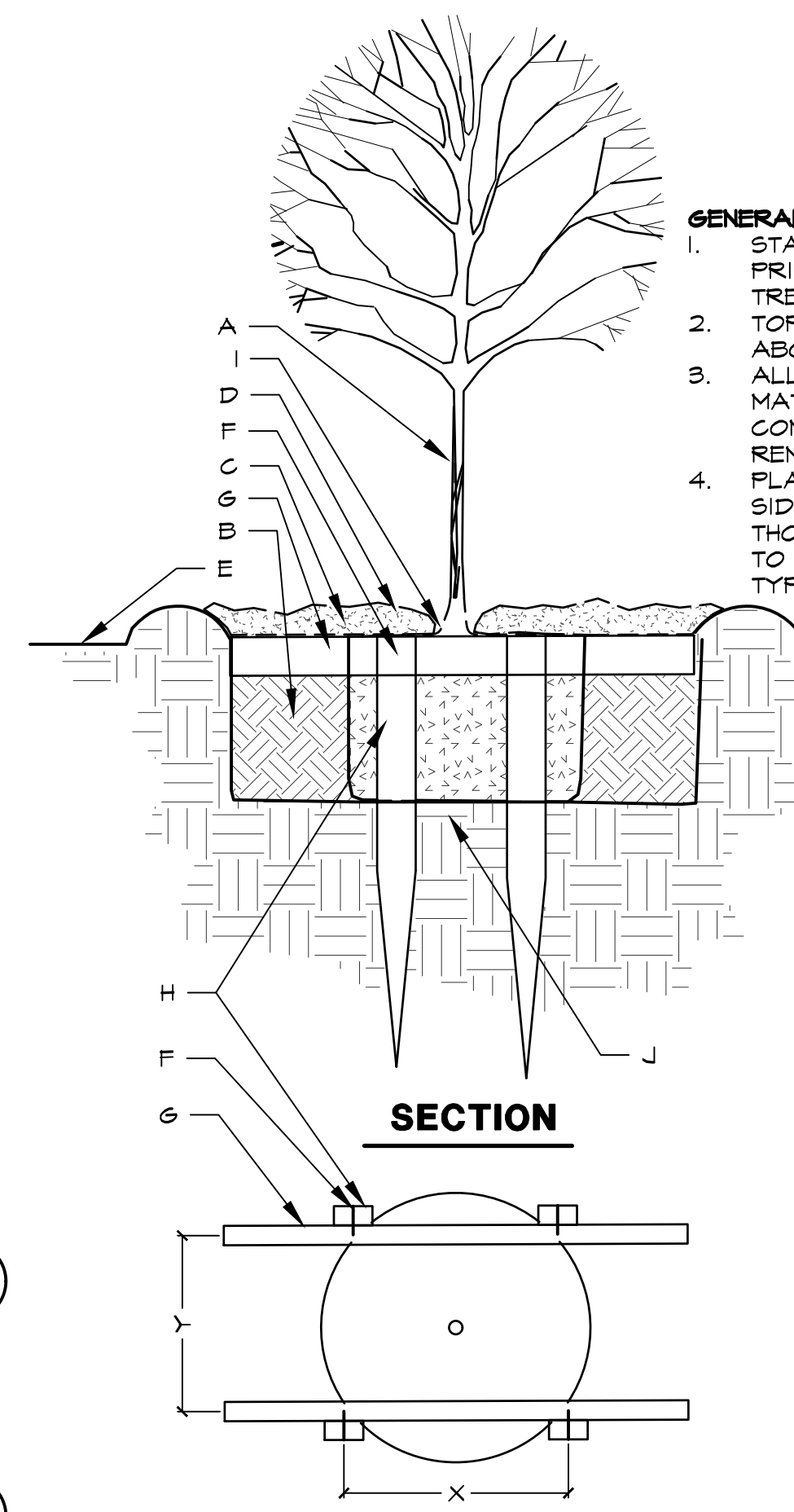
- WALSINGHAM DRIVE (RURAL CONNECTOR)**
- A. MINIMUM FIFTY (25) FOOT LANDSCAPE BUFFER YARD PROVIDED
- B. WOOD SCREENING FENCE PROVIDED
- C. 1-3" CAL. NATIVE CANOPY TREE / 30 LF OF LANDSCAPE EDGE
1,190 LF OF FRONTAGE / 25 LF = 40 - 3" CAL. TREES REQUIRED.
PROVIDED: 40 - 3" CALIPER TREES IN ODD NUMBER DRIFT

- SCENIC DRIVE (RURAL COLLECTOR COUNTRY ROADWAY)**
- A. MINIMUM FIFTY (15) FOOT LANDSCAPE BUFFER YARD PROVIDED
- B. WOOD SCREENING FENCE PROVIDED
- C. 1-3" CAL. NATIVE CANOPY TREE / 30 LF OF LANDSCAPE EDGE
1/46 LF OF FRONTAGE / 25 LF = 34 - 3" CAL. TREES REQUIRED.
PROVIDED: 34 - 3" CALIPER TREES IN ODD NUMBER DRIFTS

ALL LANDSCAPE AND TRAIL IMPROVEMENTS ALONG THE SOUTHERN PORTION OF WALSINGHAM DR. TO BE INSTALLED PER APPROVED LANDSCAPE AND HARDSCAPE PLANS FOR TOWNLAKE PHASE II, RC16-0014.



5 SCREENED DECOMPOSED GRANITE BASE
SECTION SCALE: 1" = 1'-0"



- GENERAL NOTES:**
1. STABILIZE SOIL BELOW ROOT BALL PRIOR TO PLANTING TO PREVENT TREE FROM SETTLING.
 2. TOP OF ROOTBALL SHALL 1" TO 2" ABOVE FINISHED GRADE.
 3. ALL WIRE ROPE AND SYNTHETIC MATERIALS SHALL BE REMOVED COMPLETELY FROM ROOTBALL AND REMOVE TOP OF ROOTBALL.
 4. PLANTING FITS SHALL BE SQUARE, SIDES OF FITS SHALL BE THOROUGHLY SCARIFIED/ROUGHENED TO ELIMINATE FLARED AS SHOWN IN TYPICAL DETAIL.

- ### CONSTRUCTION NOTES:
- A. TREE
 - B. LOOSEN NATIVE BACKFILL (NO SOIL AMENDMENTS IN CONTRACT)
 - C. WATER RETENTION BASIN
 - D. 3" DEPTH MULCH AS SPECIFIED
 - E. FINISH GRADE
 - F. 2 1/2 DRYWALL SCREW (UNFINISHED)
 - G. 2" X 2" X 4" CROSS MEMBER (UNTREATED LUMBER). **NOTE:** CROSS MEMBERS TO BE ORIENTED PARALLEL TO NORTH / SOUTH BEARING AND SHALL BE PROPORTIONAL IN LENGTH TO ROOT BALL (4' MIN).
 - H. 2" X 2" X 4' STAKE WITH 18" MIN. TAPER (UNTREATED LUMBER)
 - I. REMOVE TOP 1/3 OF BURLAP SURROUNDING ROOTBALL AFTER INSTALLATION (TO PREVENT "WICKING" OF MOISTURE). X, Y, DIMENSION EQUAL TO "X", Y, DIMENSION EQUAL TO "X"
 - J. ROOTBALL SHALL BE PLACED ON UNDISTURBED NATIVE SOIL.

5 TREE PLANTING NOT TO SCALE



TOWN COUNCIL AGENDA ITEM NO. 17

REGULAR ITEM

DATE: August 22, 2022

FROM: Chuck Russell, Principal Planner

ITEM: Consider a request for a Site Plan (SP21-0008 – McIver Flower Mound) to develop an office, warehouse and distribution facility with certain waivers, exceptions and modifications to the Code of Ordinances. The property is generally located north and west of Lakeside Parkway and Enterprise Road. *(The Planning and Zoning Commission recommended approval by a vote of 6 to 0 at its July 25, 2022, meeting.)*



SUMMARY DATA:

- Lot Size – 4.99 acres
- Zoning – Campus Industrial (CI) District uses
- Building square feet – 56,986 sf
- SMARTGrowth – Passed
- Traffic Analysis – Passed, based on the TA, traffic generated is not anticipated to exceed the 5% threshold
- Exceptions – Topographic Slope and Driveway Spacing
- Incentives – None requested

BACKGROUND INFORMATION: Below is the link for the Planning and Zoning Commission (P&Z) report and backup for this item.

ATTACHMENTS:

1. [Planning and Zoning Commission Staff Report Link](#)

LEGAL REVIEW: N/A

DRAFT MOTION: Move to approve as presented in the agenda caption.



TOWN COUNCIL AGENDA ITEM NO. 18

REGULAR ITEM

DATE: August 22, 2022

FROM: James Hoefert, Environmental Review Analyst

ITEM: **Public Hearing to consider an application for a tree removal permit (TRP22-0010) for four (4) specimen trees on property proposed for development as McIver Flower Mound. The property is generally located south of Lakeside Parkway and west of Enterprise Road. (The Environmental Conservation Commission recommended approval for specimen trees #'s 106, 161, 172 and 198A and denial of specimen tree #188 by a vote of 4-2-0 at its July 5, 2022, meeting).**

BACKGROUND INFORMATION: The McIver Flower Mound development consists of approximately 4.986 acres and is generally located south of Lakeside Parkway and west of Enterprise Road. The site is zoned for Campus Industrial (CI) uses and master planned for Campus Industrial. According to the tree survey for the project, the applicant is requesting to now remove four (4) out of five (5) specimen trees identified on the site. The specimen trees are in good to fair condition and located within the proposed buildable area.

The following is a list of the four (4) specimen trees now being requested for removal: Tree #106 – 36” post oak (multi-trunk); Tree #161 – 25” post oak; Tree #172 – 22” post oak; and Tree #198A – 36” pecan (fair condition multi-trunk – poison ivy).

The Town’s tree ordinance requires that specimen trees removed from the site be replaced at a rate of two times their caliper inches. Based on their size, 238” of replacement trees, equaling 80 three-inch caliper trees, will be required for the four (4) specimen trees being requested for removal on this site. In addition, protected trees removed from the buildable area will also require replacement at a tree-for-tree rate. Mitigation may be accomplished by paying the applicable fee, planting mitigation trees, or through a combination of planting trees and paying the required fee.

BOARD REVIEW/CITIZEN FEEDBACK: The application for all five (5) specimen trees onsite was considered by the Environmental Conservation Commission (ECC) at its July 5, 2022, meeting. The ECC recommended approval for specimen trees #s 106, 161, 172 and 198A and denial of specimen tree #188. The ECC meeting can be viewed at:

<https://flowermoundtx.swagit.com/play/07062022-694>

ALTERNATIVES/OPTIONS: The Town Council may approve or deny the requested tree removal permit or may choose to approve the permit with conditions or changes.

FISCAL IMPACT: N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Letter of Intent
2. Specimen tree removal permit application
3. Photographs of specimen trees
4. Tree Survey

DRAFT MOTION: Move to approve as presented in the agenda caption.



LETTER OF INTENT

August 11, 2022

Planning Services Division
Town of Flower Mound
2121 Cross Timbers Rd
Flower Mound, TX 75028
972.874.6350

To whom it may concern:

This letter shall serve as a stating the purpose of application, land use, and tree removal is to develop existing property located at the intersection of Lakeside Parkway and Enterprise Road. The site is currently on 4.99 acres of land and zoned CI – Campus Industrial. The proposed development would serve as warehouse and office space, both maintained by the one owner. Proposed square footage is 56,986 sf and all will be developed in one phase.

Photos of specimen trees to be removed and reasoning for removal are as follows:

**Specimen Tree #106**

DBH: 36

Common Name: Quercus Stellata

Reason for removal: Existing tree is located within the proposed building footprint



**Specimen Tree #161**

DBH: 25

Common Name: Quercus Stellata

Reason for removal: Existing tree is located within the proposed building footprint



**Specimen Tree #172**

DBH: 22

Common Name: Quercus Stellata

Reason for removal: Due to site constraints and proximity to the proposed building footprint, this area will be regraded and paved causing disturbance to current root system



**Specimen Tree #198A**

DBH: 36

Common Name: Pecan

Reason for removal: Due to site constraints and complying with city standards, a retaining wall was necessary in order to maintain proper grades, turning radii, and proposed detention. Said retaining wall has encroached within the tree canopy causing disturbance of existing root system.





Thank you and please call if you have any comments or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Clay Cristy". The signature is stylized with a large, looped "C" and a long, sweeping "y".

Clay Cristy, P.E.
817.281.0572



Town of Flower Mound Environmental Services
Mailing Address: 2121 Cross Timbers Road, Flower Mound, TX 75028
Telephone: 972-874-6340 Website: www.flower-mound.com

TREE REMOVAL PERMIT

(Effective for Developments submitted 10/6/08 - present)

Check one: ☐ Protected Tree ☐ Specimen Tree ☐ Historic Tree

This application is required to be submitted 30 days prior to the next available ECC hearing.

1. Applicant- Note: Must be an ISA certified arborist, certified forester, or a registered landscape architect.

Name: Daniel Reece

Address: 9600 Great Hills Trail #150W
Austin, TX. 78759

Phone: 512-496-4989

Applicant's Legal Interest in the Property:

Consulting Landscape Architect

2. Property Owner(s)

Name(s): Ramzi Able

Address: 2445 McIver Ln suite 110, Carrollton, TX 75006

3. Location and Legal Description of Property:

Corner of Lakeside Parkway & Enterprise Drive in Flower Mound

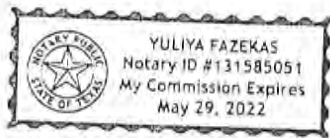
Enterprise Addition, Lot 1, Block 1,

Being a 4.98 tract of land located in the J.C. Moffitt Survey

Page 2 of 3.

4. Owner's Authorization of Representation

I, Ramti Abe, the owner of the above described real property, do hereby authorize Daniel Reece to represent my interests and to file an Application for Tree Removal Permit for said real property, pursuant to the terms and provisions of Chapter 94 (Trees), of the Land Development Regulations of the Town of Flower Mound, Texas Code of Ordinances.



Ramti Abe
Signature of Owner

Given Under My Hand and Seal of Office
This the 7th Day of Feb., 2022

Yuliya Fazekas
Notary Public
In and For Dallas County, Texas.

5. Applicants Affidavit- Note: Applicant must be an ISA certified arborist, certified forester, or a registered landscape architect.

Subject to criminal penalties contained in Subpart B, the Land Development Regulations of the Town of Flower Mound, Texas Code of Ordinances, I
Dan Reece, do hereby swear or affirm that all of the Information contained herein and submitted herein is, to the best of my knowledge, true, correct and complete and that no false, misleading or incomplete information has been intentionally provided or submitted with this Application for a Tree Removal Permit.

Dan Reece
Signature of Applicant

Landscape Architect License No. 1986
State of Licensure _____
Or ISA Certified Arborist No. _____
Or Certified Forester No. _____

Given Under My Hand and Seal of Office
This the ____ Day of _____, 20____

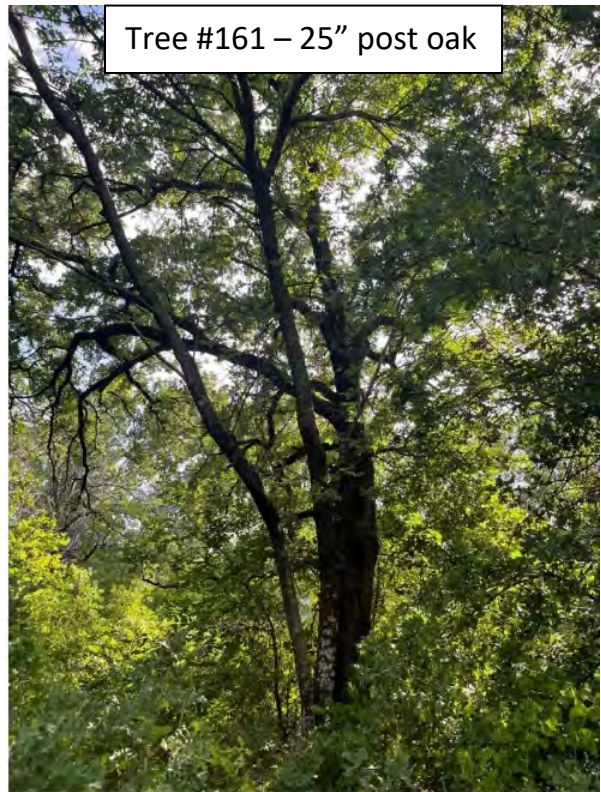
Notary Public
In and For _____ County, Texas

6. Received by Town of Flower Mound on (Date) 6/08/2022 by
(initials) JRH.

Mclver Flower Mound -
Specimen trees proposed for removal



Tree #106- 36" post oak



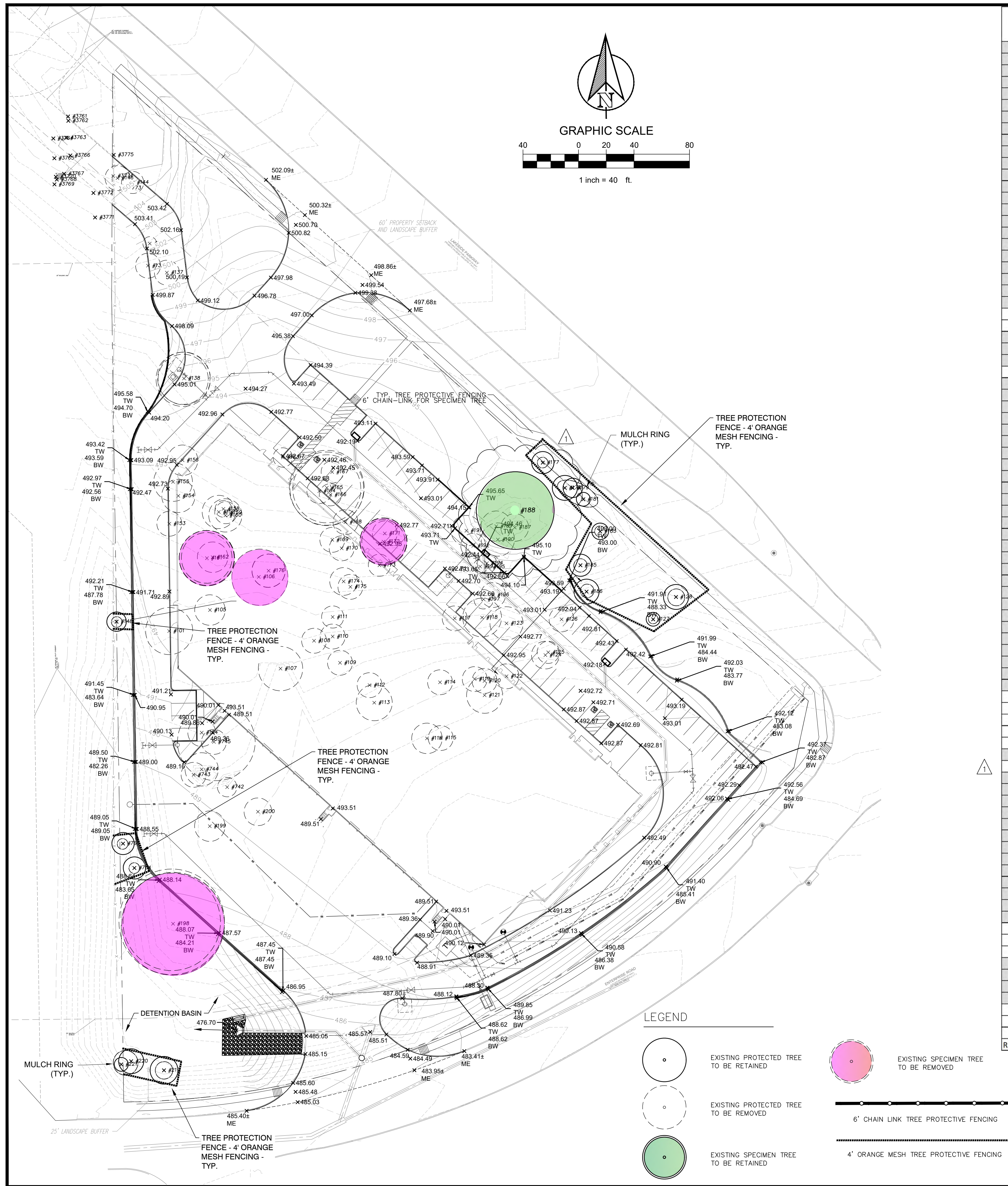
Tree #161 - 25" post oak



Tree #172 - 22" post oak



Tree #198A - 36" pecan



Tag #	DBH	Common Name	Scientific name	Designation	Status	Mitigation	Preservation Credits	Location
104	13	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
105	14	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
106	36	Post Oak - MT	Quercus stellata	Specimen	Removed	Yes	-24	Buildable Area
107	20	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
108	11	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
109	11	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
110	11	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
111	10	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
112	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
113	17	Cedar Elm - MT	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
114	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
115	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
116	14	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
117	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
118	18	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
119	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
120	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
121	17	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
122	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
123	16	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
124	13	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
125	10	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
126	11	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
127	6	Pecan	Carya illinoensis	Protected	Retained		1	Buildable Area
128	12	Cedar Elm	Ulmus crassifolia	Protected	Retained			Buffer
138A	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
138B	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
138C	9	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
148	9	American Elm	Ulmus americana	Protected	Retained		1	Buildable Area
153	12	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
154	15	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
155	18	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
156	14	Ash - MT	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
157	16	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
158	8	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
159	10	Ash - MT	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
160	15	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
161	25	Post Oak	Quercus stellata	Specimen	Removed	Yes	-17	Buildable Area
162	14	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
163	9	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
164	11	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
165A	17	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
165B	16	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
165C	9	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
166	10	Pecan	Carya illinoensis	Protected	Removed	Yes	-1	Buildable Area
167	10	Pecan	Carya illinoensis	Protected	Removed	Yes	-1	Buildable Area
168	11	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
169	12	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
170	11	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
171	11	Red Oak	Quercus buckleyi	Protected	Removed	Yes	-1	Buildable Area
172	22	Post Oak	Quercus stellata	Specimen	Removed	Yes	-15	Buildable Area
173	10	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
174	13	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
175	12	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
176A	10	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
176B	8	Ash - MT	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
177	10	American Elm	Ulmus americana	Protected	Retained			Buffer
179	9	American Elm - MT	Ulmus americana	Protected	Retained			Buffer
181	6	American Elm	Ulmus americana	Protected	Retained			Buffer
183	8	American Elm	Ulmus americana	Protected	Retained			Buffer
186	12	American Elm	Ulmus americana	Protected	Retained			Buffer
187	13	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
188	30" - 2'	Post Oak - MT	Quercus stellata	Specimen	Retained		20	Buildable Area
189	14	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
190	16	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
191	14	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
192	11	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
193	7	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
194	9	Ash	Fraxinus sp.	Protected	Removed	n/a		
195	11	Ash	Fraxinus sp.	Protected	Removed	n/a		
196	11	Ash	Fraxinus sp.	Protected	Removed	n/a		
197	9	Ash	Fraxinus sp.	Protected	Removed	n/a		
198A	36	Pecan	Carya illinoensis	Specimen	Removed	Yes	-24	Buildable Area
198B	15	Pecan	Carya illinoensis	Protected	Removed	Yes	-1	Buildable Area
199	14	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
200	13	Post Oak	Quercus stellata	Protected	Removed	Yes	-1	Buildable Area
219	13	American Elm	Ulmus americana	Protected	Retained			Buffer
220	11	American Elm	Ulmus americana	Protected	Retained		1	Buildable Area
221	6	American Elm - MT	Ulmus americana	Protected	Retained		1	Buildable Area
742	9	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
743	11	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
744	15	Ash	Fraxinus sp.	Protected	Removed	Yes	-1	Buildable Area
745	12	Cedar Elm	Ulmus crassifolia	Protected	Removed	Yes	-1	Buildable Area
764	10	American Elm	Ulmus americana	Protected	Retained		1	Buildable Area
766	10	American Elm	Ulmus americana	Protected	Retained		1	Buildable Area
Required Mitigation Trees:		136						

MITIGATION FOR REMOVAL OF EXISTING TREES
136 REQUIRED MITIGATION TREES TO BE PAID CASH-IN-LIEU
136 x \$375 = \$51,000



TEXAS REGISTRATION #14199

CLAY MOORE ENGINEERING

1000 CHEROKEE BLVD. SUITE #1
FLOWER MOUND, TX 75022
WWW.CLAYMOOREENGINEERING.COM

McIVER FLOWER MOUND,
FLOWER MOUND, TX

07/15/22

CITY COMMENTS

NO

DATE

REVISION

BY

TREE SURVEY

DESIGN: CLC
DRAWN: RDS
CHECKED: CLC
DATE: 06/02/2021
SHEET
TD-2
File No. 2020-148



TOWN COUNCIL AGENDA ITEM NO. 19

REGULAR ITEM

DATE: August 22, 2022

FROM: Claire Barnes, Planner

ITEM: Public Hearing to consider an ordinance granting Specific Use Permit No. 480 (SUP22-0003 – Stay N’ Play) to permit an amusement and recreation (indoors) facility. The property is generally located west of Yucca Drive and south of Churchill Drive. (The Planning and Zoning Commission recommended approval by a vote of 6 to 0 at its August 15, 2022, meeting.)



SUMMARY DATA:

- Lot Size – 4.755 acres
- Current Zoning – PD-142 for Retail-2 (R-2) uses
- Proposed Use – Amusement and recreation (indoors)
- Size of proposed building/use – 1,638 sf within a 18,086 sf retail building
- SMARTGrowth – N/A, review not triggered
- Traffic Analysis – N/A, review not triggered
- Exceptions – None
- Incentives – None requested

BACKGROUND INFORMATION: Attached is the Planning and Zoning Commission (P&Z) report and backup for this item. During deliberation, P&Z discussed the proposed hours for the business. As part of the motion, P&Z recommended that the hours be expanded to 8:00 a.m. to 8:00 p.m. daily to provide the applicant more flexibility.

ATTACHMENTS:

1. Draft Ordinance
2. [Planning and Zoning Commission Staff Report](#)

LEGAL REVIEW: Alicia Kreh, of Taylor, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the ordinance as to form and legality.

DRAFT MOTION: Move to approve as presented in the agenda caption.

