Wylie City Council Regular Meeting

May 25, 2021 – 6:00 PM
Council Chambers - 300 Country Club Road, Building #100, Wylie, Texas 75098

CITY OF WYLIE

CALL TO ORDER

INVOCATION & PLEDGE OF ALLEGIANCE

PRESENTATIONS

COMMENTS ON NON-AGENDA ITEMS

Any member of the public may address Council regarding an item that is not listed on the Agenda. Members of the public must fill out a form prior to the meeting in order to speak. Council requests that comments be limited to three minutes for an individual, six minutes for a group. In addition, Council is not allowed to converse, deliberate or take action on any matter presented during citizen participation.

CONSENT AGENDA

All matters listed under the Consent Agenda are considered to be routine by the City Council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

A. Consider, and act upon, approval of May 11, 2021 Regular City Council Meeting minutes.

B. Consider, and act upon, Ordinance No. 2021-29 for a change of zoning from Planned Development 2017-03 (PD-2017-03) to Commercial Corridor (CC), to allow for commercial development on 4.728 acres located at 3010 W. FM544. (ZC2021-12).

C. Consider, and act upon, Ordinance No. 2021-30 for a change of zoning from Single Family 10/24 (SF 10/24) to Commercial Corridor (CC), to allow for commercial development on 0.433 acres located at 605 Parker Road (ZC2021-08).

D. Consider, and act upon, the award of a Professional Services Project Order (PSPO) #W2021-77-E for HSIP Intersection Improvements at FM 544 & McCreary Road and SH 78 & Brown Street to Kimley-Horn and Associates, Inc. in the amount of $98,000.00 and authorizing the City Manager to execute any necessary documents.

E. Consider, and place on file, the City of Wylie Monthly Investment Report for April 30, 2021.

F. Consider, and place on file, the City of Wylie Monthly Revenue and Expenditure Report for April 30, 2021.

G. Consider, and place on file, the monthly Revenue and Expenditure Report for the Wylie Economic Development Corporation as of April 30, 2021.

H. Consider, and act upon, Resolution No. 2021-12(R) recognizing efforts of the NCTCOG for their work on the Downtown Wylie Strategic Plan.

REGULAR AGENDA

1. Interview applicants for Board of Ethics vacancies for a term to begin July 1, 2021 and end June 30, 2023.

WORK SESSION

WS1. Discuss Lavon Lake and Aquatics Study – Joint work session with Parks and Recreation Board.

RECONVENE INTO REGULAR SESSION

REGULAR AGENDA

2. Hold a Public Hearing, consider, and act upon, a change of zoning from Commercial Corridor (CC) and Heavy Industrial (HI) to Planned Development (PD-CC-HI), to allow for a warehousing, light industrial and manufacturing use on 225.1 acres, generally located at the northeast corner of State Highway 78 and Springcreek Parkway. (ZC2021-11)

3. Hold a Public Hearing, consider, and act upon, a change of zoning from Commercial Corridor (CC) to Planned Development (PD-MF), to allow for a rental townhome development on 21.059 acres, generally located 500' northeast from the intersection of State Highway 78 and Brown Street. (ZC2021-13)

4. **Tabled from 04-27-2021**
Remove from table and consider

Consider, and act upon, Ordinance No. 2021-25 of the City Council of the City of Wylie, Texas, amending Wylie's Code of Ordinances, Ordinance No. 2021-17, as amended, Chapter 10 (Alcoholic Beverages), Article II (Possession and Consumption in Public Places); modifying regulations on the possession and consumption of alcoholic beverages in public places; providing a repealing clause, a severability clause, a penalty clause and an effective date.

5. Consider, and act upon, Resolution No. 2021-13(R), approving the selection of comparison cities and entities for the 2021 compensation study of the City of Wylie's pay plans to include both general government and public safety employees.

WORK SESSION

WS2. Discuss Infrastructure needs in East Wylie.

WS3. Public Works Department Presentation.

RECONVENE INTO REGULAR SESSION

EXECUTIVE SESSION

RECONVENE INTO OPEN SESSION
Take any action as a result from Executive Session.

READING OF ORDINANCES
Title and caption approved by Council as required by Wylie City Charter, Article III, Section 13-D.

ADJOURNMENT

CERTIFICATION
I certify that this Notice of Meeting was posted on May 21, 2021 at 5:00 p.m. on the outside bulletin board at Wylie City Hall, 300 Country Club Road, Building 100, Wylie, Texas, a place convenient and readily accessible to the public at all times.