TOWN OF FLOWER MOUND, TEXAS**ORDINANCE NO. _____**

AN ORDINANCE OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING THE OFFICIAL ZONING MAP, EXHIBIT "A," OF SUBPART B, "LAND DEVELOPMENT REGULATIONS," OF THE CODE OF ORDINANCES OF THE TOWN OF FLOWER MOUND, TEXAS, BY APPROVING SPECIFIC USE PERMIT NO. 480 (SUP-480) FOR AN AMUSEMENT AND RECREATION (INDOORS) USE ON CERTAIN PROPERTY DESCRIBED AS 4.755 ACRES OF LAND AND BEING ALL OF LOT 1, BLOCK A OF THE PRAIRIE COMMONS ADDITION AND ZONED PLANNED DEVELOPMENT DISTRICT NO. 142 (PD-142) WITH RETAIL DISTRICT-2 AND OFFICE USES; PROVIDING THIS ORDINANCE SHALL BE CUMULATIVE OF ALL ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION IN THE OFFICIAL NEWSPAPER; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Flower Mound is a home rule municipality acting under its Charter adopted by the electorate pursuant to Article XI, Section 5, of the Texas Constitution and Chapter 9 of the Local Government Code; and,

WHEREAS, the Town Council of the Town of Flower Mound heretofore adopted the Land Development Regulations of the Town of Flower Mound, as amended, which ordinance regulates and restricts the location and use of buildings, structures, and land for trade, industry, residence, and other purposes, and provides for the establishment of zoning districts of such number, shape, and area as may be best suited to carry out these regulations; and,

WHEREAS, in accordance with Chapter 78 of the Land Development Regulations, the owner of the property described as 4.755 acres of land and being all of Lot 1, Block A of the Prairie Commons Addition, Denton County, Texas has filed an application for a Specific Use Permit to allow an amusement and recreation (indoor) use; and,

WHEREAS, the Planning and Zoning Commission of the Town of Flower Mound, Texas held a public hearing on August 15, 2022, and the Town Council of the Town of Flower Mound, Texas, held a public hearing on August 22, 2022, with respect to the Specific Use Permit described herein; and,

WHEREAS, the Town has complied with all requirements of Chapter 211 of the Local Government Code, Chapter 78 of the Land Development Regulations, and all other laws dealing with notice, publication, and procedural requirements for the approval of a Specific Use Permit on the property described herein; and,

WHEREAS, the Town Council finds that the Specific Use Permit should be granted as outlined herein as it is in the best interest of the Town of Flower Mound and will promote the health, safety, and general welfare of the citizens of the Town of Flower Mound and the general public.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

The Land Development Regulations of the Town of Flower Mound, Texas, as amended, are hereby amended on the hereinafter described property and area as shown below:

4.755 acres of land, being all of Lot 1, Block A of the Prairie Commons Addition, Denton County, Texas and zoned Planned Development District No. 142 (PD-142) With Retail District-2 and Office Uses.

Specific Use Permit No. 480 is granted to allow an amusement and recreation (indoors) use as more fully described in the exhibits attached hereto and incorporated herein, subject to the following conditions:

1. The Specific Use Permit is limited to an approximately 1,638 square foot lease space located in the 18,086 square foot Prairie Commons retail building as shown in Exhibit "A."
2. The hours of operation for the facility are limited to 8:00 a.m. to 8:00 p.m. daily.
3. The lease area will be soundproofed so that no noise is audible to adjacent tenants.

SECTION 2

The Conceptual Site Plan of the proposed amusement and recreation (indoors) use, attached hereto as Exhibit "A" and incorporated herein for all purposes allowed by law, is hereby approved as the Conceptual Site Plan for this Specific Use Permit.

SECTION 3

The official Zoning Map of the Town of Flower Mound is amended and the Director of Planning Services is directed to revise the official Zoning Map to reflect the approved Specific Use Permit, as set forth above.

SECTION 4

The use of the property described above shall be subject to all applicable regulations contained in the Land Development Regulations and all other applicable and pertinent ordinances of the Town of Flower Mound, including the regulations contained in Planned Development District-142 (PD-142).

SECTION 5

This Ordinance shall be cumulative of all provisions of ordinances and of the Code of Ordinances of the Town of Flower Mound, Texas, as amended, except when the provisions of this Ordinance are in direct conflict with the provisions of such ordinances and such Code, in which event the conflicting provisions of such ordinances and such Code are hereby repealed.

SECTION 6

It is hereby declared to be the intention of the Town Council that the sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable, and if any section, paragraph, sentence, clause, or phrase of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining sections, paragraphs, sentences, clauses, and phrases of this Ordinance, since the same would have been enacted by the Town Council without the incorporation in this Ordinance of any such unconstitutional section, paragraph, sentence, clause, or phrase.

SECTION 7

Any person, firm, or corporation who violates any provision of this Ordinance as adopted by the Town Council of the Town of Flower Mound shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine as provided in Section 1-13 of the Code of Ordinances of the Town of Flower Mound. Each day any such violation or violations exist shall constitute a separate offense and shall be punishable as such.

SECTION 8

All rights and remedies of the Town of Flower Mound are expressly saved as to any and all violations of the provisions of the Land Development Regulations or any ordinances governing zoning that have accrued at the time of the effective date of this Ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this Ordinance but may be prosecuted until final disposition by the courts.

SECTION 9

The Town Secretary of the Town of Flower Mound is hereby directed to publish the caption in the official newspaper of the Town of Flower Mound as required by Section 3.07 of the Charter of the Town of Flower Mound.

SECTION 10

This Ordinance shall be in full force and effect from and after the date of its passage and publication as required by law, and it is so ordained.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, BY A VOTE OF ____ TO ____, ON THIS THE 22ND DAY OF AUGUST, 2022.

APPROVED:

Derek France, MAYOR

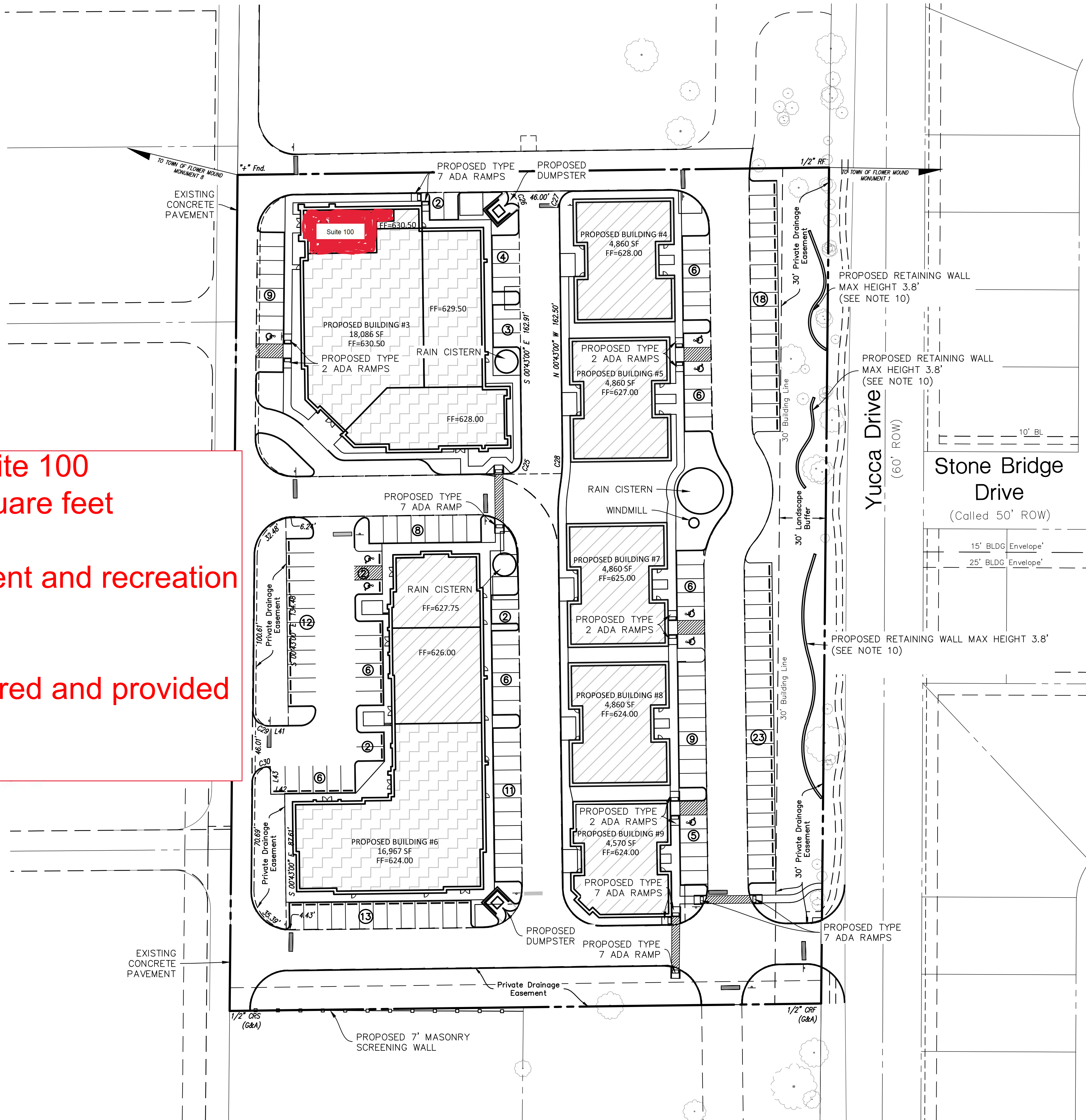
ATTEST:

Theresa Scott, TOWN SECRETARY

Building 3 - Suite 100
Size: 1,638 square feet

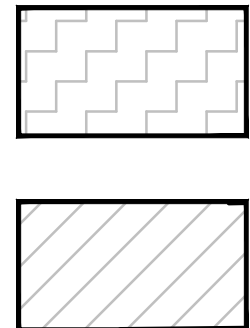
Use: Amusement and recreation
(indoors)

Parking: Required and provided
10 spaces



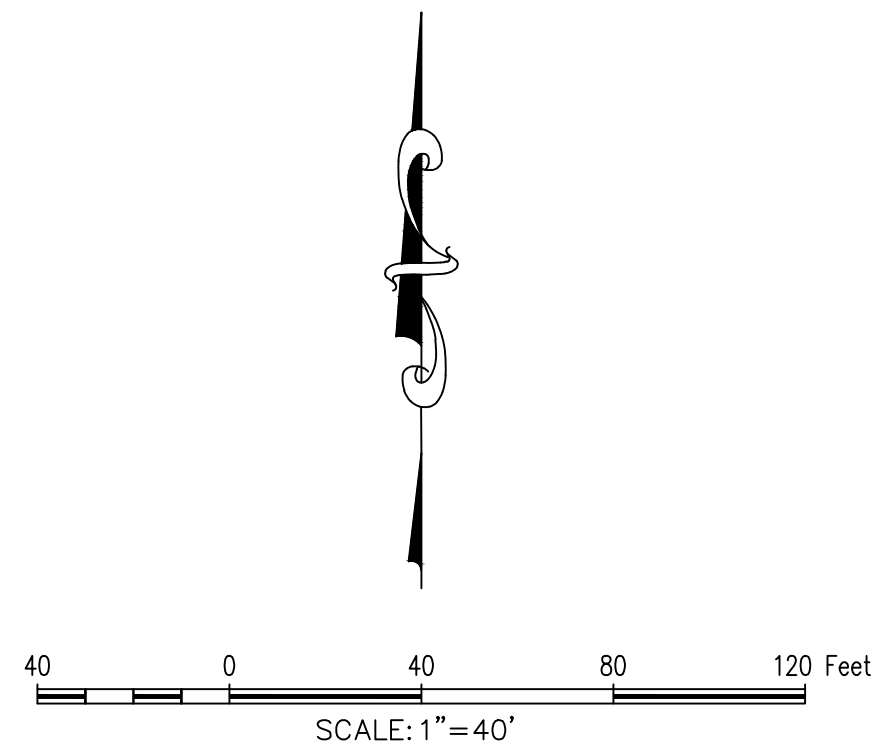
GENERAL NOTE:

1. THE TOWN OF FLOWER MOUND CONSTRUCTION STANDARDS APPLY, WHETHER INDICATED ON THESE PLANS OR NOT.
2. TYPICAL PARKING SPACE DIMENSIONS ARE 9' X 17.5' (FACE OF CURB).
3. ALL RADII ALONG FIRE LANES ARE MINIMUM OF 25' (FACE OF CURB).
4. ALL MATERIALS, CONSTRUCTION, TESTING AND WORKMANSHIP SHALL CONFORM TO THE TOWN OF FLOWER MOUND DESIGN CRITERIA, CONSTRUCTION STANDARDS, CONSTRUCTION DETAILS, AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION FOR NORTH CENTRAL TEXAS.
5. ALL SIDEWALKS, ESTABLISHED VEGETATION, SCREENING WALLS, FENCES, AND ALL REQUIRED APPURTENANCES MUST BE CONSTRUCTED AS REQUIRED BY APPROVED CONSTRUCTION PLANS BEFORE SCHEDULING ANY FINAL INSPECTION.
6. ALL RETAINING/ DETAINING WALLS, TURN-DOWN CURBS, TREE RETAINING WALLS SHALL BE CLAD IN A MATERIAL TO MATCH THE MATERIALS ON THE MAIN BUILDING. RETAINING WALL MAX HEIGHT DOES NOT INCLUDE FOOTER.
7. ALL GROUND BASED HVAC SHALL BE SCREENED WITH LIVE SCREENING OR MASONRY ENCLOSURE. MASONRY ENCLOSURE SHALL BE CLAD IN THE SAME MATERIAL AS THE MAIN BUILDING.
8. ALL ROOF-MOUNTED MECHANICAL UNITS AND/OR EQUIPMENT SHALL BE SCREENED FROM VIEW.
9. STOP LINES ARE TO BE 4-FOOT BEHIND THE CROSSWALKS.
10. A SEPARATE RETAINING WALL PERMIT THROUGH BUILDING INSPECTIONS IS REQUIRED PRIOR TO CONSTRUCTION FOR RETAINING WALLS THAT ARE OVER 4' IN HEIGHT MEASURED FROM TOP OF WALL TO BOTTOM OF FOOTING.



RETAIL DISTRICT-2 (R-2)

OFFICE DISTRICT (O)

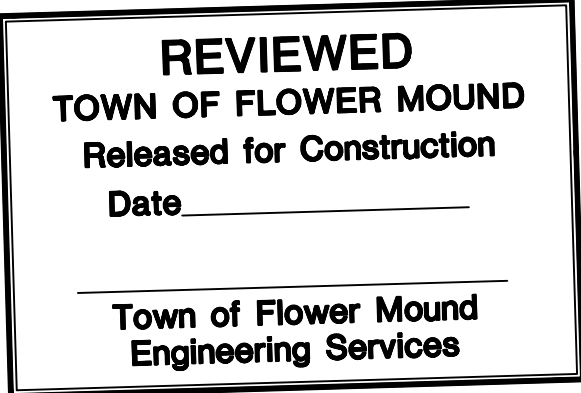


LOCATED ON A CURB INLET ALONG EAST SIDE OF YUCCA DRIVE +/- 300' SOUTH OF STONE BRIDGE DRIVE (ELEV 625.57). EAST OF THE SOUTHEAST CORNER OF SUBJECT PROPERTY.

LOCATED ALONG WEST SIDE OF YUCCA DRIVE +/- 174' NORTH OF THE NORTHEAST CORNER OF SUBJECT PROPERTY.

LEGEND	
C.R.F.	Capped Rebar Found
C.R.S.	Capped Rebar Set
C.M.	Control Monument
CP	Control Point
Mon.	Monument
BM	Benchmark
FH	Fire Hydrant
WM	Water Meter
WV	Water Valve
W/L	Water Line
ICV	Irrigation Control Valve
SSMH	Sanitary Sewer Manhole
CO	Sanitary Sewer Cleanout
UP	Utility Pole
LP	Light Pole
PP	Power Pole
Ex TC	Existing Top of Curb
Ex TP	Existing Top of Pavement
TC	Top of Curb
G	Gutter
PG	Proposed Grade
TP	Grade at Top of Pavement
TA	Grade at Top of Asphalt
TW	Grade at Top of Wall
BW	Grade at Bottom of Wall
RW	Grade at Retaining Wall
TC	Grade at Top of Grate
RR	Rail road
FG	Finished Grade
FF	Finished Floor
FP	Finished Pad
FL	Flowline
U.E.	Utility Easement
D.E.	Drainage Easement
B.L.	Building Line
R.O.W.	Right-of-Way
D.R.	Deed Records
P.R.	Plat Records
P.A.E.	Pedestrian Access Easement
S.B.	Setback line
WLE	Waterline Easement
MAE	Mutual Access Easement
	Overhead Power Lines
	Down Guy Wire
443	Existing Contours
445	Proposed Contours
	Concrete Pavement
	Asphalt Pavement
	Wood Fence
	Chain Link Fence
	Wire Fence
	Masonry Wall
	Existing Tree
	(FL) Flowline
	Centerline of Creek, Swale, or Waterway

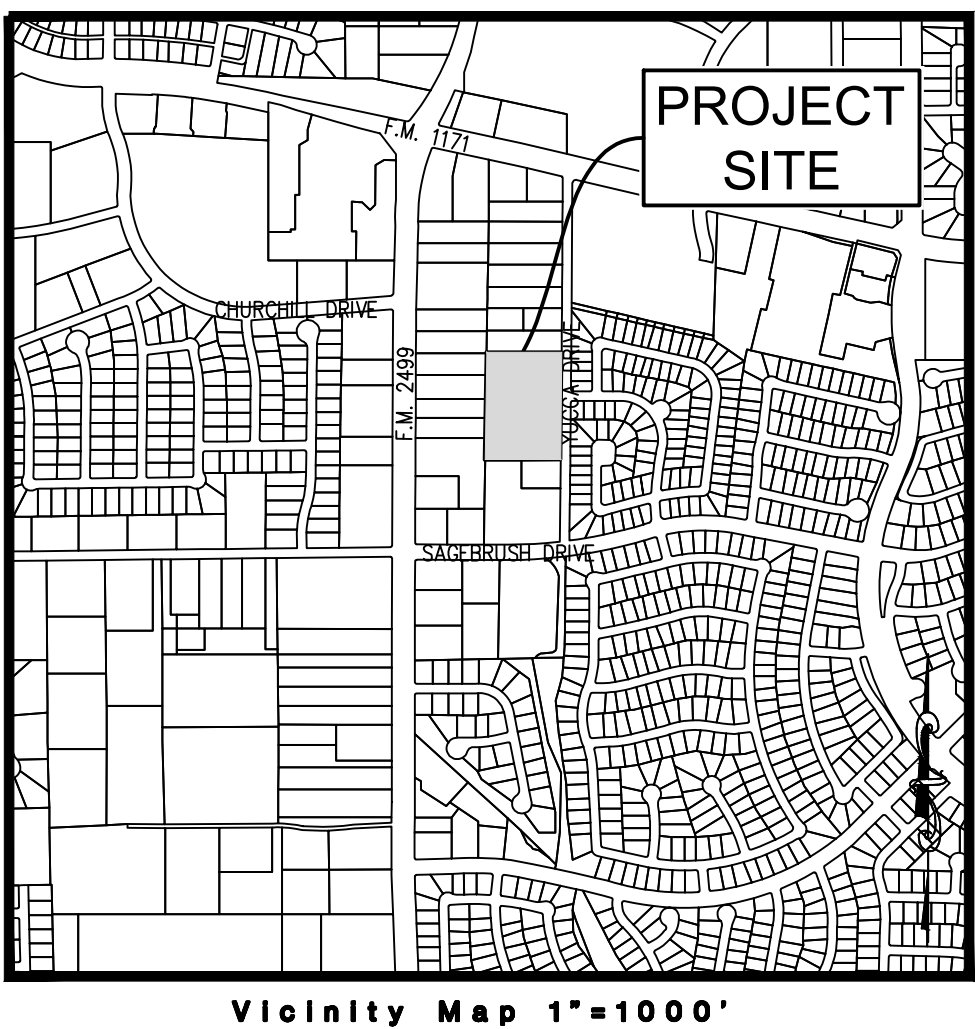
SITE DATA TABLE	
PHYSICAL ADDRESS	YUCCA DRIVE
GROSS SITE AREA	4.755 ACRES
NET SITE AREA	4.755 ACRES
ZONING	PD 142 W/ R-2 OFFICE USES
CURRENT USE	VACANT
PROPOSED USED	NON RESIDENTIAL MIXED USE
LOT COVERAGE DATA	
BUILDING COVERAGE	1.30 AC 27%
IMPERVIOUS AREA	3.82 AC 80%
PERVIOUS AREA	0.94 AC 20%
PARKING SUMMARY	
REQUIRED RETAIL (24,806) 1:250	104 SPACES
REQUIRED OFFICE (28,444) 1:300	94 SPACES
REQUIRED TOTAL	198 SPACES
PROVIDED PARKING	159 SPACES
HANDICAP PARKING	8 SPACES
BUILDING DATA	
BUILDING # 3	
NUMBER OF FLOORS	1
PEAK HEIGHT	26'-4"
MEAN HEIGHT	19'-3"
TOTAL SQUARE FOOTAGE	18,086 SF
BUILDINGS # 4,5,7,8	
NUMBER OF FLOORS	1
PEAK HEIGHT	25'-6 1/2"
MEAN HEIGHT	18'-6 1/2"
TOTAL SQUARE FOOTAGE	4,860 SF
BUILDING # 6	
NUMBER OF FLOORS	1
PEAK HEIGHT	28'-4"
MEAN HEIGHT	23'-5 1/2"
TOTAL SQUARE FOOTAGE	16,911 SF
BUILDING #9	
NUMBER OF FLOORS	1
PEAK HEIGHT	25'-6 1/2"
MEAN HEIGHT	18'-6 1/2"
TOTAL SQUARE FOOTAGE	4,570 SF
MASTER PLAN FEATURES	
LAND USE PLAN	SPA 1
URBAN DESIGN PLAN	LONG PRAIRIE DISTRICT
THOROUGHFARE PLAN	YUCCA DRIVE (60' ROW)



OWNER
PRAIRIE COMMONS HOLDINGS, LLC
C/O IMARK REALTY ADVISORS LLC, DEVELOPER



DEVELOPER
IMARK REALTY ADVISORS, LLC
140 RED OAK LANE
FLOWER MOUND, TX 75028
Ph. 214-560-5017
Contact: MARK GLOVER



PRAIRIE COMMONS

Lot 1, Block A
PRAIRIE COMMONS
4.755 Acres

J.T. STEWART SURVEY, ABSTRACT NO. 1161
in the
FLOWER MOUND
DENTON COUNTY, TEXAS

SITE PLAN

PRELIMINARY PLANS

THIS DOCUMENT IS FOR INTERIM REVIEW AND IS NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES. G&A CONSULTANTS, F-1798 ROBERT JOHN DOLLAH, JR., P.E. #86898 DATE 5/2/2016

Drawn By: AM
Date: 2/8/2016
Scale: 1"=40'
Revisions:
03/07/2016
04/08/2016
05/02/2016

14210

C4



TOWN COUNCIL AGENDA ITEM NO. 20 REGULAR ITEM

DATE: August 22, 2022

FROM: Chuck Russell, Principal Planner

ITEM: Public Hearing to consider an ordinance amending the zoning (Z22-0003- Radionov Estate) from Agricultural District (A) uses to Single-Family Estate District (SF-E) uses. The property is generally located west of Morriss Road and south of Hazy Meadows Lane. *(On August 15, 2022, the Planning and Zoning Commission recommended approval by a vote of 6 to 0.)*



SUMMARY DATA:

- Lot Size – 1.072 acres
- Proposed Zoning – Single-Family Estate District (SF-E) uses, minimum required lot size of one acre
- Proposed Lots – One buildable lot
- SMARTGrowth – Passed
- Traffic Analysis – Passed
- Exceptions – None
- Incentives – N/A

BACKGROUND INFORMATION: Attached is the Planning and Zoning Commission (P&Z) report and backup for this item.

ATTACHMENTS:

1. Draft Ordinance
2. [Planning and Zoning Commission Staff Report](#)

LEGAL REVIEW: Alicia Kreh, of Taylor, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the ordinance as to form and legality.

DRAFT MOTION: Move to approve as presented in the agenda caption.

TOWN OF FLOWER MOUND, TEXAS**ORDINANCE NO. _____**

AN ORDINANCE OF THE TOWN OF FLOWER MOUND, TEXAS, AMENDING THE OFFICIAL ZONING MAP, EXHIBIT "A" OF SUBPART B, "LAND DEVELOPMENT REGULATIONS," OF THE FLOWER MOUND CODE BY CHANGING THE ZONING ON APPROXIMATELY 1.072 ACRES OF LAND SITUATED IN THE J. WATKINS SURVEY, ABSTRACT NO. 1324, FROM A AGRICULTURAL DISTRICT USES TO SF-E SINGLE FAMILY ESTATE DISTRICT USES IN ACCORDANCE WITH THE TOWN'S MASTER PLAN AND SPECIFIC REQUIREMENTS AND EXHIBITS INCORPORATED HEREIN; REPEALING ALL CONFLICTING ORDINANCES; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY FOR VIOLATIONS; PROVIDING A SAVINGS CLAUSE; PROVIDING FOR PUBLICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Flower Mound is a home rule municipality acting under its charter adopted by the electorate pursuant to Article XI, Section 5, of the Texas Constitution and Chapter 9 of the Local Government Code; and,

WHEREAS, the Town Council of the Town of Flower Mound heretofore adopted the Land Development Regulations of the Town of Flower Mound, as amended, which ordinance regulates and restricts the location and use of buildings, structures, and land for trade, industry, residence, and other purposes, and provides for the establishment of zoning districts of such number, shape, and area as may be best suited to carry out these regulations; and,

WHEREAS, in accordance with Chapter 78 of the Land Development Regulations, the owners of the property described as approximately 1.072 acres of land situated in the J. Watkins Survey, Abstract No. 1324, Denton County, Texas, have filed an application to change the zoning from A Agricultural District uses to SF-E Single Family Estate District uses; and,

WHEREAS, the Planning and Zoning Commission of the Town of Flower Mound, Texas, held a public hearing on August 15, 2022, and the Town Council of the Town of Flower Mound, Texas, held a public hearing on August 22, 2022, with respect to the proposed rezoning as described herein; and,

WHEREAS, the Town has complied with all requirements of Chapter 211 of the Local Government Code, Chapter 78 of the Land Development Regulations, and all other laws dealing with notice, publication, and procedural requirements for the approval of a rezoning on the property; and,

WHEREAS, the Town Council finds that amendment of the Zoning Map as outlined herein is in the best interest of the Town of Flower Mound and will promote the health, safety, and general welfare of the citizens of the Town of Flower Mound and the general public;

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, THAT:

SECTION 1

The Land Development Regulations of the Town of Flower Mound, Texas, as amended, are hereby amended on the hereinafter described property and area as shown below:

Approximately 1.072 acres of land situated in the J. Watkins Survey, Abstract No. 1324, Denton County, Texas, and more fully described in Exhibit "A" hereto.

SF-E Single Family Estate District uses as depicted in the zoning exhibit attached as Exhibit "B" hereto.

SECTION 2

The official Zoning Map of the Town of Flower Mound is amended and the Executive Director of Development Services is directed to revise the official Zoning Map to reflect the approved zoning, as set forth above.

SECTION 3

This Ordinance shall be cumulative of all provisions of ordinances and of the Flower Mound Code as amended, except when the provisions of this Ordinance are in direct conflict with the provisions of such ordinances and such code, in which event the conflicting provisions of such ordinances and such code are hereby repealed.

SECTION 4

It is hereby declared to be the intention of the Town Council that the sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable, and if any section, paragraph, sentence, clause, or phrase of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining sections, paragraphs, sentences, clauses, and phrases of this Ordinance, since the same would have been enacted by the Town Council without the incorporation in this Ordinance of any such unconstitutional section, paragraph, sentence, clause, or phrase.

SECTION 5

Any person, firm, or corporation who violates any provision of this Ordinance as adopted by the Town Council of the Town of Flower Mound shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine as provided in Section 1-13 of the Flower Mound Code. Each day any such violation or violations exist shall constitute a separate offense and shall be punishable as such.

SECTION 6

All rights and remedies of the Town of Flower Mound are expressly saved as to any and all violations of the provisions of the Land Development Regulations or any ordinances governing zoning that have accrued at the time of the effective date of this Ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this Ordinance but may be prosecuted until final disposition by the courts.

SECTION 7

The Town Secretary of the Town of Flower Mound is hereby directed to publish the caption in the official newspaper of the Town of Flower Mound as required by Section 3.07 of the Charter of the Town of Flower Mound.

SECTION 8

This Ordinance shall be in full force and effect from and after the date of its passage and publication as required by law, and it is so ordained.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, BY A VOTE OF ____ TO ____, ON THIS THE 22ND DAY OF AUGUST, 2022.

APPROVED:

Derek France, MAYOR

ATTEST:

Theresa Scott, TOWN SECRETARY

Exhibit A

DESCRIPTION

BEING a tract of land situated in the J. Watkins Survey, Abstract No. 1324, in the Town of Flower Mound, Denton County, Texas and being all of a called 1.096 acre tract described in a Warranty Deed with Vendor's Lien to Gregory Radinov and Nataliya Radinov, as recorded in Document No. 2022-55815 of the Official Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at an iron rod with a cap, stamped "ARTHUR", found on the west right-of-way line of Morriss Road, a 120 feet-wide right-of-way, for the southeast corner of Block D of Countryside Estates, Phase 1, an addition to the Town of Flower Mound, as recorded in Cabinet D, Page 291 of the Plat Records of said county and the northeast corner of said 1.096 acre tract, same being at the beginning of a non-tangent curve to the right having a central angle of 02°50'54", a radius of 5,669.58 feet, and a chord bearing and distance of South 00°33'13" East, 281.83 feet;

THENCE in a southerly direction, along the west right-of-way line of said Morriss Road and the east line of said 1.096 acre tract, and along said curve to the right, an arc distance of 281.86 feet to an "X" cut in concrete found in a concrete driveway for the northeast corner of a called 0.268 acre tract described in a Warranty Deed with Vendor's Lien to Salvador Tinajero and Lucia Gomez, as recorded in Document No. 2019-122090 of said Official Records and the southeast corner of said 1.096 acre tract;

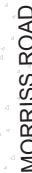
THENCE South 88°40'38" West, leaving the west right-of-way line of said Morris Road and along the common line of said 1.096 acre tract and said 0.268 acre tract, a distance of 169.32 feet to a 1/2 inch iron rod found on the east line of Block E of Timberview Estates, Phase I, an addition to the Town of Flower Mound, as recorded in Cabinet D, Page 9 of said Plat Records, for the northwest corner of said 0.268 acre tract and the southwest corner of said 1.096 acre tract;

THENCE North 00°01'54" West, along the common line of said 1.096 acre tract and said Block E, a distance of 282.49 feet to an iron rod with a cap, stamped "ARTHUR", found on the south line of the aforementioned Block D, for the northeast corner of said Block E and the northwest corner of said 1.096 acre tract;

THENCE North 88°53'20" East, along the common line of said 1.096 acre tract and said Block D, a distance of 166.74 feet to the **POINT OF BEGINNING** and containing 47,734 square feet or 1.096 acres of land, more or less.

LESS AND EXCEPT:

A called 0.024 acre tract described in a Warranty Deed to Salvador Tinajero and Lucia Gomez, as recorded in Document No. 2022-55814 of the Official Records of said county.



BEING a tract of land situated in the J. Watkins Survey, Abstract No. 1324, in the Town of Flower Mound, Denton County, Texas and being all of a called 1.096 acre tract described in a Warranty Deed with Vendor's Lien to Gregory Radinov and Nataliya Radinov, as recorded in Document No. 2022-55815 of the Official Records of said county, and being more particularly described by metes and bounds as follows:

BEGINNING at an iron rod with a cap, stamped "ARTHUR", found on the west right-of-way line of Morriss Road, a 120 feet-wide right-of-way, for the southeast corner of Block D of Countryside Estates, Phase 1, an addition to the Town of Flower Mound, as recorded in Cabinet D, Page 291 of the Plat Records of said county and the northeast corner of said 1.096 acre tract, same being at the beginning of a non-tangent curve to the right having a central angle of 02°50'54", a radius of 5,669.58 feet, and a chord bearing and distance of South 00°33'13" East, 281.83 feet;

THENCE in a southerly direction, along the west right-of-way line of said Morriss Road and the east line of said 1.096 acre tract, and along said curve to the right, an arc distance of 281.86 feet to an "X" cut in concrete found in a concrete driveway for the northeast corner of a called 0.268 acre tract described in a Warranty Deed with Vendor's Lien to Salvador Tinajero and Lucia Gomez, as recorded in Document No. 2019-122090 of said Official Records and the southeast corner of said 1.096 acre tract;

THENCE South 88°40'38" West, leaving the west right-of-way line of said Morris Road and along the common line of said 1.096 acre tract and said 0.268 acre tract, a distance of 169.32 feet to a 1/2 inch iron rod found on the east line of Block E of Timberview Estates, Phase I, an addition to the Town of Flower Mound, as recorded in Cabinet D, Page 9 of said Plat Records, for the northwest corner of said 0.268 acre tract and the southwest corner of said 1.096 acre tract;

THENCE North 00°01'54" West, along the common line of said 1.096 acre tract and said Block E, a distance of 282.49 feet to an iron rod with a cap, stamped "ARTHUR", found on the south line of the aforementioned Block D, for the northeast corner of said Block E and the northwest corner of said 1.096 acre tract;

THENCE North 88°53'20" East, along the common line of said 1.096 acre tract and said Block D, a distance of 166.74 feet to the **POINT OF BEGINNING** and containing 47,734 square feet or 1.096 acres of land, more or less.

LESS AND EXCEPT:
A called 0.024 acre tract described in a Warranty Deed to Salvador Tinajero and Lucia Gomez, as recorded in Document No. 2022-55814 of the Official Records of said county.

- Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202); North American Datum of 1983.
- Only above ground observable utilities were located. No underground utilities and/or subsurface improvements, if any, have been located.
- Current Zoning: The subject tract currently lies within zone A (Agricultural) according to the City of Flower Mound GIS map.
- Proposed Zoning: The proposed zoning for the subject tract is zone SF-E (Single-Family Estate)
- This survey has been prepared without the benefit of a current title report. The property shown hereon may be subject to various easements and/or "Rights of Others". This survey is subject to revisions as such a report may reveal.
- Tree data provided by "TreeNewal, LLC"

According to Federal Emergency Management Agency's Flood Insurance Rate Map No. 48121C0545G, for DENTON County, Texas and incorporated areas, dated April 18, 2011, this property is located within:

Zone X (unshaded) defined as "Areas determined to be outside the 0.2% annual chance floodplain"

If this site is not within an identified special flood hazard area, this flood statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.

This is to certify that this survey represents an on the ground survey conducted on November of 2021 and May of 2022 and is true and correct to the best of my knowledge.

Michael L. Black
F48906617072428
Michael L. Black
Registered Professional Land Surveyor No. 6854

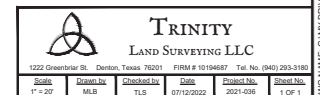


	MAIL BOX	CRF	IRON ROD WITH CAP FOUND
	TREE	IRF	IRON ROD FOUND
	SIGN	XF	"X" CUT IN CONCRETE FOUND
	FIRE HYDRANT	P.O.B.	POINT OF BEGINNING
	WATER METER	M	MONUMENT FOUND
	ELECTRIC METER	O	MONUMENT SET
	GUY ANCHOR	P.R.D.C.T.	PLAT RECORDS, DENTON
	UTILITY POLE		COUNTY, TEXAS
	SANITARY SEWER CLEAN OUT	O.R.D.C.T.	OFFICIAL RECORDS, DENTON
	SANITARY SEWER MANHOLE		COUNTY, TEXAS
	STORM SEWER MANHOLE	TREE: ###	TREE TAG NUMBER

	BOUNDARY LINE
	EASEMENT LINE
	BUILDING LINE
	FENCE
	CONCRETE PAVEMENT
	ASPHALT PAVEMENT

TAG #	SIZE	SPECIES
11	14"	BLACK WALNUT
12	16"	BLACK WALNUT
13	8"	HACKBERRY
14	14"	BLACK WALNUT
15	8"	HACKBERRY
16	13"	BLACK WALNUT
17	6"	CREPE MYRTLE
18	32"	HACKBERRY
19	24"	BLACK WALNUT
20	7"	PECAN
21	27"	HACKBERRY
22	8"	BLACK WALNUT
23	23"	HACKBERRY
24	8"	PEACH
25	24"	HACKBERRY
26	35"	POST OAK
27	6"	CREPE MYRTLE
28	8"	CREPE MYRTLE
29	33"	POST OAK
30	29"	BLACK WALNUT
31	6"	PEACH
32	32"	PECAN
33	34"	BLACK WALNUT
34	18"	PECAN
35	20"	BLACK WALNUT
36	20"	BLACK WALNUT
37	54"	HACKBERRY

SURVEY SHOWING A HOUSE AND IMPROVEMENTS AND TREES ON A CALLED 1.096 ACRE TRACT IN THE J. WATKINS SURVEY, ABSTRACT NO. 1324, LOCATED IN THE TOWN OF FLOWER MOUND, DENTON COUNTY, TEXAS





TOWN COUNCIL AGENDA ITEM NO. 21 REGULAR ITEM

DATE: August 22, 2022

FROM: Tommy Dalton, Assistant Town Manager

ITEM: **Consideration of a resolution and possible action to disapprove the Denton Central Appraisal District's 2023 annual budget.**

BACKGROUND INFORMATION: During the August 8, 2022, Town Council meeting, Councilmember Schiestel requested, and the Council agreed to review the Denton Central Appraisal District's (DCAD) FY 2023 budget at the next Town Council meeting. Councilmember Schiestel also mentioned resolutions adopted by the Denton County Commissioners Court, and the City of Denton (both attached). In addition to the County and the City of Denton, the City of Lewisville, City of Highland Village, and the Lewisville Independent School District all have adopted resolutions disapproving the DCAD FY 2023 budget (also attached).

Flower Mound is a taxing entity within the DCAD and relies on DCAD for appraising property within the boundaries of the Town for ad valorem tax purposes. DCAD operations are funded primarily by the local taxing entities served by the appraisal district. Each year the Chief Appraiser must prepare a proposed budget for the operations of DCAD for the following tax year and submit the proposed budget to the DCAD Board of Directors and to each taxing entity.

The DCAD Board of Directors approved their FY 2022-23 Budget at their July 28, 2022 meeting. The total 2023 DCAD proposed budget is \$17,997,944.33, an increase of \$2,673,650.52 from last year's budget of \$15,324,293.81, or 17.45%. The allocation for the Town of Flower Mound for FY 2022-23 is \$350,486.28. A copy of the DCAD FY 2022-23 budget is attached.

According to Chapter 6 of the Texas Tax Code, each taxing unit has a right to adopt a resolution disapproving of the DCAD budget. Section 6.06(b) of the Texas Property Tax Code further states that if governing bodies of a majority of the taxing units entitled to vote on the appointment of board members adopt resolutions disapproving a budget and file them with the secretary of the board within thirty (30) days after its adoption, the budget does not take effect, and the board shall adopt a new budget within 30 days of the disapproval.

In January 2022, the Denton County Commissioners Court sent a letter calling on the DCAD Board of Directors to investigate the operations of the appraisal district. On March 9, 2022, the DCAD Board voted unanimously to hire an outside consultant to give them an assessment of the appraisal district.

The DCAD Board of Directors contracted with Western Valuation and Consulting to perform an assessment of personnel, and building needs, and consider recommendations for best practices. A copy of the completed report is attached. At the June 23, 2022 Board meeting, the consultant provided a presentation to review the challenges and opportunities the DCAD has and will face in the upcoming years including operations, facilities, and personnel needs. Many of the recommendations from the consultant's report are incorporated into the FY 2022-23 budget.

In addition to passing a resolution disapproving the DCAD FY2022-23 budget, the City of Lewisville also issued a letter expressing their lack of confidence in the Chief Appraiser (attached).

BOARD REVIEW/CITIZEN FEEDBACK: N/A

ALTERNATIVES/OPTIONS: Approve the draft resolution as drafted, approve with amendments, or take no action.

FISCAL IMPACT: N/A

LEGAL REVIEW: Bryn Meredith of Taylor, Olson, Adkins, Sralla, & Elam L.L.P., has reviewed the resolution as to form and legality.

ATTACHMENTS:

1. Denton County Commissioners Court Resolution
2. City of Denton Resolution
3. City of Highland Village Resolution
4. City of Lewisville Resolution
5. City of Lewisville Letter
6. LISD Resolution
7. DCAD FY 2022-23 Budget
8. Western Valuation and Consulting Report
9. Draft Town Council Resolution

DRAFT MOTION: This is a Town Council initiated item and the Council may make a motion based on the alternatives/options outlined above.



RESOLUTION DISAPPROVING OF THE DENTON CENTRAL APPRAISAL DISTRICT 2023 BUDGET

WHEREAS, Denton County is a taxing entity within the Denton Central Appraisal District and relies on the Denton Central Appraisal District for appraising property within the boundaries of the county for ad valorem tax purposes; and

WHEREAS, the Denton Central Appraisal District operations are funded solely by the local taxing entities served by the appraisal district, which includes Denton County; and

WHEREAS, on July 28, 2022 the Denton Central Appraisal District Board of Directors voted to approve of the 2023 Budget in the amount of \$17,997,944.33, an increase of 17.45% from the current 2022 budget; and

WHEREAS, pursuant to Chapter 6 of the Texas Property Tax Code, each taxing unit has a right to adopt a resolution disapproving of the Denton Central Appraisal District budget; and

WHEREAS, the Section 6.06 (b) of the Texas Property Tax Code further states that "if governing bodies of a majority of the taxing units entitled to vote on the appointment of board members adopt resolutions disapproving a budget and file them with the secretary of the board within 30 days after its adoption, the budget does not take effect, and the board shall adopt a new budget within 30 days of the disapproval."

NOW, THEREFORE, BE IT RESOLVED, the Denton County Commissioner Court disapprove of the 2023 Budget of the Denton Central Appraisal District; and

BE IT FURTHER RESOLVED, that this action demonstrate a lack of confidence in the Denton Central Appraisal District.

DONE IN OPEN COURT, this the 2nd Day of August, 2022 upon a motion made by Andy Eads and seconded by Dianne Edmondson and 3 members of the court being present and voting.

Andy Eads
ANDY EADS, COUNTY JUDGE

Absent
RYAN WILLIAMS, COMMISSIONER
PRECINCT 1

Absent
RON MARCHANT, COMMISSIONER
PRECINCT 2

Bobbie J. Mitchell
BOBBIE J. MITCHELL, COMMISSIONER
PRECINCT 3

Dianne Edmondson
DIANNE EDMONDSON, COMMISSIONER
PRECINCT 4

ATTEST:

JULI LUKE, County Clerk and Ex-Officio Clerk of the Commissioners Court
Of Denton County, Texas

By: Juli Luke



RESOLUTION NO. 22-1334

A RESOLUTION OF THE CITY OF DENTON, TEXAS, DISAPPROVING THE PROPOSED 2023 DENTON CENTRAL APPRAISAL DISTRICT BUDGET; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the 2023 proposed budget of the Denton Central Appraisal District was submitted to the City of Denton on June 10, 2022; and

WHEREAS, the Denton Central Appraisal District 2023 budget was approved by its Board of Directors on July 28, 2022; and

WHEREAS, the Denton Central Appraisal District approved 2023 budget is \$17,997,944.33 with the City of Denton 2023 estimated allocation of \$538,368.11; NOW, THEREFORE,

THE COUNCIL OF THE CITY OF DENTON HEREBY RESOLVES:

SECTION 1. The recitals contained in the preamble of this resolution are hereby incorporated into the body of this resolution as if set out fully herein.

SECTION 2. The City Council, pursuant to Article 6.06 of the Texas Tax Code, disapproves the 2023 proposed budget of the Denton Central Appraisal District.

SECTION 3. This Resolution shall become effective immediately upon its passage and approval.

The motion to approve this Resolution was made by Gerard Hudspeth and seconded by Brandon Chase McGee, the Resolution was passed and approved by the following vote [7 - 0]:

	Aye	Nay	Abstain	Absent
Mayor Gerard Hudspeth:	<u>✓</u>	_____	_____	_____
Vicki Byrd, District 1:	<u>✓</u>	_____	_____	_____
Brian Beck, District 2:	<u>✓</u>	_____	_____	_____
Jesse Davis, District 3:	<u>✓</u>	_____	_____	_____
Alison Maguire, District 4:	<u>✓</u>	_____	_____	_____
Brandon Chase McGee,	<u>✓</u>	_____	_____	_____
At Large Place 5:	<u>✓</u>	_____	_____	_____
Chris Watts, At Large Place 6:	<u>✓</u>	_____	_____	_____

PASSED AND APPROVED this the 2nd day of August, 2022.


GERARD HUDSPETH, MAYOR

ATTEST:
ROSA RIOS, CITY SECRETARY

BY: 

APPROVED AS TO LEGAL FORM:
MACK REINWAND, CITY ATTORNEY

BY: 



CITY OF HIGHLAND VILLAGE, TEXAS**RESOLUTION NO. 2022-3009****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND VILLAGE, TEXAS, DISAPPROVING THE DENTON CENTRAL APPRAISAL DISTRICT 2023 BUDGET; AND PROVIDING AN EFFECTIVE DATE**

WHEREAS, the City of Highland Village ("City") is a taxing entity within the Denton Central Appraisal District ("DCAD") and relies on DCAD for appraising real and personal property within the City's boundaries for ad valorem tax purposes; and

WHEREAS, DCAD operations are funded solely by the local taxing entities served by the DCAD, which includes the City; and

WHEREAS, on July 28, 2022, the DCAD Board of Directors voted to approve its Fiscal Year 2022-2023 Budget in the amount of \$17,997,944.33, an increase of 17.45% from the current Fiscal Year 2021-2022 budget; and

WHEREAS, pursuant to Chapter 6 of the Texas Property Code, each taxing unit has a right to adopt a resolution disapproving of the DCAD budget; and

WHEREAS, Section 6.06(b) of the Texas Property Tax Code further states that if governing bodies of a majority of the taxing units entitled to vote on the appointment of board members adopt resolutions disapproving a budget and file them with the secretary of the board within 30 days after its adoption, the budget does not take effect, and the board shall adopt a new budget within 30 days of the disapproval; and

WHEREAS, the City Council of the City of Highland Village, Texas, having reviewed and considered the needs identified in the DCAD Fiscal Year 2022-2023 Budget as necessary, but also lacking confidence in the Chief Appraiser to successfully execute said budget based on her recent performance, finds it to be in the public interest to disapprove of said budget.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HIGHLAND VILLAGE, TEXAS, THAT:

SECTION 1. The City of Highland Village hereby disapproves the Denton Central Appraisal District 2023 Budget.

SECTION 2. The City Council hereby declares that this action demonstrates a lack of confidence in the Chief Appraiser of the Denton Central Appraisal District

SECTION 3. This Resolution shall be effective immediately upon its approval.

PASSED AND APPROVED THIS 9TH DAY OF AUGUST 2022.

APPROVED:


Daniel Jaworski, Mayor

ATTEST:


Angela Miller, City Secretary



APPROVED AS TO FORM AND LEGALITY:


Kevin B. Laughlin, City Attorney
(kbl:8/3/2022:130884)

RESOLUTION NO. 0486-22-RES

**RESOLUTION OF THE CITY OF LEWISVILLE, A HOME
RULE MUNICIPALITY AND QUALIFIED TAXING ENTITY
OF DENTON COUNTY, TEXAS, CASTING A VOTE OF
DISAPPROVAL OF THE DENTON COUNTY APPRAISAL
DISTRICT ("DCAD") 2023 BUDGET AS APPROVED BY THE
DCAD BOARD OF DIRECTORS; PROVIDING FOR THE
INCORPORATION OF PREMISES; AND PROVIDING AN
EFFECTIVE DATE.**

WHEREAS, in January 2022, the Denton County Commissioners Court called on the Denton County Appraisal District Board of Directors ("DCAD Board") to review the operations of the Denton County Appraisal District ("DCAD"), and in response, an outside consultant, Western Valuation and Consulting ("Consultant") was retained to review DCAD operations and provide a report; and

WHEREAS, at the June 23, 2022 meeting of the DCAD Board, Consultant provided a presentation to allow the DCAD Board to review the challenges and opportunities that DCAD has faced and will face in the upcoming years, including operations, facilities, and personnel needs, and the proposed 2023 budget to fund DCAD; and

WHEREAS, the DCAD Board took action on July 28, 2022 to adopt its 2023 budget; and

WHEREAS, as a representative of the public and as a Denton County taxing entity, it is an obligation of the Lewisville City Council to ensure that DCAD, as an entity entrusted with tax dollars, operates at optimum levels with efficiency, that the DCAD budget reflects funding necessary to fairly meet its operational needs, and that the DCAD budget allows DCAD to provide the level of service necessary to provide good service for Denton County taxpayers; and

WHEREAS, the Lewisville City Council has determined it appropriate to disapprove the 2023 DCAD Budget because the City Council lacks confidence in the DCAD leadership's ability to address the issues identified by the Consultant to meet the needs of the Denton County taxing entities that it serves.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LEWISVILLE, TEXAS:

SECTION 1. The foregoing recitals are the findings of the Lewisville City Council and are incorporated into the body of this Resolution as if fully set forth herein.

SECTION 2. The City Council hereby adopts this Resolution casting its vote of disapproval of the 2023 DCAD budget as adopted by the DCAD Board on July 28, 2022.

SECTION 3. This Resolution shall become effective immediately upon its passage and approval.

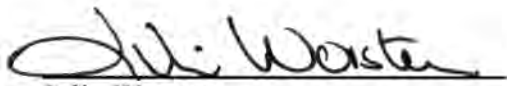
**DULY PASSED AND APPROVED BY THE CITY COUNCIL OF LEWISVILLE,
TEXAS, ON THIS THE 15th DAY OF AUGUST, 2022.**

APPROVED:



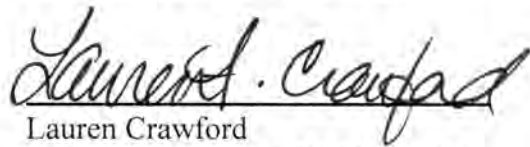
TJ Gilmore, MAYOR

ATTEST:



Julie Worster
CITY SECRETARY

APPROVED AS TO FORM:



Lauren Crawford
ASSISTANT CITY ATTORNEY

August 15, 2022



Board of Directors
Denton Central Appraisal District
3911 Morse Street
Denton, TX 76208

RE: Notice of Lack of Confidence in the Chief Appraiser

Denton Central Appraisal District Board of Directors:

Over the last two years, we have consistently expressed our concerns with the communications and leadership at the Denton Central Appraisal District (DCAD or District). Having received notice that the District will once again fail to timely provide a certified tax roll to the City of Lewisville and the other taxing entities in the county, we are disapproving DCAD's FY 2022-2023 proposed budget. We do so because we do not have confidence that the Chief Appraiser can implement the changes necessary to ensure that the District carries out its responsibilities, including the timely dissemination of the certified tax rolls.

A consistent and repetitive refrain has come from the Chief Appraiser that both fails to take responsibility for inaction and fails to propose changes in a meaningful way. Statements attributed to the Chief Appraiser in multiple published news reports, corroborated in full by numerous emails she has sent to city officials in cities throughout Denton County (copies of which can be provided), show a pattern of inability to address serious concerns exacerbated by a stubborn unwillingness to accept responsibility. We firmly believe that this evidence points to an alarming lack of competent leadership from the Chief Appraiser that is crippling the operations and destroying the reputation of the District. There must be a prompt change in leadership in order to preserve the integrity of DCAD as an agency.

Many of these critical issues were described in great detail in the recent assessment and report by respected professional consultant Richard Petree, who concluded that leadership issues have contributed to a "toxic work environment" that is negatively impacting employee morale and retention. We do not have direct knowledge about the nature of the work environment at DCAD, but we also have no reason to doubt an expert opinion given by someone who has decades of experience leading and advising appraisal districts. Petree's report, coupled with our own interactions with the Chief Appraiser, caused us tremendous concern. When asked at the June DCAD board meeting if there was a strategic plan, the Chief Appraiser said she needed to write it down and then presented a "five year plan" at the next DCAD board meeting. Her actions do not give any confidence that she either understood the value of a strategic plan or how to create one, including the amount of time it takes and the importance of input from stakeholders and

Lewisville City Council
151 W. Church Street
Lewisville, Texas 75057
972.219.3404

staff. This lengthy process should have been started as soon as she assumed leadership and needed to involve district employees as well as the taxing entities served by the district.

The Chief Appraiser has developed a pattern of casting blame, failing to accept responsibility as a leader, and missing deadlines that were communicated to the taxing entities. Her communication has been inconsistent and provided at the last minute. Sadly, the Chief Appraiser has not risen to the challenges presented to the agency but instead damaged the District's relationship with the City of Lewisville and many other taxing entities. This lack of professionalism and leadership cannot be addressed simply with the hope of new technology or the addition of new employees but instead requires a new leader.

Sincerely,

TJ Gilmore
Mayor

Bob Troyer
Councilmember, Place 1

Brandon Jones
Mayor Pro Tem, Place 4

Ronni Cade
Councilmember, Place 3

William Meridith
Deputy Mayor Pro Tem, Place 2

Kristin Green
Councilmember, Place 5

Patrick Kelly
Councilmember, Place 6

LEWISVILLE INDEPENDENT SCHOOL DISTRICT
BOARD RESOLUTION REGARDING A LACK OF CONFIDENCE
IN THE DENTON CENTRAL APPRAISAL DISTRICT AND
DISAPPROVING OF THE DCAD 2023 BUDGET

WHEREAS, the Lewisville Independent School District (“LISD”) is a taxing entity within the Denton Central Appraisal District (“DCAD”) and relies on the DCAD for appraising properties within the boundaries of the county for ad valorem tax purposes; and

WHEREAS, the DCAD operations are funded solely by the local taxing entities served by the appraisal district, which includes LISD; and

WHEREAS, on July 28, 2022, the DCAD Board of Directors voted to approve of the 2023 Budget in the amount of \$17,997,944.33 an increase of 17.45% from the current 2022 budget; and

WHEREAS, LISD serves as the largest taxing entity within the DCAD and LISD’s portion of DCAD’s budget is 22.6%, and LISD’s portion of DCAD’s budget has increased from \$3.45M in 2021 to \$4.09M proposed in 2023; and

WHEREAS, of the properties in LISD, 24% are still under protest, LISD did not receive certified property tax values from DCAD by the required deadline of July 25, 2022, and without certified values LISD was forced to send DCAD’s estimate to the Texas Education Agency to determine LISD’s maximum compressed tax rate, risking loss in revenue; and

WHEREAS, the DCAD Administration has not provided a satisfactory explanation as to how the budgetary increase and resulting staffing increase will be utilized to ensure fulfillment of their obligations to taxing entities; and

WHEREAS, pursuant to Chapter 6 of the Texas Property Tax Code, each taxing unit has a right to adopt a resolution disapproving of the DCAD budget; and

WHEREAS, the Section 6.06 (b) of the Texas Property Tax Code further states that “if governing bodies of a majority of the taxing units entitled to vote on the appointment of board members adopt resolutions disapproving a budget and file them with the secretary of the board within 30 days after its adoption, the budget does not take effect, and the board shall adopt a new budget within 30 days of the disapproval.”

NOW, THEREFORE, BE IT RESOLVED, that:

1. The Lewisville Independent School District disapproves of the 2023 Budget of the Denton Central Appraisal District; and
2. This action demonstrates a lack of confidence in the Denton Central Appraisal District Leadership.

This resolution was adopted by a vote of 6-0 of the members of the Board of Trustees of the Lewisville ISD present and voting at an open meeting of the Board on the 8th day of August, 2022, at which a quorum was present:

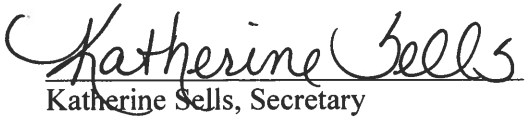
BY:


Tracy Scott Miller, President

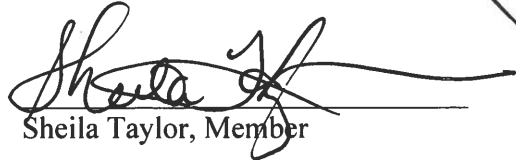

Buddy Bonner, Member


Allison Lassahn, Vice President


Kristi Hassett, Member


Katherine Sells, Secretary


Jenny Proznik, Member


Sheila Taylor, Member



Denton Central Appraisal District
3911 Morse Street
Denton, TX 76208

(940) 349-3800
 www.dentoncad.com

TO: Taxing Jurisdictions Served by DCAD
FROM: Hope McClure, Chief Appraiser
DATE: June 10, 2022
SUBJECT: Proposed 2023 Budget

Denton County continues to grow at such a rapid pace that it has become increasingly difficult for Denton CAD to maintain a single-digit increase in their budget year after year. Denton CAD has never presented the Denton County entities with a double-digit increase before, but at this point, it has become a necessity just to maintain a level of satisfactory service. Denton CAD continues to add a minimum of 10k new accounts per year, but has not added an adequate number of new employees to work those new accounts.

The 2023 increase over 2022 is an overall total of 17.45%. We have increased the use of fund balance to lower the increase to the entities to 15.02%. The total budget is \$17,997,944.33 (still drastically lower than other Appraisal Districts of similar size).

The largest increase to the proposed 2023 budget is the addition of 18 new full-time employees and the soft costs that accompany those employees. The proposed total number of employees for 2023 is 105 and the total number of ARB members is 42. As the county continues to grow, the District will need to increase the number of appraisers, customer service representatives, and Appraisal Review Board members to maintain the integrity of the appraisal roll and to offer an increased level of service to the entities and the ever-growing number of property owners. We have done several surveys of comparable appraisal districts, and based on parcel counts worked, Denton CAD should have roughly 125-145 employees and 50-60 ARB members at this time.

Some other categories that were increased in the 2023 budget were Technology and Seasonal Labor, which enhances accuracy and mitigates the need for even more full-time employees with benefits. The other two categories of increase are Legal Notices & Publications and Subscriptions & Contracts. Both of these are due to the rising economy and record-high inflation.

The Chief Appraiser's proposed 2023 budget is hereby submitted. The proposed budget was completed in accordance with the requirements of the Texas Property Tax Code (Sec 6.06). A public hearing will be held on the proposed budget on June 23, 2022, at 3:00 pm at 3901 Morse Street, Denton, Texas. The public hearing notice was published in accordance with the Texas Property Tax Code (Sec 6.06 and 6.062).

We appreciate your continued partnership with Denton CAD to best serve the citizens of Denton County.

Hope McClure, RPA, RTA, CTA, CCA
Denton Central Appraisal District
Chief Appraiser

Please remember that the 2023 proposed allocations are just estimated amounts. The 2021 levies were used for calculation purposes. Therefore your 2023 allocations could change depending on the increase/decrease to your 2022 levies.

Notice Of Public Hearing On Denton Central Appraisal District 2023 Budget

The Denton Central Appraisal District will hold a public hearing on a proposed budget for the 2023 fiscal year. The public hearing will be held on June 23, 2022 at 3:00 P.M. at 3901 Morse Street, Denton, Texas.

A summary of the appraisal district budget follows:

The total amount of the proposed budget.	\$17,997,944.33
The total amount of increase over the current year's budget.	\$2,673,650.52
The number of employees compensated under the proposed budget.	105
The number of employees compensated under the current budget.	87

The appraisal district is supported solely by payments from the local taxing units served by the appraisal district.

If approved by the appraisal district board of directors at the public hearing, this proposed budget will take effect automatically unless disapproved by the governing bodies of the county, school districts, cities and towns served by the appraisal district.

A copy of the proposed budget is available for public inspection in the office of each of those governing bodies. A copy is also available for public inspection at the appraisal district office.

Ann Pomykal
Secretary of the Board of Directors
Denton Central Appraisal District
3911 Morse Street
Denton, Texas 76208
(940) 349-3800

Denton Central Appraisal District

2023 Budget

**SUMMARY OF 2022 REVENUES AND EXPENSES BUDGET AND
COMPARISON TO THE 2023 REVENUES AND EXPENSES BUDGET**

CLASSIFICATION	2022 BUDGET	2023 BUDGET
REVENUES:		18 new FTE'S
FUNDING FROM JURISDICTIONS	\$14,756,793.83	\$16,973,444.33
DCAD DESIGNATED FUND	\$550,000.00	\$1,000,000.00
INTEREST INCOME	\$14,500.00	\$12,000.00
OTHER SERVICES	\$500.00	\$10,000.00
MISCELLANEOUS INCOME	\$2,500.00	\$2,500.00
TOTAL REVENUES	<u>\$15,324,293.83</u>	<u>\$17,997,944.33</u>
EXPENSES:		
TOTAL BUDGETED EXPENSES	<u>\$15,324,293.83</u>	<u>\$17,997,944.33</u>
TOTAL BUDGET	<u>\$15,324,293.83</u>	<u>\$17,997,944.33</u>

	2022 YEAR	2023 YEAR	+/- CHANGE	+/- PERCENTAGE
ACCOUNTS	456,353	465,751	9,398	2.06%
BUDGET	\$15,324,293.93	\$17,997,944.33	\$2,673,650.40	17.45%
COST PER PARCEL	\$33.58	\$38.64	\$5.06	15.08%

DENTON CAD 2023 BUDGET ALLOCATIONS

*The 2023 proposed budget allocations are **estimated** amounts. **2021** levies are used for calculation purposes. Please be aware that allocations will change for each entity based on the increases/decreases to their 2022 actual levies.*

<u>JURISDICTIONS</u>		2021 <u>TAX LEVY</u>	% OF TOTAL <u>LEVIES</u>	2023 BUDGET <u>ALLOCATIONS</u>
SCHOOL DISTRICTS:				
S01	ARGYLE ISD	44,666,551.35	1.7623%	\$299,124.36
S02	AUBREY ISD	23,257,965.94	0.9176%	\$155,754.68
S03	CARROLLTON-FB ISD	59,527,509.57	2.3486%	\$398,645.69
S04	CELINA ISD	955,171.47	0.0377%	\$6,396.62
S05	DENTON ISD	315,496,942.05	12.4479%	\$2,112,829.82
S06	FRISCO ISD	176,403,227.41	6.9599%	\$1,181,342.67
S07	KRUM ISD	14,906,996.39	0.5882%	\$99,829.64
S08	LAKE DALLAS ISD	36,572,676.47	1.4430%	\$244,921.05
S09	LEWISVILLE ISD	609,953,842.87	24.0656%	\$4,084,758.02
S10	LITTLE ELM ISD	87,843,727.51	3.4659%	\$588,274.63
S11	NORTHWEST ISD	168,408,872.70	6.6445%	\$1,127,805.82
S12	PILOT POINT ISD	9,334,975.48	0.3683%	\$62,514.76
S13	PONDER ISD	11,267,647.21	0.4446%	\$75,457.53
S14	SANGER ISD	17,389,740.44	0.6861%	\$116,456.16
S15	ERA ISD	1,610.71	0.0001%	\$10.79
S16	SLIDELL ISD	491,018.53	0.0194%	\$3,288.27
S17	PROSPER ISD	28,511,184.57	1.1249%	\$190,934.59
SCHOOL DISTRICTS TOTALS		<u>1,604,989,660.67</u>	<u>63.3245%</u>	<u>\$10,748,345.10</u>
G01	DENTON COUNTY	<u>290,615,211.13</u>	<u>11.4662%</u>	<u>\$1,946,201.07</u>

<u>JURISDICTIONS</u>		2021 <u>TAX LEVY</u>	% OF TOTAL <u>LEVIES</u>	2023 BUDGET <u>ALLOCATIONS</u>
CITIES:				
C26	TOWN OF ARGYLE	3,367,235.77	0.1329%	\$22,549.81
C01	CITY OF AUBREY	2,971,073.47	0.1172%	\$19,896.78
C31	TOWN OF BARTONVILLE	805,285.89	0.0318%	\$5,392.86
C02	CITY OF CARROLLTON	55,790,197.66	2.2012%	\$373,617.56
C49	CITY OF CELINA	2,227,472.90	0.0879%	\$14,917.01
C03	CITY OF THE COLONY	39,154,180.61	1.5448%	\$262,208.94
C21	TOWN OF COPPELL	1,096,322.80	0.0433%	\$7,341.89
C27	TOWN OF COPPER CANYON	958,389.03	0.0378%	\$6,418.17
C04	CITY OF CORINTH	14,694,208.45	0.5798%	\$98,404.64
C20	CITY OF DALLAS	14,130,821.56	0.5575%	\$94,631.73
C05	CITY OF DENTON	80,391,469.44	3.1718%	\$538,368.11
C42	TOWN OF DISH	165,329.51	0.0065%	\$1,107.18
C30	TOWN OF DOUBLE OAK	1,230,064.63	0.0485%	\$8,237.54
C47	TOWN OF CORRAL CITY	19,479.36	0.0008%	\$130.45
C07	TOWN OF FLOWER MOUND	52,336,136.87	2.0649%	\$350,486.28
C36	CITY OF FORT WORTH	29,373,746.92	1.1589%	\$196,711.03
C32	CITY OF FRISCO	61,303,377.25	2.4187%	\$410,538.38
C39	CITY OF GRAPEVINE	395.98	0.0000%	\$2.65
C22	TOWN OF HACKBERRY	185,473.36	0.0073%	\$1,242.08
C38	CITY OF HASLET	1,321.18	0.0001%	\$8.85
C19	TOWN OF HICKORY CREEK	2,295,183.21	0.0906%	\$15,370.45
C08	CITY OF HIGHLAND VILLAGE	14,212,673.93	0.5608%	\$95,179.88
C09	CITY OF JUSTIN	3,887,591.84	0.1534%	\$26,034.55
C18	CITY OF KRUGERVILLE	967,510.19	0.0382%	\$6,479.25
C10	CITY OF KRUM	3,159,195.55	0.1246%	\$21,156.60
C11	CITY OF LAKE DALLAS	3,559,238.13	0.1404%	\$23,835.62
C25	CITY OF LAKEWOOD VILLAGE	587,790.05	0.0232%	\$3,936.33
C12	CITY OF LEWISVILLE	75,941,107.55	2.9962%	\$508,564.79
C13	TOWN OF LITTLE ELM	32,887,958.71	1.2976%	\$220,245.11
C45	CITY OF NEW FAIRVIEW	118,127.58	0.0047%	\$791.08
C33	TOWN OF NORTHLAKE	4,419,467.66	0.1744%	\$29,596.43
C24	CITY OF OAK POINT	3,066,985.65	0.1210%	\$20,539.09
C14	CITY OF PILOT POINT	2,573,545.20	0.1015%	\$17,234.60
C29	CITY OF PLANO	6,397,344.14	0.2524%	\$42,841.93
C15	TOWN OF PONDER	1,391,898.92	0.0549%	\$9,321.31
C48	CITY OF PROSPER	6,505,915.39	0.2567%	\$43,569.02
C51	TOWN OF PROVIDENCE VILLAGE	4,706,556.23	0.1857%	\$31,519.01
C17	CITY OF ROANOKE	9,766,854.45	0.3853%	\$65,406.98
C16	CITY OF SANGER	5,716,361.20	0.2255%	\$38,281.51
C34	TOWN OF SHADY SHORES	1,223,833.42	0.0483%	\$8,195.81
C37	CITY OF SOUTHLAKE	662,925.28	0.0262%	\$4,439.50
C28	CITY OF TROPHY CLUB	9,683,340.90	0.3821%	\$64,847.70
C44	CITY OF WESTLAKE	58,460.54	0.0023%	\$391.50
CITIES TOTALS		<u>553,991,848.36</u>	<u>21.8576%</u>	<u>\$3,709,989.99</u>

<u>JURISDICTIONS</u>	<u>2021 TAX LEVY</u>	<u>% OF TOTAL LEVIES</u>	<u>2023 BUDGET ALLOCATIONS</u>
SPECIAL DISTRICTS:			
ESD1 DENTON CO EMER SER DIST	4,768,932.98	0.1882%	\$31,936.74
ESD2 TROPHY CLUB PID #1 EM SER	529,223.57	0.0209%	\$3,544.12
W04 CLEARCREEK WATERSHED AUTH	302,762.84	0.0119%	\$2,027.55
L01 DEN CO LEVY IMPR DIST #1	1,190,369.33	0.0470%	\$7,971.70
MMD1 HIGHWAY 380 MUN MAN DIST	2,663,103.41	0.1051%	\$17,834.35
MMD3 NORTHLAKE MUN. MAN. DIST. #1	1,655,199.61	0.0653%	\$11,084.59
MMD4 NORTHLAKE MUN. MAN. DIST. #2	300,890.69	0.0119%	\$2,015.01
PID7 NORTHLAKE PID NO 1	1,448,413.69	0.0571%	\$9,699.78
W03 TROPHY CLUB MUD #1	1,560,187.32	0.0616%	\$10,448.31
W13 DCFWSD #6	7,126,711.63	0.2812%	\$47,726.39
W17 DCFWSD #10	16,169,994.04	0.6380%	\$108,287.73
W18 DCFWSD #8A	2,404,749.28	0.0949%	\$16,104.20
W19 DCFWSD #8B	1,515,424.70	0.0598%	\$10,148.54
W20 DCFWSD #11A	4,395,940.55	0.1734%	\$29,438.87
W21 DCFWSD #7	7,590,837.69	0.2995%	\$50,834.56
W22 DENTON CO MUD #4	1,463,556.69	0.0577%	\$9,801.19
W23 DENTON CO MUD #5	1,401,129.76	0.0553%	\$9,383.13
W24 FRISCO WEST WCID	4,382,110.08	0.1729%	\$29,346.25
W25 DCFWSD #11B	2,345,097.10	0.0925%	\$15,704.72
W26 DCFWSD #4A	762,175.52	0.0301%	\$5,104.16
W27 OAK POINT WATER CONT. #1	711,328.90	0.0281%	\$4,763.65
W28 OAK POINT WATER CONT. #2	466,874.22	0.0184%	\$3,126.58
W29 OAK POINT WATER CONT. #3	633,298.55	0.0250%	\$4,241.09
W30 SMILEY RD WCID #1	315,605.97	0.0125%	\$2,113.56
W32 DCFWSD #11C	1,385,717.22	0.0547%	\$9,279.91
W33 NORTH FT WORTH WCID NO 1	10,147.54	0.0004%	\$67.96
W37 BROOKFIELD WCID	75,418.00	0.0030%	\$505.06
W38 ALPHA RANCH FWSD NO 1	185,866.24	0.0073%	\$1,244.71
W39 BELMONT FWSD NO 1	6,351,824.69	0.2506%	\$42,537.10
W41 THE LAKES FWSD	2,702,836.56	0.1066%	\$18,100.44
W42 CANYON FALLS WCID #2	2,382,332.69	0.0940%	\$15,954.08
W43 OAK POINT WATER CONT. #4	1,096,762.77	0.0433%	\$7,344.84
W44 CANYON FALLS MUD NO 1	596,832.54	0.0235%	\$3,996.89
W45 BELMONT FWSD NO 2	777,422.02	0.0307%	\$5,206.26
W47 DENTON CO MUD #6	2,499,177.67	0.0986%	\$16,736.57
W48 FAR NORTH FT WORTH MUD NO 1	4,511.13	0.0002%	\$30.21
W49 DENTON CO MUD #9	365,429.93	0.0144%	\$2,447.22
W54 DENTON CO MUD #10	0.00	0.0000%	\$0.00
W55 BIG SKY MUD	192,207.75	0.0076%	\$1,287.18
W57 DENTON CO MUD NO 8	2,668.32	0.0001%	\$17.87
W59 TRADITION MUD DENTON CO NO 2B	218,774.72	0.0086%	\$1,465.10
SPECIAL DISTRICTS TOTALS	84,951,847.91	3.3518%	\$568,908.17
GRAND TOTALS	2,534,548,568.07	100.0000%	\$16,973,444.33

2023 BUDGET

ACCT	ACCOUNT TITLE	2022 BUDGET	2023 BUDGET	CHANGE IN BUDGET
5100	PERSONNEL SERVICES			
5110	SALARIES	\$7,188,342.26	\$8,921,498.24	\$1,733,155.98
5120	LONGEVITY PAY	\$89,560.00	\$75,500.00	(\$14,060.00)
5130	SOCIAL SECURITY (FICA)	\$595,820.42	\$735,394.37	\$139,573.95
5140	RETIREMENT (TCDRS)	\$1,263,990.00	\$1,265,358.77	\$1,368.77
5150	WORKERS' COMP INSURANCE	\$51,262.16	\$66,527.72	\$15,265.56
5160	GROUP HEALTH INSURANCE	\$1,509,217.74	\$1,650,464.40	\$141,246.66
	TOTAL 5100 - PERSONNEL SERVICES	\$10,698,192.58	\$12,714,743.49	\$2,016,550.91
5200	EDUCATION & TRAINING			
5210	MEMBERSHIPS & DUES	\$22,330.00	\$22,630.00	\$300.00
5220	TRAINING - SCHOOLS, CONFERENCES, AND TRAVEL	\$87,740.00	\$87,700.00	(\$40.00)
	TOTAL 5200 - EDUCATION & TRAINING	\$110,070.00	\$110,330.00	\$260.00
5300	SERVICES RECEIVED			
5310	APPRAISAL REVIEW BOARD	\$418,035.00	\$451,290.00	\$33,255.00
5315	OIL, GAS, HEAVY INDUSTRIAL, AND			\$0.00
5320	UTILITY VALUATION	\$180,000.00	\$180,000.00	\$0.00
5325	LEGAL SERVICES	\$450,000.00	\$475,000.00	\$25,000.00
5330	AUDIT & PAYROLL PROCESSING	\$41,000.00	\$39,500.00	(\$1,500.00)
5340	SUBSCRIPTIONS & CONTRACTS	\$624,572.86	\$824,756.86	\$200,184.00
5345	AUTO EXPENSE REIMBURSEMENT	\$515,008.00	\$616,092.00	\$101,084.00
5350	GENERAL INSURANCE	\$33,410.62	\$34,929.59	\$1,518.97
5360	PRINTING SERVICE	\$159,355.00	\$159,000.00	(\$355.00)
5370	POSTAGE & FREIGHT	\$333,007.78	\$352,700.00	\$19,692.22
5380	LEGAL NOTICES & ADVERTISING	\$6,000.00	\$8,000.00	\$2,000.00
5390	OFFICE SUPPLIES	\$69,650.00	\$65,950.00	(\$3,700.00)
	TOTAL 5300 - SERVICES RECEIVED	\$2,830,039.26	\$3,207,218.45	\$377,179.19
5400	UTILITIES & MAINTENANCE			
5410	OFFICE EQUIPMENT MAINTENANCE	\$18,950.00	\$17,400.00	(\$1,550.00)
5420	INFORMATION TECHNOLOGY MAINTENANCE	\$861,200.00	\$1,072,200.00	\$211,000.00
5430	ELECTRICITY, WATER, SEWER, & SOLID WASTE	\$85,971.00	\$89,020.00	\$3,049.00
5440	TELEPHONE	\$99,508.00	\$103,084.00	\$3,576.00
5450	BUILDING & GROUNDS MAINTENANCE	\$170,011.00	\$145,011.00	(\$25,000.00)
	TOTAL 5400 - UTILITIES & MAINTENANCE	\$1,235,640.00	\$1,426,715.00	\$191,075.00
5500	CAPITAL OUTLAY			
5510	FURNITURE & EQUIPMENT	\$70,000.00	\$70,500.00	\$500.00
5520	BUILDING & LAND IMPROVEMENTS	\$50,000.00	\$0.00	(\$50,000.00)
	TOTAL 5500 - CAPITAL OUTLAY	\$120,000.00	\$70,500.00	(\$49,500.00)
5600	MISCELLANEOUS			
5610	CONTINGENCY	\$71,161.74	\$76,672.23	\$5,510.49
5620	MISCELLANEOUS	\$39,500.00	\$58,450.00	\$18,950.00
5630	SEASONAL LABOR	\$150,000.00	\$261,250.00	\$111,250.00
	TOTAL 5600 - MISCELLANEOUS	\$260,661.74	\$396,372.23	\$135,710.49
5900	DEBT SERVICE			
5920	EQUIPMENT PAYMENTS	\$69,690.24	\$72,065.16	\$2,374.92
	TOTAL 5900 - DEBT SERVICE	\$69,690.24	\$72,065.16	\$2,374.92
		<u>\$15,324,293.81</u>	<u>\$17,997,944.33</u>	<u>\$2,673,650.52</u>

2023 BUDGET SUMMARY BY DEPARTMENT

ACCT	ACCOUNT TITLE	DEPT #101 ADMINISTRATION	DEPT #102 CUSTOMER SERV	DEPT #103 MAPPING	DEPT #104 INFO TECHNOLOGY	DEPT #105 OVERHEAD	DEPT #201 COMMERCIAL	DEPT #202 APPEALS	DEPT #203 PERSONAL PROP	DEPT #204 RESIDENTIAL	TOTAL 2023 BUDGET
5100	PERSONNEL SERVICES										
5110	SALARIES	\$1,106,482.24	\$964,127.20	\$724,506.08	\$770,516.08	\$198,000.00	\$1,242,912.80	\$432,384.08	\$849,536.96	\$2,633,032.80	\$8,921,498.24
5120	LONGEVITY PAY	\$8,315.00	\$7,780.00	\$8,890.00	\$7,580.00	\$0.00	\$7,500.00	\$4,670.00	\$12,195.00	\$18,570.00	\$75,500.00
5130	SOCIAL SECURITY (FICA)	\$89,103.16	\$74,775.48	\$57,799.28	\$61,222.65	\$15,147.00	\$104,997.23	\$33,859.21	\$71,866.54	\$226,623.81	\$735,394.37
5140	RETIREMENT (TCDRS)	\$150,695.64	\$127,069.44	\$96,784.49	\$104,038.49	\$43,567.00	\$178,426.66	\$57,538.53	\$122,126.15	\$385,112.36	\$1,265,358.77
5150	WORKERS' COMP INSURANCE	\$8,739.55	\$4,007.57	\$3,077.96	\$3,281.21	\$1,267.20	\$10,987.63	\$2,450.09	\$7,419.68	\$25,296.82	\$66,527.72
5160	GROUP HEALTH INSURANCE	\$0.00	\$0.00	\$0.00	\$0.00	\$1,650,464.40	\$0.00	\$0.00	\$0.00	\$0.00	\$1,650,464.40
	TOTAL 5100 - PERSONNEL SERVICES	\$1,363,335.59	\$1,177,759.69	\$891,057.81	\$946,638.43	\$1,908,445.60	\$1,544,824.32	\$530,901.92	\$1,063,144.34	\$3,288,635.79	\$12,714,743.49
5200	EDUCATION & TRAINING										
5210	MEMBERSHIPS, SUBSCRIPTIONS & DUES	\$0.00	\$0.00	\$0.00	\$0.00	\$22,630.00	\$0.00	\$0.00	\$0.00	\$0.00	\$22,630.00
5220	TRAINING, SCHOOLS, CONF, AND TRAVEL	\$0.00	\$0.00	\$0.00	\$0.00	\$87,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$87,700.00
	TOTAL 5200 - EDUCATION & TRAINING	\$0.00	\$0.00	\$0.00	\$0.00	\$110,330.00	\$0.00	\$0.00	\$0.00	\$0.00	\$110,330.00
5300	SERVICES RECEIVED										
5310	APPRAISAL REVIEW BOARD	\$0.00	\$0.00	\$0.00	\$0.00	\$451,290.00	\$0.00	\$0.00	\$0.00	\$0.00	\$451,290.00
5315	OIL, GAS, HEAVY INDUSTRIAL, AND UTILITY VALUATION	\$0.00	\$0.00	\$0.00	\$0.00	\$180,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$180,000.00
5325	LEGAL SERVICES	\$0.00	\$0.00	\$0.00	\$0.00	\$475,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$475,000.00
5330	AUDIT & PAYROLL PROCESSING	\$0.00	\$0.00	\$0.00	\$0.00	\$39,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39,500.00
5340	SUBSCRIPTIONS & CONTRACTS	\$0.00	\$99,505.00	\$110,000.00	\$0.00	\$448,100.00	\$112,416.62	\$3,600.00	\$48,569.62	\$2,565.62	\$824,756.86
5345	AUTO EXPENSE REIMBURSEMENT	\$49,950.00	\$8,334.00	\$17,235.00	\$22,200.00	\$0.00	\$122,100.00	\$5,550.00	\$78,402.00	\$312,321.00	\$616,092.00
5350	GENERAL INSURANCE	\$0.00	\$0.00	\$0.00	\$0.00	\$34,929.59	\$0.00	\$0.00	\$0.00	\$0.00	\$34,929.59
5360	PRINTING SERVICE	\$0.00	\$0.00	\$0.00	\$0.00	\$159,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$159,000.00
5370	POSTAGE & FREIGHT	\$0.00	\$0.00	\$0.00	\$0.00	\$352,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$352,700.00
5380	LEGAL NOTICES & ADVERTISING	\$0.00	\$0.00	\$0.00	\$0.00	\$8,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,000.00
5390	OFFICE SUPPLIES	\$0.00	\$0.00	\$0.00	\$0.00	\$65,950.00	\$0.00	\$0.00	\$0.00	\$0.00	\$65,950.00
	TOTAL 5300 - SERVICES RECEIVED	\$49,950.00	\$107,839.00	\$127,235.00	\$22,200.00	\$2,214,469.59	\$234,516.62	\$9,150.00	\$126,971.62	\$314,886.62	\$3,207,218.45
5400	UTILITIES & MAINTENANCE										
5410	OFFICE EQUIPMENT MAINTENANCE	\$0.00	\$0.00	\$0.00	\$0.00	\$17,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$17,400.00
5420	INFORMATION TECHNOLOGY MAINTENANCE	\$0.00	\$0.00	\$0.00	\$1,072,200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,072,200.00
5430	ELECTRICITY, WATER, SEWER, & SOLID WASTE	\$0.00	\$0.00	\$0.00	\$0.00	\$89,020.00	\$0.00	\$0.00	\$0.00	\$0.00	\$89,020.00
5440	TELEPHONE	\$0.00	\$0.00	\$0.00	\$0.00	\$103,084.00	\$0.00	\$0.00	\$0.00	\$0.00	\$103,084.00
5450	BUILDING & GROUNDS MAINTENANCE	\$0.00	\$0.00	\$0.00	\$0.00	\$145,011.00	\$0.00	\$0.00	\$0.00	\$0.00	\$145,011.00
	TOTAL 5400 - UTILITIES & MAINTENANCE	\$0.00	\$0.00	\$0.00	\$1,072,200.00	\$354,515.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,426,715.00
5500	CAPITAL OUTLAY										
5510	FURNITURE & EQUIPMENT	\$4,500.00	\$4,500.00	\$7,000.00	\$6,000.00	\$19,000.00	\$7,000.00	\$4,500.00	\$6,000.00	\$12,000.00	\$70,500.00
5520	BUILDING & LAND IMPROVEMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TOTAL 5500 - CAPITAL OUTLAY	\$4,500.00	\$4,500.00	\$7,000.00	\$6,000.00	\$19,000.00	\$7,000.00	\$4,500.00	\$6,000.00	\$12,000.00	\$70,500.00
5600	MISCELLANEOUS										
5610	CONTINGENCY	\$0.00	\$0.00	\$0.00	\$0.00	\$76,672.23	\$0.00	\$0.00	\$0.00	\$0.00	\$76,672.23
5620	MISCELLANEOUS	\$0.00	\$0.00	\$0.00	\$0.00	\$58,450.00	\$0.00	\$0.00	\$0.00	\$0.00	\$58,450.00
5630	SEASONAL LABOR	\$0.00	\$0.00	\$0.00	\$0.00	\$261,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$261,250.00
	TOTAL 5600 - MISCELLANEOUS	\$0.00	\$0.00	\$0.00	\$0.00	\$396,372.23	\$0.00	\$0.00	\$0.00	\$0.00	\$396,372.23
5910	BUILDING & LAND PAYMENT	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5920	EQUIPMENT PAYMENTS	\$0.00	\$0.00	\$0.00	\$0.00	\$72,065.16	\$0.00	\$0.00	\$0.00	\$0.00	\$72,065.16
	TOTAL 5900 - DEBT SERVICE	\$0.00	\$0.00	\$0.00	\$0.00	\$72,065.16	\$0.00	\$0.00	\$0.00	\$0.00	\$72,065.16
	TOTALS:	\$1,417,785.59	\$1,290,098.69	\$1,025,292.81	\$2,047,038.43	\$5,075,197.58	\$1,786,340.94	\$544,551.92	\$1,196,115.96	\$3,615,522.41	\$17,997,944.33

2023 BUDGET

5100 - PERSONNEL SERVICES

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5110 - SALARIES	\$7,188,342.26	\$8,921,498.24	\$1,733,155.98
FULL-TIME SALARIES & SALARY ADJUSTMENTS \$8,921,498.24			
TOTAL ACCOUNT #5110 \$8,921,498.24			
ACCT #5120 - LONGEVITY PAY	\$89,560.00	\$75,500.00	(\$14,060.00)
DCAD RECOGNIZES CONTINUED SERVICE WITH LONGEVITY PAY.			
TOTAL ACCOUNT #5120 \$75,500.00			
ACCT #5130 - SOCIAL SECURITY (FICA)	\$595,820.42	\$735,394.37	\$139,573.95
SOCIAL SECURITY IS CALCULATED ON FULL TIME SALARIES AND LONGEVITY.			
TOTAL ACCOUNT #5130 \$735,394.37			
ACCT #5140 - RETIREMENT (TCDRS)	\$1,263,990.00	\$1,265,358.77	\$1,368.77
RETIREMENT IS APPLICABLE ONLY TO FULL-TIME EMPLOYEES.			
TOTAL ACCOUNT #5140 \$1,265,358.77			
ACCT #5150 - WORKERS' COMP INSURANCE	\$51,262.16	\$66,527.72	\$15,265.56
THE DISTRICT PAYS WORKERS' COMPENSATION PREMIUMS ON ALL FULL TIME EMPLOYEES.			
TOTAL ACCOUNT #5150 \$66,527.72			
ACCT #5160 - GROUP HEALTH INSURANCE	\$1,509,217.74	\$1,650,464.40	\$141,246.66
GROUP HEALTH INSURANCE IS PROVIDED TO ALL FULL-TIME EMPLOYEES.			
TOTAL ACCOUNT #5160 \$1,650,464.40			
TOTAL 5100 - PERSONNEL SERVICES	\$10,698,192.58	\$12,714,743.49	\$2,016,550.91

2023 BUDGET**5200 - EDUCATION & TRAINING**

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5210 - MEMBERSHIPS, SUBSC & DUES	\$22,330.00	\$22,630.00	\$300.00
THIS ACCOUNT IS CHARGED FOR ALL MEMBERSHIPS AND DUES, AND SUBSCRIPTIONS TO EDUCATIONAL MEDIA.			
TOTAL ACCOUNT #5210	\$22,630.00		
ACCT #5220 - TRAINING - SCHOOLS, CONFERENCES & TRAVEL	\$87,740.00	\$87,700.00	(\$40.00)
THIS ACCOUNT IS CHARGED FOR ALL EDUCATIONAL RELATED TRAINING AND TRAVEL.			
TOTAL ACCOUNT #5220	\$87,700.00		
TOTAL 5200 - EDUCATION & TRAINING	\$110,070.00	\$110,330.00	\$260.00

2023 BUDGET

5300 - SERVICES RECEIVED

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5310 - APPRAISAL REVIEW BOARD	\$418,035.00	\$451,290.00	\$33,255.00
THIS BUDGET ITEM IS CHARGED FOR PAYMENTS TO THE 36 MEMBER ARB PANEL FOR WORK PERFORMED DURING THE MANDATED EQUALIZATION PROCESS. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5310	\$451,290.00		
ACCT #5315 - OIL, GAS, HEAVY INDUSTRIAL, AND UTILITY VALUATION	\$180,000.00	\$180,000.00	\$0.00
THIS BUDGET ITEM IS FOR CONTRACTED SERVICES. IT IS A BID ITEM. THIS ACCOUNT IS APPLICABLE ONLY TO THE PERSONAL PROPERTY DEPARTMENT.			
TOTAL ACCOUNT #5315	\$180,000.00		
ACCT #5325 - LEGAL SERVICES	\$450,000.00	\$475,000.00	\$25,000.00
THIS BUDGET ITEM IS CHARGED FOR ALL LEGAL EXPENSES ASSOCIATED WITH DEFENDING VALUES. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5325	\$475,000.00		
ACCT #5330 - AUDIT & PAYROLL PROCESSING	\$41,000.00	\$39,500.00	(\$1,500.00)
THIS BUDGET ITEM IS FOR THE ANNUAL AUDIT AND FOR PAYROLL PROCESSING. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5330	\$39,500.00		
ACCT #5340 - SUBSCRIPTIONS & CONTRACTS	\$624,572.86	\$824,756.86	\$200,184.00
THIS BUDGET ITEM IS CHARGED FOR EXPENSES INCURRED TO OBTAIN OWNERSHIP, SALES AND VALUE INFORMATION.			
TOTAL ACCOUNT #5340	\$824,756.86		
ACCT #5345 - AUTO EXPENSE REIMBURSEMENT	\$515,008.00	\$616,092.00	\$101,084.00
THIS BUDGET ITEM IS TO COMPENSATE EMPLOYEES FOR THE USE OF THEIR PRIVATELY OWNED VEHICLES DURING THE PERFORMANCE OF THEIR JOB DUTIES.			
TOTAL ACCOUNT #5345	\$616,092.00		

2023 BUDGET

5300 - SERVICES RECEIVED (continued)

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5350 - GENERAL INSURANCE	\$33,410.62	\$34,929.59	\$1,518.97
ALL INSURANCE EXCEPT GROUP HEALTH AND WORKERS' COMPENSATION IS CHARGED TO THIS ACCOUNT. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5350	\$34,929.59		
ACCT #5360 - PRINTING SERVICES	\$159,355.00	\$159,000.00	(\$355.00)
THIS ACCOUNT IS CHARGED FOR ALL ITEMS THAT ARE PRINTED AND MAILED. ITEMS THAT ARE PRINTED AND CONSUMED WITHIN THE BUILDING ARE CHARGED TO OFFICE SUPPLIES. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5360	\$159,000.00		
ACCT #5370 - POSTAGE AND FREIGHT	\$333,007.78	\$352,700.00	\$19,692.22
THIS ITEM IS CHARGED FOR ALL ITEMS THAT ARE MAILED. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5370	\$352,700.00		
ACCT #5380 - LEGAL NOTICES & ADVERTISING	\$6,000.00	\$8,000.00	\$2,000.00
THIS ACCOUNT IS CHARGED FOR ADVERTISEMENTS IN NEWSPAPERS CONCERNING EXEMPTION MATTERS SUCH AS HOMESTEADS, OVER-65, DISABLED VETERANS, AND PRODUCTIVITY VALUATION MATTERS. OTHER ADVERTISEMENTS HAVE TO DO WITH APPRAISAL REVIEW NOTICES, MISCELLANEOUS, CLASSIFIED ADVERTISING, AND INVITATIONS TO BID. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
SB 622 requires a line item indicating expenditures for notices required by law to be published in a newspaper by the political subdivision.			
2019 Actual Expenses for mandated notices is \$3,558.04 2021 Budgeted Expenses for mandated notices is \$5,000.00			
TOTAL ACCOUNT #5380	\$8,000.00		
ACCT #5390 - OFFICE SUPPLIES	\$69,650.00	\$65,950.00	(\$3,700.00)
THE OFFICE SUPPLY BUDGET IS COMPRISED OF EXPENSES INCURRED FOR TRADITIONAL OFFICE SUPPLY ITEMS.			
TOTAL ACCOUNT #5390	\$65,950.00		
TOTAL 5300 - SERVICES RECEIVED	\$2,830,039.26	\$3,207,218.45	\$377,179.19

2023 BUDGET

5400 - UTILITIES AND MAINTENANCE

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5410 - OFFICE EQUIPMENT MAINTENANCE	\$18,950.00	\$17,400.00	(\$1,550.00)
MAINTENANCE OF ALL OFFICE EQUIPMENT EXCEPT THE PRIMARY COMPUTER, PERIPHERAL DEVICES, AND PERSONAL COMPUTERS IS CHARGED TO THIS ACCOUNT.			
TOTAL ACCOUNT #5410	\$17,400.00		
ACCT #5420 - INFORMATION TECHNOLOGY MAINTENANCE	\$861,200.00	\$1,072,200.00	\$211,000.00
THIS ACCOUNT IS COMPRISED OF BOTH COMPUTER HARDWARE AND SOFTWARE MAINTENANCE. THIS ACCOUNT IS APPLICABLE TO THE INFORMATION TECHNOLOGY DEPARTMENT. GIS RELATED EXPENSES ARE INCLUDED HERE.			
TOTAL ACCOUNT #5420	\$1,072,200.00		
ACCT #5430 - ELECTRICITY, WATER, SEWER AND SOLID WASTE	\$85,971.00	\$89,020.00	\$3,049.00
THIS BUDGET ITEM IS FOR THE DISTRICT'S UTILITIES. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5430	\$89,020.00		
ACCT #5440 - TELEPHONE	\$99,508.00	\$103,084.00	\$3,576.00
THIS BUDGET ITEM IS FOR THE DISTRICT'S TELEPHONE EXPENSE. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5440	\$103,084.00		
ACCT #5450 - BUILDING AND GROUNDS MAINTENANCE	\$170,011.00	\$145,011.00	(\$25,000.00)
THIS BUDGET ITEM COMPRISES ALL BUILDING AND GROUNDS MAINTENANCE. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5450	\$145,011.00		
TOTAL 5400 - UTILITIES AND MAINTENANCE	\$1,235,640.00	\$1,426,715.00	\$191,075.00

2023 BUDGET**5500 - CAPITAL OUTLAY**

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5510 - FURNITURE AND EQUIPMENT	\$70,000.00	\$70,500.00	\$500.00
AN ASSET SCHEDULE APPEARS AT THE BACK OF THE BUDGET.			
TOTAL ACCOUNT #5510	<u>\$70,500.00</u>		
ACCT #5520 - BUILDING AND LAND IMPROVEMENTS	\$50,000.00	\$0.00	(\$50,000.00)
AN ASSET SCHEDULE APPEARS AT THE BACK OF THE BUDGET.			
TOTAL ACCOUNT #5520	<u>\$0.00</u>		
TOTAL 5500 - CAPITAL OUTLAY	<u>\$120,000.00</u>	<u>\$70,500.00</u>	<u>(\$49,500.00)</u>

2023 BUDGET**5600 - MISCELLANEOUS**

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5610 - CONTINGENCY	\$71,161.74	\$76,672.23	\$5,510.49
THE FUNDS IN THIS BUDGET ITEM ARE APPROPRIATED FOR UNANTICIPATED EXPENDITURES. ALL ANTICIPATED EXPENDITURES ARE BUDGETED IN SPECIFIC ACCOUNTS. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
TOTAL ACCOUNT #5610	\$76,672.23		
ACCT #5620 - MISCELLANEOUS	\$39,500.00	\$58,450.00	\$18,950.00
THIS ACCOUNT IS FOR ITEMS THAT WILL NOT FIT WELL IN ANOTHER CATEGORY. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
	\$58,450.00		
ACCT #5630 - SEASONAL LABOR	\$150,000.00	\$261,250.00	\$111,250.00
THIS ACCOUNT IS FOR SEASONAL LABOR COSTS. THE DISTRICT BEGAN USING CONTRACT EMPLOYEES IN 2020 WHEN THEY STOPPED USING PART TIME EMPLOYEES. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
	\$261,250.00		
TOTAL ACCOUNT #5630			
TOTAL 5600 - MISCELLANEOUS	\$260,661.74	\$396,372.23	\$135,710.49

2023 BUDGET**5900 - DEBT SERVICE**

CLASSIFICATION	2022 BUDGET	2023 BUDGET	INCREASE OR DECREASE
ACCT #5920 - EQUIPMENT PAYMENTS	\$69,690.24	\$72,065.16	\$2,374.92
THIS ACCOUNT IS CHARGED FOR EQUIPMENT PAYMENTS. EQUIPMENT LEASES WERE MOVED TO SUBSCRIPTIONS & CONTRACTS IN 2022. THIS ACCOUNT IS APPLICABLE ONLY TO THE OVERHEAD DEPARTMENT.			
\$72,065.16			
TOTAL ACCOUNT #5920			
TOTAL 5900 - DEBT SERVICE	\$69,690.24	\$72,065.16	\$2,374.92
TOTAL BUDGET	\$15,324,293.82	\$17,997,944.33	\$2,673,650.51

2023 CAPITAL EXPENSES

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DEPT #101 - ADMINISTRATION

(1) REPLACEMENT DESKS & CHAIRS	\$2,500.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

ADMINISTRATION TOTAL =	\$4,500.00
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DEPT #102 - CUSTOMER SERVICE

(1) REPLACEMENT DESKS & CHAIRS	\$2,500.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

CUSTOMER SERVICE TOTAL =	\$4,500.00
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DEPT #103 - MAPPING

(1) REPLACEMENT DESKS & CHAIRS	\$5,000.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

MAPPING TOTAL =	\$7,000.00
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DEPT #104 - INFORMATION TECHNOLOGY

(1) REPLACEMENT DESKS & CHAIRS	\$4,000.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

INFORMATION TECHNOLOGY TOTAL =	\$6,000.00
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DEPT #105 OVERHEAD

(1) AUDIO/VIDEO EQUIPMENT	\$10,000.00
(2) ARB EQUIPMENT	\$4,000.00
(3) PROJECTORS/PC'S	\$3,000.00
(4) MISCELLANEOUS	\$2,000.00

OVERHEAD TOTAL =	\$ 19,000.00
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DEPT #201 - COMMERCIAL

(1) REPLACEMENT DESKS & CHAIRS	\$5,000.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

COMMERCIAL TOTAL =	\$ 7,000.00
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DEPT #202 - APPEALS

(1) REPLACEMENT DESKS & CHAIRS	\$2,500.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

APPEALS TOTAL =	\$ 4,500.00
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ACCT # 5510 - FURNITURE & EQUIPMENT**DEPT #203 - PERSONAL PROPERTY**

(1) REPLACEMENT DESKS & CHAIRS	\$4,000.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

PERSONAL PROPERTY TOTAL =	\$6,000.00
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DEPT #204 - RESIDENTIAL

(1) REPLACEMENT DESKS & CHAIRS	\$10,000.00
(2) MISCELLANEOUS (SCANNERS, STAPLERS, ETC.)	\$2,000.00

RESIDENTIAL TOTAL =	\$ 12,000.00
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2023 SALARY SCHEDULE

[illegible]

2023 SALARY SCHEDULE

DEPT.	TITLE	2023 SALARIES
	AG/LAND APPRAISER	\$85,824.88
	AG/LAND APPRAISER	\$85,824.88
	AG/LAND APPRAISER	\$85,824.88
	APPRAISAL SUPPORT	\$51,653.68
	APPRAISAL SUPPORT	\$51,653.68
	APPRAISAL SUPPORT	\$51,653.68
	AG/LAND APPRAISAL SUPPORT	\$51,654.00
	COMMERCIAL TOTAL :	\$1,242,912.80
DEPT. #202		
APPEALS	APPEALS MANAGER	\$132,584.32
	ARB COORDINATOR	\$92,873.04
	SUPPLEMENT COORDINATOR	\$62,400.00
	APPEALS SUPPORT	\$51,653.68
	LEGAL SPECIALIST	\$92,873.04
	APPEALS TOTAL:	\$432,384.08
#203		
PERSONAL PROPERTY	PERSONAL PROPERTY MANAGER	\$132,584.32
	PERSONAL PROPERTY SUPERVISOR	\$108,345.04
	PERSONAL PROPERTY APPRAISER	\$89,648.96
	PERSONAL PROPERTY APPRAISER	\$89,648.96
	PERSONAL PROPERTY APPRAISER	\$89,648.96
	PERSONAL PROPERTY APPRAISER	\$89,648.96
	PERSONAL PROPERTY APPRAISER	\$89,648.96
	APPRAISAL SUPPORT	\$51,653.68
	SR. APPRAISAL SUPPORT	\$57,055.44
	APPRAISAL SUPPORT	\$51,653.68
	PERSONAL PROPERTY TOTAL :	\$849,536.96
#204		
RESIDENTIAL	RESIDENTIAL MANAGER	\$132,584.32
	RESIDENTIAL SUPERVISOR	\$102,884.00
	RESIDENTIAL SUPERVISOR	\$102,988.00
	RESIDENTIAL APPRAISER/TRAINER	\$89,624.00
	RESIDENTIAL APPRAISER/ANALYST	\$89,624.00
	RESIDENTIAL APPRAISER IV	\$83,834.32
	RESIDENTIAL APPRAISER IV	\$83,834.32
	RESIDENTIAL APPRAISER IV	\$83,834.32
	RESIDENTIAL APPRAISER IV	\$83,834.32
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	RESIDENTIAL APPRAISER IV	\$83,834.32
	RESIDENTIAL APPRAISER IV	\$83,834.32
	RESIDENTIAL APPRAISER IV	\$83,834.32
	APPRAISAL SUPPORT	\$51,653.68
	APPRAISAL SUPPORT	\$51,653.68
	RESIDENTIAL APPRAISER	\$83,834.00
	RESIDENTIAL APPRAISER	\$83,834.00
	RESIDENTIAL APPRAISER	\$83,834.00
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	RESIDENTIAL APPRAISER	\$83,834.00
	RESIDENTIAL APPRAISER	\$83,834.00
	RESIDENTIAL APPRAISER	\$83,834.00
	RESIDENTIAL APPRAISER	\$83,834.00
	RESIDENTIAL TOTAL:	\$2,633,032.80
	TOTAL SALARIES:	\$8,921,498.24

Notice Of Public Hearing On Denton Central Appraisal District 2023 Budget

The Denton Central Appraisal District will hold a public hearing on a proposed budget for the 2023 fiscal year. The public hearing will be held on June 23, 2022 at 3:00 P.M. at 3901 Morse Street, Denton, Texas.

A summary of the appraisal district budget follows:

The total amount of the proposed budget.	\$17,997,944.33
The total amount of increase over the current year's budget.	\$2,673,650.52
The number of employees compensated under the proposed budget.	105
The number of employees compensated under the current budget.	87

The appraisal district is supported solely by payments from the local taxing units served by the appraisal district.

If approved by the appraisal district board of directors at the public hearing, this proposed budget will take effect automatically unless disapproved by the governing bodies of the county, school districts, cities and towns served by the appraisal district.

A copy of the proposed budget is available for public inspection in the office of each of those governing bodies. A copy is also available for public inspection at the appraisal district office.

Ann Pomykal
Secretary of the Board of Directors
Denton Central Appraisal District
3911 Morse Street
Denton, Texas 76208
(940) 349-3800



Board of Directors
Denton Central Appraisal District
3911 Morse
Denton, TX 76208

Ladies and Gentlemen of the Board:

Thank you for the opportunity to provide this report to you with an overview of the district with specific recommendations. These recommendations may be used as a template for reporting by the staff in future planning sessions or in monthly meetings. Typically, the chief executive either agrees with the recommendations and provides a timeline or disagrees with the recommendation and offers reasons why an alternate route is better. The format is based on the typical review of an appraisal district done by the International Association of Assessing Officers, and it is a high-level look at operations.

I accepted this project anticipating that it would be only an analysis of personnel, building needs, and perhaps, recommending some best practices. Unfortunately, I found serious problems with the culture that need immediate attention, but overall, there is more to report that is good about the district operations than is problematic. It certainly has been a rough two years with a great number of the problems tied to the software issues, and there are still internal issues going on that keep the district from running smoothly.

Trust is critical to any successful organization and trust is lacking at DCAD. To reestablish that trust requires a concerted effort of leadership to be examples and set the right tone. Employees must not feel threatened. Obviously, they are expected to do their jobs efficiently and effectively, but they must be allowed to express their concerns without retaliation. I have specifically suggested 13 steps necessary to rebuilding trust, and it must begin at the top. It will not be a quick fix because it did not develop into a distrusting environment overnight.

Personnel are definitely needed to make the entire process run more smoothly. State laws are making the appraisal districts operations more difficult. Rising prices of homes and construction of all types are adding stress to what has always been a difficult job. Appraisal districts are required to meet almost unrealistic standards promulgated by the State Legislature while having the tools of the trade such as full disclosure, withheld from them. Appeals are heavily slanted toward agents who often work on a contingency fee basis. In summary, it is a very difficult environment in which to work.

I believe the district is on the road to success, but it will not be an easy road for the next two years. Best wishes to the Board and staff as they undertake the challenges ahead. I hope that the information contained in this report will help you make appropriate decisions.

Respectfully submitted,

Richard Petree, RPA/RTA/CCA

1250 Petroleum Drive, Abilene, Texas 79602 325-437-7600

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APPENDIX

2. Recommendations
3. Appraisal District Comparative Analysis
4. Denton CAD Parcel Growth Graph
5. Denton Growth Pattern by Parcels
6. North Central Texas 2045 Demographic Forecast
7. State Property Value Preliminary Reports

Note to reader: This report is an overview of the operations of Denton Central Appraisal District based on typical reviews of appraisal districts in the nation. It is based on standards set by the International Association of Assessing Officers, the pre-eminent guide to appraisal standards for property tax. The standards of that organization are recognized by the Texas State Comptroller and the comparisons within this report are based on typical questions posed for compliance with international standards of mass appraisal. IAAO is not an underwriter of this report and the references within the report to IAAO are solely based on the State Comptroller's adoption of IAAO standards.

CHAPTER 1: ENVIRONMENT

Texas is a market value state and the definition of market value is codified in Chapter 1 of the Property Tax Code as well as in 23.01(a). The definition states: "(7) 'Market value' means the price at which a property would transfer for cash or its equivalent under prevailing market conditions if: (A) exposed for sale in the open market with a reasonable time for the seller to find a purchaser; (B) both the seller and the purchaser know of all the uses and purposes to which the property is adapted and for which it is capable of being used and of the enforceable restrictions on its use; and (C) both the seller and purchaser seek to maximize their gains and neither is in a position to take advantage of the exigencies of the other."

Chapter 23.01(a) states: "(a) Except as otherwise provided by this chapter, all taxable property is appraised at its market value as of January 1."

The Denton Central Appraisal District complies with state law in the appraisal of all properties unless they are appraised differently due to a jurisdictional exception.

Texas law requires the Texas State Comptroller of Public Accounts to monitor all appraisal districts in the state by conducting biennial ratio studies. The primary purpose of these studies is to equalize state funding for public education but it does give an independent report of ratios by category of properties in each county and the subset of each school district. Denton CAD does internal ratio studies regularly to monitor trends in market value of residential, commercial, and land categories and builds models to match necessary requirements of at least 95% of market value.

In the past two years, the district has struggled to keep up with the rapidly increasing property values, especially of homes, and has failed to reach the required levels of appraisal required by the State Comptroller. Several schools will face loss of funding due to the low values in these areas, unless the values are corrected. All are in year one of "grace".

In the past two years, the district has struggled to keep up with the rapidly increasing property values, especially of homes, and has failed to reach the required levels of appraisal required by the State Comptroller.

State law requires a regular reappraisal of all properties at least once every three years in 25.18 of the tax code. Also, 6.05(h) of the code requires a biennial reappraisal plan to be adopted which designates the areas for reinspection and reappraisal. The plan equates to the scope of work required by USPAP standard 5. IAAO standards require a reinspection once every six years and the use of oblique photography is considered an acceptable method of inspection. The district uses oblique photography extensively.

Unfortunately, Texas does not have a disclosure law and commercial property owners have fought appraisal districts at every turn to keep districts from getting data either openly or through restricted measures. Appraisal districts must rely on buyer and seller letters for data, or services such as CoStar to provide information on which to build their models. No law currently exists that requires buyers or sellers to provide transaction data. No law exists even to permit appraisers to go onto property without permission from the owner or their representative.

Additionally, no law exists to require income producing properties to produce income statements nor is there any legal requirement to allow the audit of business personal property accounts.

All properties in the state are assessed at full market value. There is no difference between different categories of property. Residential property gets some break from the property tax burden through some state mandated homestead exemptions and optional jurisdiction exemptions. School exemptions are mandated by the state at \$40,000 of market value while over-65 homeowners and disabled persons get an additional \$10,000. In addition, the elderly and disabled taxes are capped for school tax the year after the owner qualifies for the exemption. Other tax units have the option to cap taxes for over-65 or disabled homesteads as well. Disabled veterans get additional exemptions based on their level of disability as designated by the Veterans Administration.

Other complete exemptions are granted by the legislature to religious, charitable, or other non-profit organizations that meet the coded standards of law. Local jurisdictions may grant abatements of property tax for companies bringing jobs to their area and meeting special provisions of law. Additionally, homesteads are protected from increases of greater than 10% annually if the same owner remains in the property.

The Education Code of Texas has been challenged on several occasions by low valued districts. The current law requires that all property be assessed at a minimum of 95% of market value or the school values being appraised will be adjusted upward to compensate for the under appraisal of property. For schools that have substantial value per student due to large industrial facilities or mineral values must pay money to the Texas Education Agency. The process is called "recapture" and the monies from wealthy schools are redistributed to poorer schools by the Agency to allow for equal educational opportunity.

A significant undermining of market value is due to a constitutional provision that allows agricultural property to be appraised based on its income rather than its market value. This law extends to properties that qualify for wildlife management as well as commercial production of crops, livestock, or timber. There is a rollback provision which allows for three years of recapture of lost taxes for properties that are converted to a non-qualifying use.

There is currently no law that limits the discretion of the appraiser in valuing property based on zoning or on highest and best use. However, as a practical matter, most assessors, including Denton CAD, consider current use as highest and best use.

There are no differences in assessment ratios between classes of property in Texas law.

There are numerous exemptions in Chapter 11 of the Property Tax Code that shield property owners from partial or complete taxation. Partial exemptions extend primarily to homesteads while complete exemptions are granted by legislative action to those non-profit organizations that qualify.

Appraised values of homesteads can only be increased 10% per year. If an increase of greater than 10% is applied, an additional rise of 10% of the prior year value continues to increase the assessed value until the value matches the market value of the property. Other categories of property are not subject to limitation.

The property tax system is supported by the jurisdictions that receive revenue from the values developed by the appraisal district and in proportion to the amount of revenue generated. The budgets of each county-wide appraisal district are allocated to each tax unit based on the tax dollars generated the prior year as a percentage of all of the dollars generated. The school districts of the state pay a majority of the appraisal district cost in most appraisal districts. The state pays nothing toward operations of appraisal districts but oversees operations through a biennial ratio study and a Methods and Procedures Audit. Punishment of the failure of either of these studies is inflicted on schools through a reduction of educational funding and the potential loss of license to practice by the chief appraiser.

Appraisal District boards of directors have the statutory authority to contract for appraisal services from other appraisal districts, a tax unit, or a private company. Denton CAD only uses private contractors in the appraisal of utilities, specialized industrial property, and minerals. All other appraisal work is done by staff of the district.

Texas relies very heavily on the property tax to fund local government. Counties are generally 60% funded by the property tax, cities are 30% funded, and schools are 45% funded although these figures vary greatly across the State.

The budget of the district is approximately \$15.3 million dollars in 2022. The budget of the district is lower than districts of similar size

The budget of the district is approximately \$15.3 million dollars in 2022. The budget of the district is lower than districts of similar size in rapidly growing areas.

in rapidly growing areas. Comparisons are normally based on cost per parcel as that is the product that is produced by each appraisal district. Please see comparison chart in Appendix.

CHAPTER 2: MANAGEMENT AND STAFFING

The Denton Central Appraisal District has been provided most of the resources it needs to do its job correctly with the exception of personnel. Copies of all applicable laws of the state of Texas as well as publications of professional publications are readily available to the entire staff. Trends in legislative activity are monitored by the Chief Appraiser by being a part of the state-wide legislative committee offering advice and counsel to the legislative bodies. State law regarding licensure also requires licensees to attend biennial training on the changes in the law after the legislature completes their activities.

A detailed explanation of personnel in the district is required by the tax code as a part of the budget. As the district has undergone rapid growth of properties and population, they have often been behind the curve in analyzing personnel needs. A part of this report's purpose was to generally look at personnel by department and to compare the personnel by industry standards. The result of that study is included in the recommendations, but generally, staffing is not adequate to satisfy current requirements. As the district continues to grow, the staffing levels will likely need to rise in proportion to the growth of parcel counts. The shortage of staff contributes to a troublesome cycle of inequity of values which increases the number of protests each year. Handling the massive number of appeals keeps the appraisers from getting back into the field, carefully studying sales data, and setting accurate values for the upcoming year.

The staff is very aware of growth trends in the county and how that growth impacts different types of improvements and land. It is recommended that the regular meetings of departments include a discussion of trends that members see in order to develop a consensus of opinion and a plan to move forward in the handling of those trends which impact values within their department. Data coming to the leadership of these different departments such as publications and data by email should be shared with members of that team to diversify the knowledge base.

As similar districts are staffing levels, it is my increase the appraisal staff total staff to 124 to be numbers of new homes district and the large If current growth trends recommend two added annually and three numbers will bring staffing

As similar districts are compared to Denton staffing levels, it is my recommendation to increase the appraisal staff to 54 and to increase the total staff to 124 to be able to handle the large numbers of new homes and businesses in the district and the large number of protests filed.

compared to Denton recommendation to to 54 and to increase the able to handle the large and businesses in the number of protests filed. continue, I would additional appraisers be support staff. These levels to a more efficient

level to handle protests and reappraise properties more accurately. (See appendix for comparisons to other districts)

Two separate buildings currently house the appraisal district. The remodel of the building that was flooded has had a very nice remodel and the new areas for customer service and appraisal discussion with taxpayers is a very nice design and appears to be very functional. However, I believe there is a need for additional space going forward. The question posed is whether a new building could be built in another location or if the district could expand their presence in the current location. I also considered the idea of a satellite facility in Lewisville or near that city. Significant discussion also centered on ideas for working remotely to avoid the cost of additional building space.

In my discussions with the county judge, he told me that the tax collections office will be moving into the building directly across from the appraisal district offices. He feels very strongly that the taxpayers of the community would be best served by having the two offices in proximity. I would tend to agree with his assessment considering the complexity of having two offices and the myriad of issues that would have to be addressed with management of two separate locations.

The district should investigate the purchase of the building between the two buildings, even to the point of using eminent domain, to demolish that building, turn the area into a large parking lot, and build additional space at the back of the lot as the growth demands. The buildings might be joined, based upon engineering and architectural studies to develop an administrative and ARB facility in the central building and wings to support appraisal and clerical functions in the existing buildings. Some additional space is needed quickly as new hires require a space to be, learn their responsibilities, and integrate into the entire office community. I would be concerned about doing remote work as education of staff is a significant challenge with so many new personnel. I am also very concerned about productivity. The most likely candidates for "work from home" are appraisers who could use iPad devices to appraise real estate, update data, and meet inspection requirements. A program available in the existing software monitors the appraiser's movements and productivity.

I also noted that signage for the building is not easily seen. Within city specifications, I would recommend signage at the curb to replace the small, portable sign that clearly indicates the entrance to the district office and additional signage to direct taxpayers to entrances that handle various needs.

The district has seen significant change in management in the last two years. Hope McClure was promoted to Chief Appraiser and her promotion was met with a lot of internal grumbling and protests at board meetings. Unfortunately, there are still people who are employed in the district that continue to struggle with Ms. McClure's leadership. There is currently a toxic environment in the building. Numerous retirements and dismissals have stoked the fire of discontent. In the recommendations, I have set up several steps to take to try to repair the

environment and make a more productive and pleasant workplace. It will take significant focus and a positive and open attitude to turn the environment around.

The employees seem to trust and work with the Deputy Chief Appraiser. My observation is that he struggles with the balance between loyalty to his Chief and the rank and file of employees. The large number of new employees in the district do not seem to be contaminated by the toxicity of past issues, but there seems to be a resistance to new ideas introduced by the staff. Ms. McClure has reached out to staff for new ideas, and this is a positive move to try to include staff in positive ideas moving forward.

Turnover is a major issue in the district. The total number of personnel leaving the district through retirements, terminations, and resignations in the past two years is 24.

Turnover is a major issue in the district. The total number of personnel leaving the district through retirements, terminations, and resignations in the past two years is 24. This is over a quarter of the workforce and increases problems with training and efficient operations.

I am recommending that new hires be done by the directors of different departments using guidelines developed by the chief appraiser. My observation is that Ms. McClure is very involved in the hiring and interview process. My opinion is that the department head with the vacancy should choose two or three additional members of staff as a hiring committee to make hiring choices. When these people are hired using this committee concept, those personnel are invested in the success of the new hire and will work with them to help them be successful. They also know the job and can ask appropriate questions of the applicants. I believe the Chief does not need to spend valuable time in the interview process as it gives the staff an out and does not encourage cooperation.

For the most part, members of the staff have sub-standard levels of training due to the number of new people and the tendency of the historical staff to resist new methods and technology. The Chief Appraiser is aware of this issue and is seeking solutions. The difficulty is that it is very hard to find a professional trainer who knows the business and is proficient in the software utilized and all its nuances. In the rapidly growing area and the current economy, it is difficult for the district to find qualified applicants and openings will remain open for longer periods of time as the district continues to seek the right education and skills for the jobs that are open. A significant training of new staff is necessary going forward. Their lack of training on what the software will do is a significant issue, even for some in leadership roles.

Salaries are reasonable and benefits are excellent. That certainly makes hiring easier, but the tight labor market continues to be a challenge as positions become vacant. It is important that a comprehensive compensation system be adopted based on the skills for each position

Salaries are reasonable and benefits are excellent. That certainly makes hiring easier, but the tight labor market continues to be a challenge as positions become vacant.

and that pay be equalized throughout the district. Inflation at near 7% levels means that cost of living increases need to be applied to existing salaries to maintain competitive salaries until the inflation rate is slowed.

The mass appraisal system in Texas and the employees of those districts are a small community. They hear about problematic issues within appraisal districts and are hesitant to apply for jobs in a district in turmoil, regardless of the source of that turmoil. That creates a smaller pool of experienced candidates that might, otherwise, apply for open positions.

The staff assigned to the processing of exemptions are significantly behind in their work creating unhappy taxpayers and frustrated personnel. The issue is staffing. There needs to be a greater number of customer service personnel to ensure that exemptions are quickly and efficiently processed. Since the documents are electronically stored, best practice is to process and scan the appropriate documents, stamp them as received and return them to the taxpayer while they stand at the counter. For mail-ins, a verification of receipt might be emailed, but if it appears as updated on the website immediately, then the taxpayer can see that it has been received. Keeping the website updated regularly with exemption data and changing values will improve customer service and reduce complaints. Taxpayers can be told to check the website for verification of exemptions reducing phone calls and angry taxpayers.

Additionally, customer service handles protests of value and additional personnel will assist in the processing of those protests in a timely manner.

Appraisers should physically inspect parcels at least once every three years. In the recommendations, I will suggest that an appraiser physically see sold properties within a month of the sale. In today's real estate environment, it is very normal for buyers to remodel and flip a house. If an inspection of the house is not done based on its current condition, the sales data is distorted and will produce incorrect results in ratio studies.

The district has access to Eagleview, an oblique photography product that provides multi-sided visuals of improvements. This product also provides "change finder", a program which displays changes to properties such as add-ons or tear downs that may be done without a permit. These mapping systems are invaluable and should be continued as a device to assist the appraisers. It is important that the product be used to its maximum capability.

Standards of performance should be developed for each department based on the product they provide for their stakeholders. For appraisers, it would be inspections, quality of work

indicated by correct ratios and acceptable coefficients of dispersion, and perhaps, appeals worked. For deed clerks, it would be number of deeds processed and an accuracy factor. For an exemptions clerk, it could be exemptions processed. And so on through the organization. Without tools of measurement, it is not possible to accurately measure performance of staff for purposes of pay increases or incentive pay.

Accuracy of appraisal is monitored by the use of internal ratio studies of all properties by category and within neighborhoods. The ratio process meets the standards of IAAO and reasonable results are noted in residential property. However, the analyses are often rushed because of the shortage of personnel. External ratio studies are performed by the State Comptroller every other year provided the appraisal district passes their study with at least an overall ratio of 95% or better. Denton CAD has not met that standard for all their schools.

The appraisal district has years with the many issues honestly impossible for how important the district. Without a district cannot operate mistakes were made in cannot continue to blame majority of those with that there were many want a continued blame

The majority of tax unit personnel with whom I met understand that there were many problems, but they do not want a continued blame on past decisions-they want the problems fixed and desire a smooth and accurate appraisal roll to be created.

had two very difficult with software. It is any layman to understand software is to an appraisal functioning system, the successfully. Many the past, but the team or discuss the past. The whom I met understand problems, but they do not on past decisions-they

want the problems fixed and desire a smooth and accurate appraisal roll to be created.

The management team is meeting regularly to assess pending events and how to deal with those events through media or direct contact. One of the recommendations is that in the management and department meetings, the staff should speak first about issues and their ideas for addressing those issues. Ideas tend to be stifled if leadership speaks first with their ideas. The management group needs to constantly look at procedures to see what is working and what is not, and to address the activities that are not working efficiently. The group meets to examine the financial impact of the activities of the district and how to meet the needs through the existing budget or contingency funds.

An independent financial auditor audits the financial records of the district annually to ensure that proper financial procedures are being followed and that the financial activities of the district are accurately reflected to the tax units that pay the cost of operations as well as the citizens of the community who ultimately pay the costs through the property tax they pay.

The State Comptroller also of the district through the audit done every other evidence to support the IAAO standards by which must abide. In the most the Denton district

The State Comptroller also examines the operations of the district through the Methods and Procedures audit done every other year. In the most recent completed study, the Denton district received a perfect grade.

examines the operations Methods and Procedures year. They look at codified requirements and every appraisal district recent completed study, received a perfect grade.

CHAPTER 3: INFORMATION TECHNOLOGY

The current CAMA system is sufficient to handle all aspects of the appraisal district operations. The attempted conversion to True Prodigy was extremely problematic to the point that that it was abandoned and the previous provider, Harris True Automation was rehired to provide the software services. Though somewhat older technology, it is still considered the premier technology in Texas appraisal districts. They provide their services to over 120 of the 254 counties in the state. Like other software companies, they are struggling to keep qualified personnel and keep up with the law changes and current systems needed. They are planning to move to a more efficient system in the near future with cloud computing which is supposed to reduce cost and improve quality.

The CAMA system meets all state requirements of coding current and historical data. The database does meet IAAO standards for usability. The database supports aggregates and sub-parcel records using a parent-child concept of splitting properties.

The CAMA system allows for changes in the tables without impacting the current appraisal roll. The software models are developed and applied by neighborhood or type of commercial property and then ratios are run to verify the accuracy of the models. When the models are finalized in the CAMA system, the system is capable of developing comparables and adjusting those comparables to the subject property.

The CAMA system does integrate nicely with the ESRI mapping software. Oblique photography is also integrated helping the staff to verify improvements and measurements that are sometimes obscured by tall fencing or vegetation. "Change finder" is a program that is provided by the oblique photography company that highlights demolished improvements and additions to structures and helps the appraiser with what properties need to be inspected.

The CAMA system allows the storing of appeal data and schedules in various formats as well as the recordings of the formal hearings held by the Appraisal Review Board. Appeal documents remain in the system for future reference and for the production of open records requests.

The Information Technology staff is extremely busy keeping equipment running correctly and working to ensure a secure technological environment. One of the key responsibilities of the department is cyber-security. Threats must be monitored and handled at all times. There has been a large turnover in the IT staff, and they are still getting up to speed on the special needs of the appraisal district.

CHAPTER 4: CADASTRAL MAPPING

The mapping system meets IAAO standards and visually verifies and accounts for all property in the district. The data is up to date with less than 60 days from the filing of an instrument until the results are accurately mapped.

The mapping system meets IAAO standards and visually verifies and accounts for all property in the district. The data is up to date with less than 60 days from the filing of an instrument until the results are accurately mapped.

Denton is a rapidly growing area with many plats are filed annually as well as the subdividing of existing parcels. There is a diversity of sources of information from various cities within the county as well as the unannexed areas, and the department is struggling to keep up due to the number of personnel. At least two additional personnel should be added to this department to keep records current.

Oblique photography meets this need for information. In most cases, the needs of the appraisers in the district to find accounts and determine the property lines to know what improvements go with each parcel are met by the current mapping system.

The GIS system coupled with oblique photography greatly enhances the appraisers' information and allows for the verification of improvements through that program and the measurement of improvements that are not readily available or when the taxpayer refuses entry to the property.

CHAPTER 5: PROPERTY USE CODES, MARKET AREAS, AND NEIGHBORHOODS

The district uses normal property types and classes that mirror the Marshall Valuation Service upon which the cost basis is derived. Mixed use properties can be classed and appropriately classified using existing software.

Neighborhoods have been class of property based on driving value in those analyses, several utility and market appeal a greater supply of sales models.

Neighborhoods have been developed for each major class of property based on the economic factors driving value in those identified areas.

developed for each major the economic factors identified areas. For subdivisions with similar may be combined to have data on which to develop

CHAPTER 6: PROPERTY DATA COLLETION AND MAINTENANCE

Rapid growth is occurring in Denton County and the district has developed a system of entering many of sketches of homes provided by the builders. This method is far superior to physical, on-site measurements as it takes less time and requires less coordination to arrive at the building site to measure the upstairs accurately. That department actually needs additional assistance to handle the volume of new construction occurring. Some homes still must be measured physically by staff appraisers.

The commercial appraisers also get permit data and go to the construction site to physically measure the structures. They class the structures appropriately according to Marshall Valuation standards in order to develop a cost approach to value. They also note any special characteristics of the property that would contribute to value such as docks, internal cranes, special environmental treatments, and many other factors. Additionally, they must develop income models to utilize an income approach on all commercial property that lends itself that approach. Capitalization rates must be gathered from the local market to apply to income streams of commercial properties.

Texas taxes business personal property. It is identified as non-real property that generates income. All businesses in Texas are required to “render” their property annually with a listing of furniture, fixtures, and equipment, vehicles, and inventory. Texas still taxes inventory held for sale at the owner’s cost or market, whichever is lower. The level of trade must be taken into consideration by the appraiser. The appraisers in BPP go to the accounts in the district, look at the personal property as much as they can, and if the property is not rendered, density/quality tables (a method to estimate inventory and furniture and fixtures per square foot, are used to estimate those values.

The CAMA records show the current use of the property and current zoning indicating permissible uses.

The inspections of property are typically done based on the exterior measurements unless the appraiser is on site during the later stages of construction. Only when requested to do so, are residences inspected on the interior and is only done within strict policy of the district to avoid numerous issues alleging wrongdoing.

The district seeks to re-inspect property on a three-year cycle and certainly complies with IAAO standards of at least once every six years. They both physically inspect and inspect using the oblique photography available to the district.

The district seeks to re-inspect property on a three-year cycle and certainly complies with IAAO standards of at least once every six years. They both physically inspect and inspect using the oblique photography available to the district. The oblique photography is very high resolution

and has the capability of accurately measuring the exterior dimensions of improvements to verify existing measurements done on site. Additionally, it allows the appraiser to discover pools, shops, and storage buildings in the back of homes that are often obscured by high fencing and/or vegetation.

New structures are typically discovered by getting permits from local cities and septic permits from county government. The rapid growth of the district causes a significant challenge to the appraisers who must be sure that all improvements are accounted for in their assigned areas.

The current data gathering card is sufficient in its design to ensure that the appraiser gathers all necessary data while on the site. For those using “mobile office” the system also seems to work well in the gathering of data. For mobile devices, it is helpful if the device is programmed to not close the account unless all the data requirements are completed. Drop downs are very helpful for the field personnel to ensure that correct coding is occurring in the field.

CHAPTER 7: SALES DATA AND RATIO STUDIES

Sales of all real estate are captured from the deed recording process. All data is received from the County Clerk, the repository for that data in Texas. The transfers are coded and routed to appropriate departments for processing. The software generates letters to buyers and sellers requesting sales information; however, the response from those letters is not high nor always reliable. Other sources of data are searched for sales information. Multiple Listing Service is not a source that the district is allowed to use but most sales data is now available from other sources; however, the district is able to acquire sales data from other sources for most residential property, but not commercial property. They do purchase data on sales and typical rents, but actual sales of all commercial property would enhance their quality of work.

Sales data is studied and appropriate adjustments are made to ensure that the sale is accurate and that it can be used in the data base of sold properties. Sales are time adjusted when supporting data is available to develop trends (paired sales). The current comparisons of sales to models is sufficient to meet IAAO standards for ratio studies. Sales data is used to produce

The current comparisons of sales to models is sufficient to meet IAAO standards for ratio studies.

sales comparison grids and adjustments to comparable properties is automated within the software. State law also requires a comparison of the equity of appraisals. The computer system also produces an equity grid for properties.

The available sales data is sufficient to allow the staff to run ratio studies by type of property and areas of the county or neighborhoods. Demand for housing in specific areas of the county (specifically school boundaries) fuel very different values and are appropriately reviewed and values appropriately adjusted to reflect market trends.

When the district sees that a neighborhood is out of compliance with value standards, they focus staff on reinspection and/or reanalysis of the factors that are causing problems to correct the values.

Current ratio study programs produce various results not only for the values compared to sales prices, but also to the consistency of appraisal between properties expressed through weighted mean, coefficient of dispersion, and price related differential. The additional statistical measurements are also measured by the State Comptroller in their biennial ratio study. Their results are on the universe rather than neighborhoods but certainly provide a measurement of the quality of work being done in the district. The most recent study available (2021) indicated an overall median level of appraisal of 97% with a coefficient of dispersion (COD) of 8.47 which is excellent. The COD of single-family residential property was 6.38 which is exceptional. The closer to zero the COD is, the more consistent the appraisal work is. IAAO standard for homogeneous neighborhoods is 15 and the lower the number, the better are the appraisals.

The appraisal district does intervals and expresses through the models applied uniformly to both ensuring equality of The sales ratios can be enhance user confidence.

The internal ratio results compare consistently with the State Comptroller study indicating that there is no bias occurring in the data analyzed.

calculate confidence and modifies those results created. The models are sold and unsold properties appraisal in all categories. shown graphically to The internal ratio results

compare consistently with the State Comptroller study indicating that there is no bias occurring in the data analyzed.

CHAPTER 8: LAND VALUATION

Land values are rising rapidly due to demand of all types of land so the district responds with regular and frequent reappraisals of land parcels.

Sales ratios of land are developed, as available, to assist in the preparation of the models the district applies to land.

The process of appraising agricultural land, timber, and wildlife management is mandated by law and the rules of the State Comptroller. The income is based on a five-year average specified by law and the capitalization rate is also codified at 10% or greater if interest rates

ever rise again. DCAD complies with the law and rules in the development of their agricultural values.

Producing minerals are values based on their market value by an outside appraisal firm that specializes in those type appraisals. The production of each well is analyzed, the economic life of the well is estimated based on the decline of production, and the future production is discounted to the January 1 value. All of these methods are in compliance with appraisal standards for this category of property.

CHAPTER 9: RESIDENTIAL VALUATION

The majority of the value County is residential bedroom county next to Counties, with good of life draws people to Therefore, the accurate critical to the success of within the district who are appraisals.

The accurate appraisal of homes is critical to the success of DCAD and to the schools within the district who are fully funded based on correct appraisals.

of property in Denton property. Being a Dallas, Collin, and Tarrant schools and a high quality Denton County. appraisal of homes is DCAD and to the schools funded based on correct

The primary method utilized in residential appraisal is comparative sales. There is a very active market in Denton County and most of the sales of homes are discovered by the district through various sources although the district does not have direct access to MLS sales. The appraisers of the district make comparisons of paired sales to develop time adjustments to models and those adjustments are significant as demand for housing is continuing to increase across the State, but especially in metropolitan areas.

The models that are developed are recalculated each year and applied every year because of the dynamic market. The failure to reevaluate annually would quickly put the district out of compliance with state standards of appraisal.

Neighborhoods are developed for comparison purposes using subdivisions of similar utility to the market. Age of improvements, location, school districts, and typical amenities are examined to develop a neighborhood. Where there are non-homogeneous structures within a neighborhood, the district relies on the cost tables to adjust those properties appropriately.

The models for residential property are analyzed to ensure that all characteristics of properties are valued based on their contributory value to the property.

Homes that suffer from external obsolescence are typically tied by neighborhood and sales of those properties are examined to make appropriate adjustments for whatever obsolescence occurs.

The costs used in the CAMA system are based on Marshall Valuation and are updated regularly. These costs are then adjusted appropriately to mirror what is going on in the market through comparisons to sales prices.

CHAPTER 10: COMMERCIAL VALUATION

In the last ratio study done by the State Comptroller, the commercial appraisals did not meet state standards with a weighted mean of 91.59% in Denton ISD and 94.02% in Lewisville ISD, the two largest districts with the most commercial property.

The commercial department of the Denton Appraisal District contains 11 personnel. There are many types of commercial property indicative of the suburban environment next to a major urban area. There are 9023 commercial accounts that must be valued annually. The total value of these accounts is approximately \$976,000,000. In the last ratio study done by the State Comptroller, the commercial appraisals did not meet state standards with a weighted mean of 91.59% in Denton ISD and 94.02% in Lewisville ISD, the two largest districts with the most

commercial property. The primary reason for the low ratio was the focus of the district on the cost approach rather than the utilization of the income approach to value. Most commercial property sells based on its ability to generate a return on investment to its purchaser. Since that study, steps have been taken to appraise more property categories using income models.

The district has access to Marshall Valuation data and keeps their costs up to date. Appropriate adjustments to costs are made based on local building costs and market information that is available. Again, as previously mentioned, Texas does not have a required disclosure and too often, the data is not available to this or any other appraisal district. Agents represent most of the commercial properties and exacerbate the appeals process with unrealistic data. The contingency fees that most of them charge present huge temptations to inaccurately describe income and expenses to the properties they represent. This is unlikely to change since their industry seems to control legislative action and appraisal districts are negatively impacted by the methods and procedures that agents use to attempt to reduce the properties they represent. Legal action frequently occurs when values are anywhere near true market value and they also tend to manipulate data in the comparisons of other property under the equality appeals. This situation is likely to worsen for the district and litigation is likely to increase when the 2022 roll is prepared, due to the expected increases of commercial property. This is certainly not unique to Denton CAD. Similar issue face practically every metro district in the state.

When data is available either through the appeals process or through publications of local rents and expenses, the appraisers and the commercial appraisers examine that data and adjust it according to the market areas of Denton CAD.

Apartment complexes are appraised using the income approach. The numbers generated by the last state study in 2021 were not good indicating a weighted mean of 85% in Lewisville and 79% in Denton. This was primarily caused by the utilization of cap rates that did not indicate what was going on in the market at the time. Market cap rates continue to be driven down in all Texas metro areas with Investment Trusts willing to accept rates of return as low as 4%. These rates of return have continued to drop faster than most appraisal districts have recognized, thus creating lower values than the sales would indicate. Again, most of the sales data is not available. Also, rent have been rapidly rising and this has not been projected by most appraisal districts in their analyses.

Apartment complexes are appraised using the income approach. The numbers generated by the last state study in 2021 were not good indicating a weighted mean of 85% in Lewisville and 79% in Denton.

More categories of commercial property (office and retail) are now being appraised using the income approach

CHAPTER 11: PERSONAL PROPERTY ASSESSMENT

Personal property that generates income to the owner is taxable in Texas. Basically, taxes are paid on the market value of furniture, fixtures, equipment, vehicles, and inventory at the level of trade of the individual business. There are numerous jurisdictional exceptions to the above statement, but that is the intent of the original law. Most notable jurisdictional exceptions include the vehicle inventory tax, boats and trailers under a similar system, and heavy equipment. Prior to the passage of these exceptions, this inventory was taxed at its value on January 1 at the appropriate level of trade.

The business personal property staff has 10 appraisers and staff to handle the approximately 30,000 BPP accounts. They visit the accounts annually to verify that they are still in business and identify new businesses. All businesses are required by law to render their property for taxation, but the penalty for failing to render is only 10% of the total billed amount. Too many owners ignore the requirement letting the appraisal district “appraise” their property and then only appealing if the value is higher than is indicated in their books. In addition to the BPP responsibility, the department handles exemptions of properties including religious, historical, charitable, tax-exempt housing, and abatements.

The district BPP staff has developed density/quality tables to utilize in better estimating values of taxable business personal property. Those tables are developed from taxpayers who accurately render their property and industry standards of various property. Each business is categorized based on its Standard Industrial Code (SIC) a coding system developed by the Federal government. The district can make comparisons of value per square foot within these categories.

The business personal property accounts are linked to real estate accounts so that staff can properly account for all businesses.

The district does not systematically address the failure to render other than to assess the 10% penalty to unrendered accounts. The system does not tract or flag significant changes to value from one year to the next. This would be helpful for the supervisor to identify errors or potential fraud. The software does store the assets of a business and allows for entry of new assets and removal of retired assets without the reentry every year. A built-in depreciation system automatically depreciates the assets based on the class of asset.

The Business Personal Property appears to be well staffed for the number of accounts they are required to work. It was noted in the discussion with staff and taxpayers that some renditions were not worked and values were carried over from the prior year without verification. This should not be done. All renditions should be worked timely and correctly appraised regardless of size. Support personnel in that division should be considered for training to become appraisers. Most of the BPP personnel in appraisal districts are appraisers and can process all renditions and appraise properties

It was noted in the discussion with staff and taxpayers that some renditions were not worked and values were carried over from the prior year without verification.

CHAPTER 12: VALUE DEFENSE

The value defense systems throughout the state file they do not have
The past year, over 73,000 equaling 21% of active districts in metropolitan higher levels of appeal

The past year, over 73,000 appeals were filed in DCAD equaling 21% of active accounts.

process to a grinding halt. Taxpayers may file an appeal in person, by mail, or online at the district's website. A protest form is mailed with the notice of value and may be used to file the appeal although a formal document is not required. The owner can simply state in a letter or document their dissatisfaction with the proposed value. Agents for taxpayers can also file appeals. They must have authority from the taxpayer to be heard before the ARB, but authorization paperwork does not have to be presented until the hearing. This is an awful part of law, but again, in this instance, the agents have the ear of the legislature.

in Texas are in crisis. Agents appeals even on property that authorization to represent. appeals were filed in DCAD accounts. Other appraisal areas experience similar or that threatens to bring the

Denton has struggled to certify the values to the tax units in a timely manner. The appeals system is integrated into the CAMA system and works well to ensure that protests do not slip through the crack. Taxpayers may file protests in several ways including an online process.

State law requires the approval of the appraisal records by July 20 with at least 95% of the values having been finalized through the appeals process. To meet this requirement, the appeals department sets high-valued properties early in the hearing process and sets the lower valued properties later in the year. In 2021, a rather large number of residential properties were moved to the “certified” category and a 10% deduction was applied to each property as an estimate of value loss. Unfortunately, these accounts were not “uncertified” and the files were sent to the tax collector for billing. The taxes were paid, but then the protest was actually heard by the ARB, a value above the “certified value” was approved, and a supplemental tax bill was generated creating a lot of unhappy taxpayers. This should not be done in the future.

The Board of Directors has approved the appointment of 24 Appraisal Review Board (ARB) members to hear the appeals that are not settled informally. The members and officers of the ARB are appointed by the Administrative District Judge. They meet in five panels but plan to move up to seven to handle the number of protests. No requirement of specific knowledge is required to be appointed to the Appraisal Review Board. They are given some training by the State Comptroller, but the appraisal district is prohibited from providing more advanced training unless it is provided by the ARB’s attorney. The members are paid a daily rate based on the job they are filling. It continues to be difficult to find people who will accept appointment. Many of the members are retired. The ARB begins meeting in June and will meet throughout the summer. The hearings are recorded by audio into the CAMA system specific to the account.

Taxpayers are given instructions prior to their hearing on how to present their case to the ARB. They are given examples of good evidence to bring to support their case. The ARB listens to their evidence, then listens to the evidence presented by the staff of the appraisal district and makes their decision based on the preponderance of the evidence presented.

There are various types of appeals that can be filed included the exceeding of market value, equity with other similar property, denial of an exemption, denial of agricultural value designation, or anything else that effects the taxpayer’s amount of taxes. The formal appeal is restricted to the type of appeal filed in the notice of protest.

The appraisal district has the burden of proof in the appeals process and overcomes that burden by presenting their evidence of value such as a comparable sales or an equity grid. The evidence that the district will use in the formal process is typically given to the taxpayer at the informal meeting, if one is held. An informal meeting is now a requirement of law if requested by the taxpayer or agent. The staff of appraisers makes the presentation to the ARB based on an information packet developed prior to the hearing.

Briefing the ARB on the appraisal process is not allowed in Texas law.

When the ARB makes a decision, they are not required to give a reason for their decision. The taxpayer is sent a finding of the board by certified mail with instructions on how to appeal the decision. Appeals can be filed in District Court or by binding arbitration in qualified cases.

The district has a very good system of tracking appeals from the filing process through completion. Formal hearings are set on a schedule so that timely hearings can occur. The entire process is well documented by the ARB staff and management

There is no state agency or tax court authorized by the state for the appeal of property value.

CHAPTER 13: COMMUNICATIONS AND TAXPAYER ASSISTANCE

Denton CAD works very hard to assist taxpayers in various ways. They go beyond the standards required by IAAO in their outreach to the community with pamphlets, public information announcements, news releases, and a very effective presence on their website.

The district is very focused on positive direct contact with taxpayers either in person or by phone. The customer staff is well trained and has significant training to help taxpayers solve their issues and answer their questions. Our observation of that department indicated a very friendly environment capable of handling the most stressful situations. They do need additional personnel to handle the volume of taxpayer contacts.

The district is very focused on positive direct contact with taxpayers either in person or by phone. The customer staff is well trained and has significant training to help taxpayers solve their issues and answer their questions.

The website of the district allows for the search of properties by name of owner, address of property or by account number. Once on a parcel, the user can get a map of the subject in high resolution aerial photography along with surrounding parcels. The user can click on any parcel and get additional information about that parcel. The availability of all the data allows taxpayers to gather information about other properties and to make appropriate decisions about appeals and fairness of the system.

RECOMMENDATIONS

1. Now is not the optimum time to hire employees due to the large crowds and magnitude of work because of the reappraisal notices and the protests of property values. However, as soon as August, the hiring of residential appraisers should begin so that the reappraisal process for 2023 can begin. An additional eleven appraisers need to be added to bring Denton up to averages of similar metro areas with rapid growth. The numbers of appraisers in commercial and business personal property seem adequate based on appraisal standards. Most of the new people should be focused in residential appraisal, where most of the growth is occurring in Denton CAD.
2. Additional personnel are recommended in customer service and deeds/plats/and improvement drawings to meet the growing needs in those areas, and to reduce customer complaints. Customer service will likely need swing employees to assist in the appeals process, both informal and informal. The total employees to be added is 17 support personnel.
3. Add additional Appraisal Review Board members to facilitate the handling of the growing number of protests. The protests are exacerbated by the lack of personnel to put into the field and to build accurate models of appraisal. If the values are not equal and uniform, appeals increase rightfully, which keeps appraisers tied up in appeals all year rather than focusing on analysis of sales, building of neighborhoods, and selecting correct models and profiles. The number of ARB members will be necessarily constrained by current building configuration and support staff.
4. Consider assigning residential staff to a specific area to appraise, analyze, set values, and defend the values. This process gives the appraiser ownership in the work because it is vertically integrated with all responsibility in one appraiser. This also allows management to accurately measure the performance of the individual appraiser for quality and quantity of work by running ratio studies by appraiser. Similar assignments are recommended for commercial appraisers, but categorized based on types of improvements so that they can become specialists in apartments, retail, mini-storage facilities, warehouses, etc. This will develop consistency across the district is types of property.
5. Consider a public spokesperson for the district to prepare media releases, do interviews, make speeches to civic clubs, meet with stakeholders, and prepare information to be distributed to the public. There seems to be an adversarial relationship between Ms. McClure and the media and this might ameliorate this issue with professional relationships developed.
6. Have attorney look at the acquisition of the building between the two current district buildings. Since the county is moving the tax office across the street, it is probably better for the district to expand their complex by adding space at the back of the lot,

removing the building in the middle and expanding the parking lot. Consider building a specific area in the new building to house informal and formal hearings with numerous small offices that would house an ARB panel or a one-on-one discussion with a taxpayer. Obviously, this would need to be wired for computer access to all offices.

7. One of the most important aspects of a good model is to know everything possible about the sale at the time of sale. Older homes are often remodeled and flipped within weeks of the sale causing questions in the mind of the modeler as to time adjustments and other issues. If the district had a dedicated person to go to each property that sold within 2-3 weeks of the time of sale, note the condition of the property, and take an updated picture, that would create a "snapshot" of that property for accurate comparison.
8. Management and staff meetings should be done on a regular basis. Stephen Covey discussed the idea of developing "wildly important goals" of the organization, as well as each division of the organization. Wildly important goals (WIGS) are things that if not done well and timely, will cause the failure of the organization. Managers should state the issues to be faced that week/month and ask for input from the staff or other managers first. If the manager states his or her opinion about how to deal with issues, it tends to kill creativity. Scoreboard should be developed wherever they are applicable such as measuring protests completed, deeds completed, mapping of parcels completed, appraisals completed. Scoreboards are a quick way to see how well the department or organization is moving toward to attainment of their wildly important goals.
9. The district needs to work on a succession plan for all key positions in the district. We would recommend that each division head designate one or more persons that they have identified who can move to a leadership position. Once that person or persons are selected, they should receive training opportunities in leadership and management as well as cross-training on every aspect of the department. For those managers who are nearing retirement, this action is imperative. Every key position should have a replacement prepared to take over in the event of a retirement or a catastrophic event that would keep the manager from continuing his or her job.
10. The State Comptroller is moving commercial property to an income approach to value almost exclusively in the Property Value Study. One of the key components to the accurate appraisal of commercial property is the proper selection of a capitalization rate. It may be advisable for the District to contract with a local commercial appraiser to develop cap rates for various categories of property in Denton County. This person might also be willing to provide commercial sales data on a confidential basis, to be used in checking trends of value. This person should meet with all commercial appraisers to explain his or her reasoning in the cap rate study and to offer general guidance to the commercial staff as they prepare to defend values.
11. I would suggest that new employees be hired by a hiring committee made up of the department head and two or three rank and file employees. These people often have a

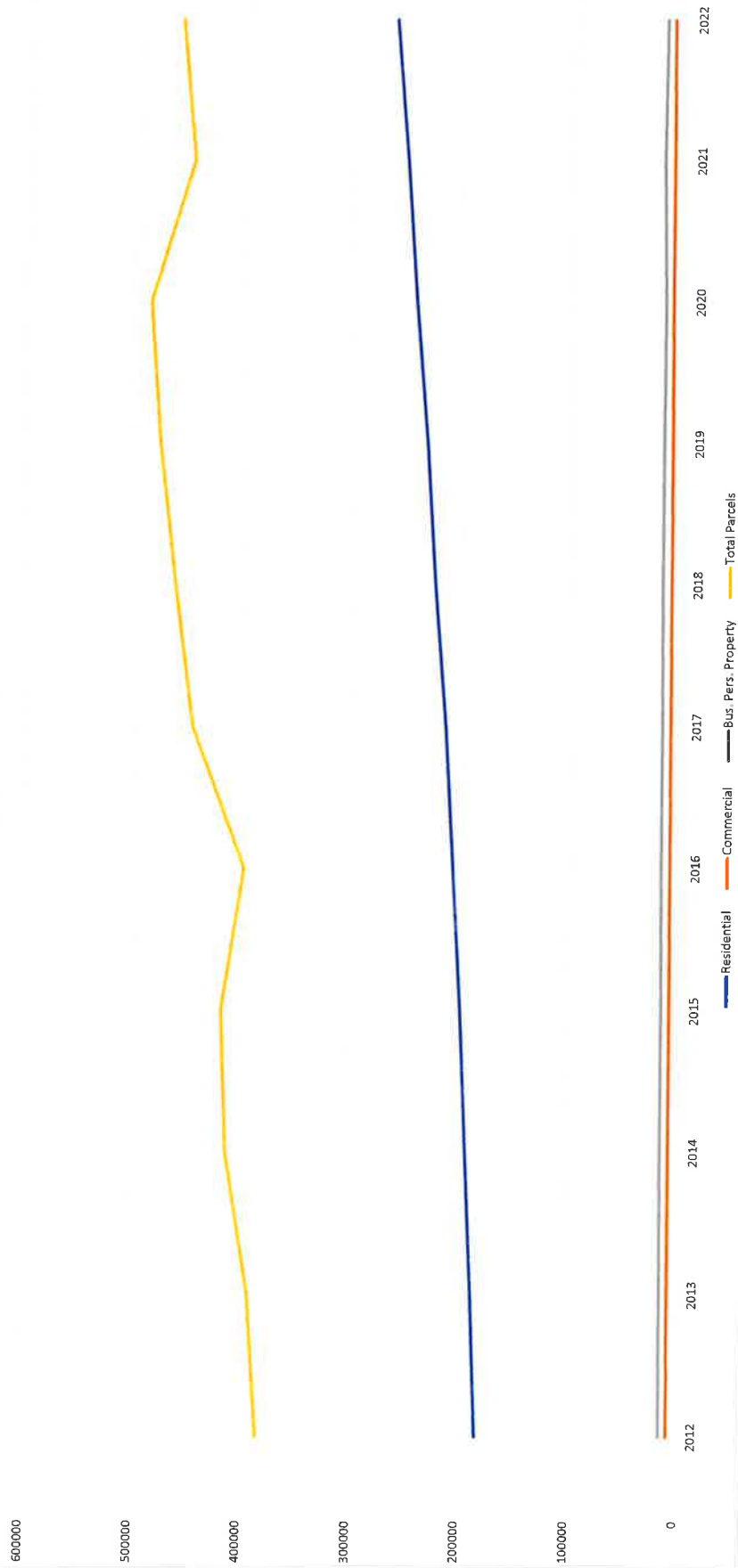
good idea of the kind of person that will be fit into the group and will know the right questions to ask. If they have a hand in the hiring, they are invested in the success of the new hire and will be more welcoming to the new person. The chief appraiser has too much to do to be a part of all the hiring experiences and the top-down decisions don't generally get the buy-in from rank-and-file employees if they are not included and consulted in the process. Of course, the chief appraiser should set standards for hires as far as qualifications and general expectations.

12. Improve the signage at the building. The signs on the main building are obscured to some extent by trees. The sign at the curb looks cheap and unprofessional. Consider putting up a nice sign compliant with building codes at the main entrance at street level. Also consider signs directing the public to the appropriate building for service. If codes allow, maybe an electronic sign that can display messages appropriate for the time of year.
13. Develop a system of exit interviews with report to the board directly. With the turnover experienced in the past two and a half years and the rumors flying, it is wise for the board to get an independent report of why people are leaving so that, if it an issue, they can address it appropriately or put the rumors to rest.
14. In his book, *The Speed of Trust*, Stephen M. R. Covey deeply discusses the importance of trust in any organization so that it can run smoothly and efficiently. When trust is broken, there are several steps that must come from leadership to reestablish trust.
 - a. Talk straight and direct, in person
 - b. Demonstrate respect for everyone on the team
 - c. Create Transparency
 - d. Right wrongs-apologize
 - e. Show loyalty- don't talk about others behind their back
 - f. Deliver results-be a servant leader
 - g. Get better in your job
 - h. Confront reality
 - i. Clarify expectations in writing
 - j. Practice accountability-when someone is not producing, hold them accountable
 - k. Listen first- seek first to understand others, then to be understood
 - l. Keep commitments-make a promise-keep a promise
 - m. Extend trust to others
15. Consider developing experienced appraisers into "modelers" who watch the sales that are occurring, develop neighborhoods for analysis, and guide the rank-and-file appraisers in correct analyses of their assigned areas.
16. Consider developing a land appraisal division that is specifically focused on all types of land including agricultural land, city lots, and commercial land. This is often an area that is not focused on by appraisal districts and becomes problematic in the overall values of property.

APPRAISAL DISTRICT COMPARATIVE ANALYSIS

	2022 Budget	Total		Real Property		Total		Total		Parcels/	
		Parcels	Parcels	Parcels	BPP	Employees	Appraisers	Employee	Appraiser	Parcels/	Parcels/
Collin	\$ 25,394,900	412493	378027	34466	152	53	2714	7783			
Dallas	\$ 31,205,055	844173	739418	87990	242	102	3488	8276			
Denton	\$ 15,324,294	382849	336509	14269	90	42	4254	9115			
Ft. Bend	\$ 18,194,846	322413	267568	26268	164	71	1966	4541			
Tarrant	\$ 26,790,117	749198	682281	62180	212	97	3534	7724			
Travis	\$ 22,786,110	463005	421146	41859	143	73	3238	6343			
Williamson	\$ 10,321,300	274283	258300	15983	73	34	3757	8067			
Averages	\$ 21,430,946	492631	440464	40431	154	67	3279	7407			

Denton CAD Parcel Growth



DENTON GROWTH PATTERN

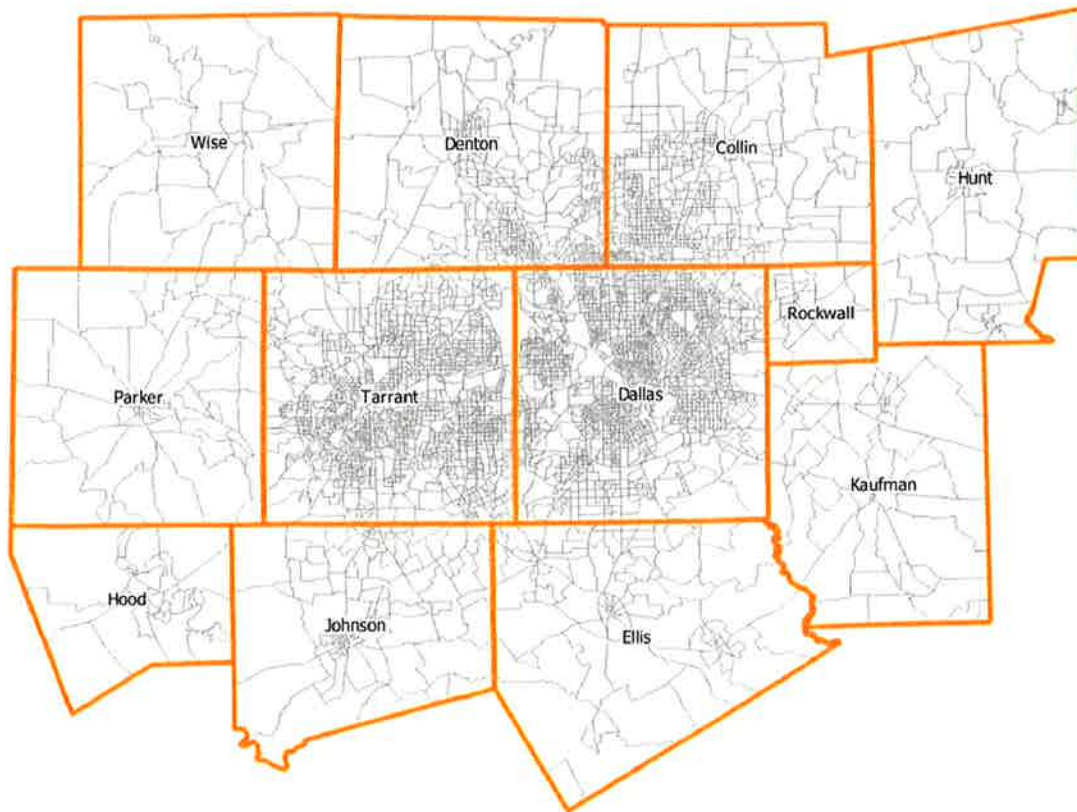
YEAR	HOMES	COMMERCIAL	BPP	TOTAL
2012	182347	6938	13723	382849
2013	187148	7113	14095	391834
2014	193359	7214	14585	413065
2015	199043	7421	14571	417868
2016	206400	7573	15385	397753
2017	214387	7737	15284	446273
2018	225099	8069	16016	463166
2019	233272	8260	15954	478455
2020	244313	8724	15747	488087
2021	253564	8784	17618	448531
2022	264564	9023	16042	460724

Decline in total parcels is a function of mineral accounts falling below taxable amount

North Central Texas 2045 Demographic Forecast

The 2045 Forecast released in 2022 is an entirely new data product and supersedes the 2045 Forecast released in 2017. The 2045 Forecast covers the 12 counties in the Metropolitan Planning Area (MPA) and is released at 2010 Census Block Group geography to ease integration with other readily available data. Figure 1 shows these twelve counties along with the 2010 Census Block Groups. There are over 4,100 Census Block Groups in the MPA. Digital files of these geographies suitable for use in geographic information systems are available from the Regional Data Center: <https://data-nctcogis.opendata.arcgis.com/>.

Figure 1. Counties and 2010 Census Block Groups



The 2045 Forecast was built start to finish using a new, more efficient process that not only made production faster and easier, but also eased internal evaluation, local review, and incorporation of feedback.

Step 1 –County Control Totals

NCTCOG commissioned The Perryman Group (TPG) to develop County control totals of households, household population, and employment by major sector¹. TPG delivered their work in March of 2020. The resulting county control totals are provided in figures 2, 3, 4, 5, and 6. The county control totals served as guides for the work performed in subsequent steps.

Figure 2. 2030 and 2045 County Control Totals - Households

<i>County</i>	2020 Census	2030	2045	2020 - 2045
				Change
<i>Collin</i>	381,318	454,207	624,350	243,032
<i>Dallas</i>	965,537	1,076,133	1,256,645	291,108
<i>Denton</i>	328,884	390,194	535,571	206,687
<i>Ellis</i>	64,996	76,599	105,405	40,409
<i>Hood</i>	24,811	28,435	36,855	12,044
<i>Hunt</i>	36,076	40,838	51,550	15,474
<i>Johnson</i>	61,654	71,295	89,845	28,191
<i>Kaufman</i>	47,673	49,824	66,014	18,341
<i>Parker</i>	53,482	59,663	80,325	26,843
<i>Rockwall</i>	36,326	41,747	54,534	18,208
<i>Tarrant</i>	760,739	860,864	1,057,748	297,009
<i>Wise</i>	24,306	28,065	35,748	11,442
MPA	2,785,802	3,177,865	3,994,592	1,208,790

Figure 3. 2030 and 2045 County Control Totals – Household Population

<i>County</i>	2020 Census	2030	2045	2020 – 2045
				Change
<i>Collin</i>	1,057,649	1,294,904	1,788,851	731,202
<i>Dallas</i>	2,581,853	3,010,733	3,533,305	951,452
<i>Denton</i>	897,070	1,099,640	1,516,874	619,804
<i>Ellis</i>	190,652	230,103	318,214	127,562
<i>Hood</i>	60,702	73,050	95,154	34,452
<i>Hunt</i>	96,972	113,190	143,594	46,622
<i>Johnson</i>	176,561	203,793	258,100	81,539
<i>Kaufman</i>	143,800	157,257	209,395	65,595
<i>Parker</i>	146,840	173,427	234,655	87,815
<i>Rockwall</i>	107,130	123,161	61,686	54,556
<i>Tarrant</i>	2,083,512	2,468,156	3,047,774	964,262
<i>Wise</i>	67,826	81,225	103,976	36,150
MPA	7,610,567	9,028,639	11,411,579	3,801,012

¹ Household population excludes people living in group quarters such as dorms, jails, and nursing homes.

Figure 4. 2030 and 2045 County Control Totals – Goods Employment

<i>County</i>	2020 BEA	2030	2045	2020 – 2045
				Change
<i>Collin</i>	103,507	131,987	162,150	58,643
<i>Dallas</i>	551,396	674,542	804,912	253,516
<i>Denton</i>	96,803	114,344	142,129	45,326
<i>Ellis</i>	29,317	33,850	38,970	9,653
<i>Hood</i>	8,082	11,467	13,035	4,953
<i>Hunt</i>	15,178	20,052	22,463	7,285
<i>Johnson</i>	28,145	33,116	38,170	10,025
<i>Kaufman</i>	19,499	20,670	23,852	4,353
<i>Parker</i>	21,299	26,877	30,420	9,121
<i>Rockwall</i>	11,580	13,292	15,745	4,165
<i>Tarrant</i>	363,106	437,324	522,913	159,807
<i>Wise</i>	13,770	17,624	19,688	5,918
MPA	1,261,682	1,535,143	1,834,447	572,765

Figure 5. 2030 and 2045 County Control Totals – Retail Employment

<i>County</i>	2020 BEA	2030	2045	2020 – 2045
				Change
<i>Collin</i>	63,192	79,423	97,351	34,159
<i>Dallas</i>	169,048	217,486	258,451	89,403
<i>Denton</i>	43,844	54,083	65,395	21,551
<i>Ellis</i>	9,543	11,917	15,539	5,996
<i>Hood</i>	3,497	4,218	4,970	1,473
<i>Hunt</i>	4,585	5,718	6,866	2,281
<i>Johnson</i>	8,421	10,582	12,710	4,289
<i>Kaufman</i>	6,163	7,607	9,248	3,085
<i>Parker</i>	7,843	8,733	10,563	2,720
<i>Rockwall</i>	7,150	8,494	10,416	3,266
<i>Tarrant</i>	127,785	150,608	179,173	51,388
<i>Wise</i>	3,246	3,890	4,679	1,433
MPA	454,317	562,758	675,361	221,044

Figure 6. 2030 and 2045 County Control Totals – Service Employment

County	2020 – 2045			
	2020 BEA	2030	2045	Change
<i>Collin</i>	486,441	619,087	818,576	332,135
<i>Dallas</i>	1,523,839	2,029,847	2,521,984	998,145
<i>Denton</i>	279,080	362,480	481,949	202,869
<i>Ellis</i>	46,547	60,195	81,590	35,043
<i>Hood</i>	17,270	22,145	28,710	11,440
<i>Hunt</i>	25,148	32,329	41,310	16,162
<i>Johnson</i>	41,679	53,494	69,152	27,473
<i>Kaufman</i>	30,222	38,159	49,517	19,295
<i>Parker</i>	36,836	47,101	61,307	24,471
<i>Rockwall</i>	34,831	46,780	62,186	27,355
<i>Tarrant</i>	782,008	1,056,817	1,368,178	586,170
<i>Wise</i>	17,333	23,272	30,011	12,678
MPA	3,321,234	4,391,706	5,614,469	2,293,235

Step 2 – Urban Growth Model

The 2015 to 2045 change was allocated in annual increments to 30-by-30-meter grid cells using an urban growth model developed by NCTCOG². The model uses a long time series of satellite imagery along with cadastral-based land use data to quantify the trend relationship between urban land use/land cover change and estimates of the control totals during that time. Small-area socioeconomic data, terrain and land cover descriptor data, and proximity variables were evaluated to create a set of logistic regression models for the probability of 30-by-30-meter cells becoming urbanized into different land uses. The logistic regression models were used along with locally adopted future land use plans and the trend relationship to the control totals to predict future urban expansion based on “building forward” from the 2015 Small Area Estimates. Densities of the newly built grid cells is determined by regression-based algorithms using similar variables subject to adjustments to match the control totals. The grid cell allocations of 2030 and 2045 were tabulated by 2010 Block Group to arrive at draft 2030 and 2045 forecasts sent out for local review. Detailed information on the selection, calibration, training, and testing of the algorithms along with validation of the overall process is available in the manuscript “High Resolution Demographic Forecasting: A Data Science and Remote Sensing Approach to Small Area Forecasting” https://rdc.dfwmaps.com/pdfs/Forecast2045_UrbanGrowthModel_ExtDoc.pdf.

² Folden M., High Resolution Demographic Forecasting: The Convergence of Socioeconomic and Remote Sensing Data for Small Area Forecasting. *Applying Census Data for Transportation: 50 Years of Transportation Planning Data Progress*, 2018.

Step 3 – Local Review

Local governments and other entities participated in the process in three important ways. The first of these was the provision of future land use plans³, which were used in the urban growth model. The second was the review of the 2000, 2005, 2010, and 2015 Small Area Estimates data, which were used to train algorithms used by the urban growth model and validate the urban growth model process. The third was review of the draft 2030 and 2045 Block Group forecasts. The draft household and employment projections were sent to over 516 local contacts. Thirty-five entities representing nearly 67% of the current population of the MPA commented on the draft figures.

Local reviewers provided their own expertise, experience, and knowledge along with substantiating information such as known development activity. Some communities indicated that the 2045 figures represent an anticipated build-out. In accordance with indications from these, little or no additional growth was allocated in the 2015 to 2045 period.

All comments received as part of the local review process were given due consideration and used along with data from various other sources including datasets developed by NCTCOG to refine the final Block Group allocations. Adjustments to the 2030 and 2045 figures were subject to some constraints, primarily a respecting of county control totals⁴ resulting in development patterns absorbing all available growth in the county. Due to these constraints, some valid comments could not be accommodated. The results of the local review process were finalized household, population, and employment projections by Block Group.

Select Cities

NCTCOG does not produce city-level forecasts. Published city-level figures are the results of aggregations of 30x30 meter grid cells to the most current city boundaries. All figures are for the most current city boundaries available to NCTCOG at the time of tabulation. The year of update will vary depending on the city. Figures for select cities do not take into account future annexations or extra-territorial jurisdiction. City growth through annexation is not captured in the city-level approximations.

“Select” cities include incorporated places with a total population of at least 5,000 based on the official count from the 2020 Census. City-level aggregations are provided merely as an informational item and are likely to differ from any projections produced by or specifically for any given city.

³ These plans were gathered and compiled in 2018-2019 and represent the most current plans available at the time. Where future land use plans were not available, zoning or current land use were used.

⁴ Subject to allowances for rounding and other relatively minor differences.

Additional Data

NCTCOG has several ongoing programs that support the demographic forecast and other work including census data support, population estimates, development monitoring, small-area estimates, and land use inventories. The demographic forecast data and additional data are available from the Regional Data Center: <https://data-nctcoggis.opendata.arcgis.com/>.

Acknowledgement

The 2045 Forecast was developed through collaboration of the NCTCOG Research and Information Services and Transportation departments. NCTCOG wishes to express its appreciation to the local jurisdictions and other organizations that shared valuable insight and provided support and patience during the process.

Disclaimer

These data were developed for regional planning activities and have not been evaluated for other uses. The North Central Texas Council of Governments makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Responsibility for the use of these data lies solely with the user.

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE TO BE VALID, AND LOCAL VALUE WAS CERTIFIED

061-Denton /Denton County

043-905/Frisco ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	12,029,285,582	0.9443	12,738,838,909	12,029,285,582
B - MULTIFAMILY	986,227,409	0.7894	1,249,337,990	986,227,409
C1 - VACANT LOTS	245,455,710	N/A	245,455,710	245,455,710
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	176,422	0.9071	194,481	176,422
D2 - FARM & RANCH IMP	12,054	N/A	12,054	12,054
E - NON-AG LAND AND IMPROVEMENTS	32,599,372	N/A	32,599,372	32,599,372
F1 - COMMERCIAL REAL	1,109,258,949	1.0402	1,066,390,068	1,109,258,949
F2 - INDUSTRIAL REAL	229,515	N/A	229,515	229,515
G - ALL MINERALS	0	N/A	0	0
J - ALL UTILITIES	81,076,797	N/A	81,076,797	81,076,797
L1 - COMMERCIAL PERSONAL	155,587,813	N/A	155,587,813	155,587,813
L2 - INDUSTRIAL PERSONAL	6,150	N/A	6,150	6,150
M1 - MOBILE HOMES	18,047	N/A	18,047	18,047

T1 = School district taxable value for M & O purposes before the loss to the additional \$10,000 homestead exemption

T2 = School district taxable value for M & O purposes after the loss to the additional \$10,000 homestead exemption and the tax ceiling reduction

T3 = T1 minus 50% of the loss to the local optional percentage homestead exemption

T4 = T2 minus 50% of the loss to the local optional percentage homestead exemption

Value Taxable For I & S Purposes

T7	T8	T9	T10
14,141,181,308	13,953,669,133	14,141,181,308	13,953,669,133

T7 = School district taxable value for I & S purposes before the loss to the additional \$10, 000 homestead exemption

T8 = School district taxable value for I & S purposes after the loss to the additional \$10, 000 homestead exemption and the tax ceiling reduction

T9 = T7 minus 50 % of the loss to the local optional percentage homestead exemption

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE INVALID, BUT LOCAL VALUE WAS CERTIFIED BECAUSE YOUR SCHOOL DISTRICT IS IN YEAR ONE OF THE GRACE PERIOD

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE TO BE VALID, AND LOCAL VALUE WAS CERTIFIED

061-Denton /Denton County

057-903/Carrollton-Farmers Branch ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	3,355,164,033	0.9442	3,553,446,339	3,355,164,033
B - MULTIFAMILY	1,471,979,662	0.8637	1,704,271,925	1,471,979,662
C1 - VACANT LOTS	13,991,323	N/A	13,991,323	13,991,323
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	86	1.5636	55	86
D2 - FARM & RANCH IMP	0	N/A	0	0
E - NON-AG LAND AND IMPROVEMENTS	1,483,732	N/A	1,483,732	1,483,732
F1 - COMMERCIAL REAL	440,876,683	0.9100	484,479,871	440,876,683
F2 - INDUSTRIAL REAL	0	N/A	0	0
G - ALL MINERALS	0	N/A	0	0
J - ALL UTILITIES	47,100,861	N/A	47,100,861	47,100,861
L1 - COMMERCIAL PERSONAL	183,216,565	N/A	183,216,565	183,216,565
L2 - INDUSTRIAL PERSONAL	34,068,855	N/A	34,068,855	34,068,855
M1 - MOBILE HOMES	0	N/A	0	0

N - INTANGIBLE PERSONAL PROPERTY	0	N/A	0	0
O - RESIDENTIAL INVENTORY	1,118,026	N/A	1,118,026	1,118,026
S - SPECIAL INVENTORY	0	N/A	0	0
Subtotal	5,548,999,826	0	6,023,177,552	5,548,999,826
Less Total Deductions	561,169,047	0	613,409,742	561,169,047
Total Taxable Value	4,987,830,779	0	5,409,767,810	4,987,830,779

The taxable values shown here will not match the values reported by your appraisal district

See the ISD DEDUCTION Report for a breakdown of deduction values

Government code subsections 403.302(J) AND(K) require the Comptroller to certify alternative measures of school district wealth. These measures are reported for taxable values for maintenance and operation(M & O) tax purposes and for interest and sinking fund(I & S) tax purposes. For districts that have not entered into value limitation agreements, T1 through T4 will be the same as T7 through T10.

Value Taxable For M & O Purposes

T1	T2	T3	T4
5,076,073,483	4,987,830,779	5,076,073,483	4,987,830,779

Loss To the Additional \$10,000 Homestead Exemption	50% of the loss to the Local Optional Percentage Homestead Exemption
88,242,704	0

T1 = School district taxable value for M & O purposes before the loss to the additional \$10,000 homestead exemption

T2 = School district taxable value for M & O purposes after the loss to the additional \$10,000 homestead exemption and the tax ceiling reduction

T3 = T1 minus 50% of the loss to the local optional percentage homestead exemption

T4 = T2 minus 50% of the loss to the local optional percentage homestead exemption

Value Taxable For I & S Purposes

T7	T8	T9	T10
5,076,073,483	4,987,830,779	5,076,073,483	4,987,830,779

T7 = School district taxable value for I & S purposes before the loss to the additional \$10,000 homestead exemption

T8 = School district taxable value for I & S purposes after the loss to the additional \$10,000 homestead exemption and the tax ceiling reduction

T9 = T7 minus 50 % of the loss to the local optional percentage homestead exemption

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE INVALID, BUT LOCAL VALUE WAS CERTIFIED BECAUSE YOUR SCHOOL DISTRICT IS IN YEAR ONE OF THE GRACE PERIOD



Glenn Hegar
Texas Comptroller of Public Accounts



Property Tax Assistance

2021 ISD Summary Worksheet

061-Denton /Denton County

061-901/Denton ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	16,610,525,354	0.9619	17,268,453,430	16,610,525,354
B - MULTIFAMILY	2,450,717,414	0.7937	3,087,712,503	2,450,717,414
C1 - VACANT LOTS	545,204,829	N/A	545,204,829	545,204,829
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	2,560,157	1.0105	2,533,556	2,560,157
D2 - FARM & RANCH IMP	26,289,388	N/A	26,289,388	26,289,388
E - NON-AG LAND AND IMPROVEMENTS	514,355,297	0.9486	542,225,698	514,355,297
F1 - COMMERCIAL REAL	3,439,786,970	0.9159	3,755,635,954	3,439,786,970
F2 - INDUSTRIAL REAL	144,810,309	N/A	144,810,309	144,810,309
G - ALL MINERALS	48,086,259	N/A	48,086,259	48,086,259
J - ALL UTILITIES	290,020,004	0.9900	292,949,499	290,020,004

L1 - COMMERCIAL PERSONAL	919,773,534	1.0632	865,099,261	919,773,534
L2 - INDUSTRIAL PERSONAL	610,007,330	N/A	610,007,330	610,007,330
M1 - MOBILE HOMES	34,588,789	N/A	34,588,789	34,588,789
N - INTANGIBLE PERSONAL PROPERTY	0	N/A	0	0
O - RESIDENTIAL INVENTORY	285,806,379	N/A	285,806,379	285,806,379
S - SPECIAL INVENTORY	69,901,349	N/A	69,901,349	69,901,349
Subtotal	25,992,433,362	0	27,579,304,533	25,992,433,362
Less Total Deductions	2,541,068,175	0	2,690,292,172	2,541,068,175
Total Taxable Value	23,451,365,187	0	24,889,012,361	23,451,365,187

The taxable values shown here will not match the values reported by your appraisal district

See the ISD DEDUCTION Report for a breakdown of deduction values

Government code subsections 403.302(J) AND(K) require the Comptroller to certify alternative measures of school district wealth. These measures are reported for taxable values for maintenance and operation(M & O) tax purposes and for interest and sinking fund(I & S) tax purposes. For districts that have not entered into value limitation agreements, T1 through T4 will be the same as T7 through T10.

Value Taxable For M & O Purposes

T1	T2	T3	T4
23,826,272,110	23,451,365,187	23,826,272,110	23,451,365,187

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE INVALID, BUT LOCAL VALUE WAS CERTIFIED BECAUSE YOUR SCHOOL DISTRICT IS IN YEAR ONE OF THE GRACE PERIOD

061-901-02/Denton ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	16,610,525,354	0.9619	17,268,453,430	16,610,525,354
B - MULTIFAMILY	2,450,717,414	0.7937	3,087,712,503	2,450,717,414
C1 - VACANT LOTS	545,204,829	N/A	545,204,829	545,204,829
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	2,560,157	1.0105	2,533,556	2,560,157
D2 - FARM & RANCH IMP	26,289,388	N/A	26,289,388	26,289,388
E - NON-AG LAND AND IMPROVEMENTS	514,355,297	0.9486	542,225,698	514,355,297
F1 - COMMERCIAL REAL	3,439,786,970	0.9159	3,755,635,954	3,439,786,970
F2 - INDUSTRIAL REAL	144,810,309	N/A	144,810,309	144,810,309
G - ALL MINERALS	48,086,259	N/A	48,086,259	48,086,259
J - ALL UTILITIES	290,020,004	0.9900	292,949,499	290,020,004
L1 - COMMERCIAL PERSONAL	919,773,534	1.0632	865,099,261	919,773,534
L2 - INDUSTRIAL PERSONAL	610,007,330	N/A	610,007,330	610,007,330

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE TO BE VALID, AND LOCAL VALUE WAS CERTIFIED

061-Denton /Denton County

061-903/Pilot Point ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	432,735,966	0.9532	453,982,339	432,735,966
B - MULTIFAMILY	14,336,669	N/A	14,336,669	14,336,669
C1 - VACANT LOTS	25,586,937	N/A	25,586,937	25,586,937
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	3,013,694	1.0029	3,005,016	3,013,694
D2 - FARM & RANCH IMP	33,217,792	N/A	33,217,792	33,217,792
E - NON-AG LAND AND IMPROVEMENTS	243,441,990	0.9841	247,375,257	243,441,990
F1 - COMMERCIAL REAL	94,637,933	0.7645	123,790,625	94,637,933
F2 - INDUSTRIAL REAL	1,035,457	N/A	1,035,457	1,035,457
G - ALL MINERALS	15,060	N/A	15,060	15,060
J - ALL UTILITIES	35,721,371	N/A	35,721,371	35,721,371
L1 - COMMERCIAL PERSONAL	34,483,925	N/A	34,483,925	34,483,925
L2 - INDUSTRIAL PERSONAL	3,525,389	N/A	3,525,389	3,525,389
M1 - MOBILE HOMES	1,620,071	N/A	1,620,071	1,620,071

N - INTANGIBLE PERSONAL PROPERTY	0	N/A	0	0
O - RESIDENTIAL INVENTORY	1,393,579	N/A	1,393,579	1,393,579
S - SPECIAL INVENTORY	4,021,820	N/A	4,021,820	4,021,820
Subtotal	928,787,653	0	983,111,307	928,787,653
Less Total Deductions	119,670,751	0	129,232,464	119,670,751
Total Taxable Value	809,116,902	0	853,878,843	809,116,902

The taxable values shown here will not match the values reported by your appraisal district

See the ISD DEDUCTION Report for a breakdown of deduction values

Government code subsections 403.302(J) AND(K) require the Comptroller to certify alternative measures of school district wealth. These measures are reported for taxable values for maintenance and operation(M & O) tax purposes and for interest and sinking fund(I & S) tax purposes. For districts that have not entered into value limitation agreements, T1 through T4 will be the same as T7 through T10.

Value Taxable For M & O Purposes

T1	T2	T3	T4
823,062,245	809,116,902	823,062,245	809,116,902

Loss To the Additional \$10,000 Homestead Exemption	50% of the loss to the Local Optional Percentage Homestead Exemption
13,945,343	0

T1 = School district taxable value for M & O purposes before the loss to the additional \$10,000 homestead exemption

T2 = School district taxable value for M & O purposes after the loss to the additional \$10,000 homestead exemption and the tax ceiling reduction

T3 = T1 minus 50% of the loss to the local optional percentage homestead exemption

T4 = T2 minus 50% of the loss to the local optional percentage homestead exemption

Value Taxable For I & S Purposes

T7	T8	T9	T10
823,062,245	809,116,902	823,062,245	809,116,902

T7 = School district taxable value for I & S purposes before the loss to the additional \$10,000 homestead exemption

T8 = School district taxable value for I & S purposes after the loss to the additional \$10,000 homestead exemption and the tax ceiling reduction

T9 = T7 minus 50 % of the loss to the local optional percentage homestead exemption

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE INVALID, BUT LOCAL VALUE WAS CERTIFIED BECAUSE YOUR SCHOOL DISTRICT IS IN YEAR ONE OF THE GRACE PERIOD



Glenn Hegar
Texas Comptroller of Public Accounts



Property Tax Assistance

2021 ISD Summary Worksheet

061-Denton /Denton County

061-907/Aubrey ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	1,227,459,192	0.9458	1,297,799,949	1,227,459,192
B - MULTIFAMILY	17,084,196	N/A	17,084,196	17,084,196
C1 - VACANT LOTS	49,809,608	N/A	49,809,608	49,809,608
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	1,024,303	0.9209	1,112,264	1,024,303
D2 - FARM & RANCH IMP	19,298,526	N/A	19,298,526	19,298,526
E - NON-AG LAND AND IMPROVEMENTS	226,277,342	0.9005	251,279,669	226,277,342
F1 - COMMERCIAL REAL	102,699,864	0.8856	115,966,423	102,699,864
F2 - INDUSTRIAL REAL	1,388,572	N/A	1,388,572	1,388,572
G - ALL MINERALS	0	N/A	0	0
J - ALL UTILITIES	53,498,568	N/A	53,498,568	53,498,568

L1 - COMMERCIAL PERSONAL	47,330,354	N/A	47,330,354	47,330,354
L2 - INDUSTRIAL PERSONAL	902,866	N/A	902,866	902,866
M1 - MOBILE HOMES	523,778	N/A	523,778	523,778
N - INTANGIBLE PERSONAL PROPERTY	0	N/A	0	0
O - RESIDENTIAL INVENTORY	40,675,760	N/A	40,675,760	40,675,760
S - SPECIAL INVENTORY	29,684	N/A	29,684	29,684
Subtotal	1,788,002,613	0	1,896,700,217	1,788,002,613
Less Total Deductions	187,534,297	0	201,673,325	187,534,297
Total Taxable Value	1,600,468,316	0	1,695,026,892	1,600,468,316

The taxable values shown here will not match the values reported by your appraisal district

See the ISD DEDUCTION Report for a breakdown of deduction values

Government code subsections 403.302(J) AND(K) require the Comptroller to certify alternative measures of school district wealth. These measures are reported for taxable values for maintenance and operation(M & O) tax purposes and for interest and sinking fund(I & S) tax purposes.For districts that have not entered into value limitation agreements, T1 through T4 will be the same as T7 through T10.

Value Taxable For M & O Purposes

T1	T2	T3	T4
1,632,237,558	1,600,468,316	1,632,237,558	1,600,468,316

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE INVALID, BUT LOCAL VALUE WAS CERTIFIED BECAUSE YOUR SCHOOL DISTRICT IS IN YEAR ONE OF THE GRACE PERIOD

061-907-02/Aubrey ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	1,227,459,192	0.9458	1,297,799,949	1,227,459,192
B - MULTIFAMILY	17,084,196	N/A	17,084,196	17,084,196
C1 - VACANT LOTS	49,809,608	N/A	49,809,608	49,809,608
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	1,024,303	0.9209	1,112,264	1,024,303
D2 - FARM & RANCH IMP	19,298,526	N/A	19,298,526	19,298,526
E - NON-AG LAND AND IMPROVEMENTS	226,277,342	0.9005	251,279,669	226,277,342
F1 - COMMERCIAL REAL	102,699,864	0.8856	115,966,423	102,699,864
F2 - INDUSTRIAL REAL	1,388,572	N/A	1,388,572	1,388,572
G - ALL MINERALS	0	N/A	0	0
J - ALL UTILITIES	53,498,568	N/A	53,498,568	53,498,568
L1 - COMMERCIAL PERSONAL	47,330,354	N/A	47,330,354	47,330,354
L2 - INDUSTRIAL PERSONAL	902,866	N/A	902,866	902,866



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Glenn Hegar
Texas Comptroller of Public Accounts

Property Tax Assistance

2021 ISD Summary Worksheet

061-Denton /Denton County

061-908/Sanger ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	1,004,558,861	0.9438	1,064,376,839	1,004,558,861
B - MULTIFAMILY	46,813,535	N/A	46,813,535	46,813,535
C1 - VACANT LOTS	31,538,852	N/A	31,538,852	31,538,852
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	3,553,619	1.0031	3,542,740	3,553,619
D2 - FARM & RANCH IMP	11,929,818	N/A	11,929,818	11,929,818
E - NON-AG LAND AND IMPROVEMENTS	264,330,800	0.8820	299,694,785	264,330,800
F1 - COMMERCIAL REAL	167,197,760	0.7949	210,338,105	167,197,760
F2 - INDUSTRIAL REAL	1,664,351	N/A	1,664,351	1,664,351
G - ALL MINERALS	290,960	N/A	290,960	290,960
J - ALL UTILITIES	41,943,045	N/A	41,943,045	41,943,045

L1 - COMMERCIAL PERSONAL	140,384,716	0.9458	148,429,600	140,384,716
L2 - INDUSTRIAL PERSONAL	3,237,354	N/A	3,237,354	3,237,354
M1 - MOBILE HOMES	5,783,933	N/A	5,783,933	5,783,933
N - INTANGIBLE PERSONAL PROPERTY	0	N/A	0	0
O - RESIDENTIAL INVENTORY	1,570,550	N/A	1,570,550	1,570,550
S - SPECIAL INVENTORY	5,364,752	N/A	5,364,752	5,364,752
Subtotal	1,730,162,906	0	1,876,519,219	1,730,162,906
Less Total Deductions	196,843,455	0	213,007,508	196,843,455
Total Taxable Value	1,533,319,451	0	1,663,511,711	1,533,319,451

The taxable values shown here will not match the values reported by your appraisal district

See the ISD DEDUCTION Report for a breakdown of deduction values

Government code subsections 403.302(J) AND(K) require the Comptroller to certify alternative measures of school district wealth. These measures are reported for taxable values for maintenance and operation(M & O) tax purposes and for interest and sinking fund(I & S) tax purposes. For districts that have not entered into value limitation agreements, T1 through T4 will be the same as T7 through T10.

Value Taxable For M & O Purposes

T1	T2	T3	T4
1,566,266,921	1,533,319,451	1,566,266,921	1,533,319,451

T10 = T8 minus 50 % of the loss to the local optional percentage homestead exemption

THE PVS FOUND YOUR LOCAL VALUE INVALID, BUT LOCAL VALUE WAS CERTIFIED BECAUSE YOUR SCHOOL DISTRICT IS IN YEAR ONE OF THE GRACE PERIOD

061-908-02/Sanger ISD

Category	Local Tax Roll Value	2021 WTD Mean Ratio	2021 PTAD Value Estimate	2021 Value Assigned
A - SINGLE-FAMILY	1,004,558,861	0.9438	1,064,376,839	1,004,558,861
B - MULTIFAMILY	46,813,535	N/A	46,813,535	46,813,535
C1 - VACANT LOTS	31,538,852	N/A	31,538,852	31,538,852
C2 - COLONIA LOTS	0	N/A	0	0
D1 ACRES - QUALIFIED OPEN-SPACE LAND	3,553,619	1.0031	3,542,740	3,553,619
D2 - FARM & RANCH IMP	11,929,818	N/A	11,929,818	11,929,818
E - NON-AG LAND AND IMPROVEMENTS	264,330,800	0.8820	299,694,785	264,330,800
F1 - COMMERCIAL REAL	167,197,760	0.7949	210,338,105	167,197,760
F2 - INDUSTRIAL REAL	1,664,351	N/A	1,664,351	1,664,351
G - ALL MINERALS	290,960	N/A	290,960	290,960
J - ALL UTILITIES	41,943,045	N/A	41,943,045	41,943,045
L1 - COMMERCIAL PERSONAL	140,384,716	0.9458	148,429,600	140,384,716
L2 - INDUSTRIAL PERSONAL	3,237,354	N/A	3,237,354	3,237,354

TOWN OF FLOWER MOUND, TEXAS**RESOLUTION NO. ____22****RESOLUTION OF THE TOWN OF FLOWER MOUND, A TEXAS HOME RULE MUNICIPALITY AND PARTICIPATING TAXING UNIT OF THE DENTON CENTRAL APPRAISAL DISTRICT ("DCAD"), CASTING A VOTE OF DISAPPROVAL OF THE DCAD 2023 BUDGET, AS APPROVED BY THE DCAD BOARD OF DIRECTORS; AND DECLARING AN EFFECTIVE DATE.**

WHEREAS, in January 2022, the Denton County Commissioners Court called on the Denton Central Appraisal District Board of Directors ("DCAD Board") to review the operations of the Denton Central Appraisal District ("DCAD"), and in response, an outside consultant, Western Valuation and Consulting ("Consultant") was retained to review DCAD operations and provide a report; and

WHEREAS, at the June 23, 2022 meeting of the DCAD Board, Consultant provided a presentation to allow the DCAD Board to review the challenges and opportunities that DCAD has faced and will face in the upcoming years, including operations, facilities, and personnel needs, and the proposed 2023 budget to fund DCAD; and

WHEREAS, the DCAD Board took action on July 28, 2022 to adopt its 2023 budget; and

WHEREAS, the Town of Flower Mound is a participating taxing unit within DCAD and relies on DCAD for appraising real and personal property within the Town's boundaries for ad valorem tax purposes; and

WHEREAS, DCAD operations are funded primarily by the local taxing entities served by DCAD, which includes the Town; and

WHEREAS, as a representative of the public and as a DCAD participating taxing unit, it is an obligation of the Flower Mound Town Council to ensure that DCAD, as an entity entrusted with tax dollars, operates at optimum levels of efficiency, that the DCAD budget reflects funding necessary to fairly meet its operational needs, and that the DCAD budget allows DCAD to provide the level of service necessary to provide good service to Denton County taxpayers; and

WHEREAS, pursuant to Chapter 6 of the Texas Property Tax Code ("Code"), each taxing unit has a right to adopt a resolution disapproving the DCAD budget; and

WHEREAS, Section 6.06(b) of the Code further states that if governing bodies of a majority of the taxing units entitled to vote on the appointment of board members adopt resolutions disapproving a budget and file them with the secretary of the board within 30 days after its adoption, the budget does not take effect, and the board shall adopt a new budget within 30 days of the disapproval; and

WHEREAS, the Flower Mound Town Council has determined it appropriate to disapprove the 2023 DCAD Budget because the Town Council lacks confidence in DCAD leadership's ability to address the issues identified by the Consultant to meet the needs of the Denton County taxing units that it serves.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS:

SECTION 1

The foregoing recitals are the findings of the Flower Mound Town Council and are incorporated into the body of this Resolution as if fully set forth herein.

SECTION 2

The Town Council hereby adopts this Resolution casting its vote of disapproval of the 2023 DCAD budget (as adopted by the DCAD Board on July 28, 2022,) pursuant to Chapter 6 of the Code.

SECTION 3

This Resolution shall become effective immediately upon its passage and approval and the Town Manager is hereby directed to file a copy of this Resolution with the secretary of the DCAD Board.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF FLOWER MOUND, TEXAS, ON THIS THE 22ND DAY OF AUGUST, 2022.

APPROVED:

Derek France
MAYOR

ATTEST:

Theresa Scott
TOWN SECRETARY

Town Council Future Agenda Items



SCHEDULED	9/13/2022	Regular	Board & Commission Interviews/Appointments (1 of 2)
	9/15/2022	Regular	Board & Commission Interviews/Appointments (2 of 2)
	9/19/2022	Consent	Rippy Road Phase II - Testing Award
		Consent	Oak Street Lift Station & Force Main - Testing Award
		Consent	Consider approval of a resolution adopting an Investment Policy for funds for the Town of Flower Mound as required annually by the Public Funds Investment Act.
		Consent	2022 Street Reconstruction (Timber Creek Rd @ College Pkwy Intersection & Melody Court) - Testing Award
		Consent	City Works Migration and Implementation Services
		Regular	(caption forthcoming)
		Regular	Public Hearing to consider a tax rate of \$0._____ per \$100 assessed valuation.
		Regular	Consider approval of an ordinance adopting the budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023, and making appropriations for each fund and department.
		Regular	Consider approval of an ordinance adopting the 2022 tax rolls and fixing and levying municipal ad valorem taxes for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023, and for each fiscal year thereafter until otherwise provided, at the rate of \$0._____ per \$100 assessed valuation on all taxable property within the corporate limits of the Town of Flower Mound as of January 1, 2022.
		Regular	Town Council acting as the Board of Directors for the Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District to consider approval of a resolution adopting the Town of Flower Mound Fire Control, Prevention, and Emergency Medical Services District budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023.
		Regular	Town Council acting as the Board of Directors for the Town of Flower Mound Crime Control and Prevention District to consider approval of a resolution adopting the Town of Flower Mound Crime Control and Prevention District budget for the fiscal year beginning on October 1, 2022, and ending on September 30, 2023.
		Regular	Consider approval of a Resolution to create a Board and Commission Manual.

SCHEDULED	10/3/2022	Consent	Timber Creek Water & Sewer Replacement
		Presentation	Presentation by the Friends of the Library of a donation to the Town in the amount of \$60,000
		Presentation	Proclamation and presentation of Hometown Hero banner Justin Turner
	10/17/2022	Consent	Timber Creek Water & Sewer Replacement - Testing Award
	10/24/2022	Consent	Consider approval of the award of RFP No. 2023-2-A with TBD in the amount of TBD for health benefits brokers services with TBD and authorization for the Mayor to execute same on behalf of the Town.
	11/7/2022	Presentation	Proclamation to designate November as Arts Month in Flower Mound
	11/21/2022	Consent	Placeholder: Canvass Election