_____ _____

Stephanie Storm, City Secretary *Date Notice Removed*

The Wylie Municipal Complex is wheelchair accessible. Sign interpretation or other special assistance for disabled attendees must be requested 48 hours in advance by contacting the City Secretary's Office at 972.516.6020. Hearing impaired devices are available from the City Secretary prior to each meeting.

If during the course of the meeting covered by this notice, the City Council should determine that a closed or executive meeting or session of the City Council or a consultation with the attorney for the City should be held or is required, then such closed or executive meeting or session or consultation with attorney as authorized by the Texas Open Meetings Act, Texas Government Code § 551.001 et. seq., will be held by the City Council at the date, hour and place given in this notice as the City Council may conveniently meet in such closed or executive meeting or session or consult with the attorney for the City concerning any and all subjects and for any and all purposes permitted by the Act, including, but not limited to, the following sanctions and purposes:

Texas Government Code Section:
§ 551.071 – Private consultation with an attorney for the City.
§ 551.072 – Discussing purchase, exchange, lease or value of real property.
§ 551.074 – Discussing personnel or to hear complaints against personnel.
§ 551.087 – Discussing certain economic development matters.
§ 551.073 – Discussing prospective gift or donation to the City.
§ 551.076 – Discussing deployment of security personnel or devices or security audit.

Wylie City Council

AGENDA REPORT

Department: City Secretary **Account Code:**

Prepared By: Stephanie Storm

Subject

Consider, and act upon, approval of May 11, 2021 Regular City Council Meeting minutes.

Recommendation

A motion to approve as presented.

Discussion

The minutes are attached for your consideration.

Wylie City Council

Minutes

Regular Meeting

May 11, 2021 – 6:00 p.m.
Wylie Municipal Complex – Council Chambers
300 Country Club Road, Bldg. 100
Wylie, TX 75098

CALL TO ORDER

Mayor Matthew Porter called the regular meeting to order at 6:01 p.m. The following City Council members were present: Councilman David R. Duke, Councilman Dave Strang, Mayor *pro tem* Jeff Forrester, Councilwoman Candy Arrington, Councilman Timothy T. Wallis, and Councilman Garrett Mize.

Staff present included: City Manager Chris Holsted; Assistant City Manager Brent Parker; Assistant City Manager Renae Ollie; Police Chief Anthony Henderson; Fire Chief Brandon Blythe; Public Information Officer Craig Kelly; Finance Director Melissa Beard; Planning Manager Jasen Haskins; Human Resources Director Lety Yanez; Public Works Director Tim Porter; Project Engineer Jenneen Elkhalid; Library Director Ofilia Barrera; City Attorney Ryan Pittman; City Secretary Stephanie Storm, and various support staff.

INVOCATION & PLEDGE OF ALLEGIANCE

Mayor *pro tem* Forrester led the invocation and American Legion Post 315 led the Pledge of Allegiance and posted the colors.

REGULAR AGENDA

1. **Consider, and act upon, Ordinance No. 2021-26 of the City Council of the City of Wylie, Texas, canvassing the election returns of the May 1, 2021 General Election; declaring the election results for City Council Place 2 and Place 4; and providing a savings/repealing clause, severability clause and an effective date.**

Staff Comments
City Secretary Storm addressed the Council stating the unofficial results of the City of Wylie May 1, 2021 General Election, have been presented for review. Storm stated there was a typographical error on the agenda with a duplicate numbering of Ordinance No. 2021-27 and stated this Ordinance should have been numbered Ordinance No. 2021-26.

Council Action
A motion was made by Mayor *pro tem* Forrester, seconded by Councilman Duke, to approve Ordinance No. 2021-26 of the City Council of the City of Wylie, Texas, canvassing the election returns of the May 1, 2021

General Election; declaring the election results for City Council Place 2 and Place 4; and providing a savings/repealing clause, severability clause and an effective date. A vote was taken and motion passed 7-0.

PRESENTATIONS

PR1. Presentation of appreciation to outgoing Councilmember Candy Arrington.

Mayor Porter, on behalf of the Wylie City Council and staff, presented outgoing Councilwoman Candy Arrington with a plaque of appreciation for her dedication and support to the City of Wylie during her tenure as Councilmember Place 4.

ISSUANCE OF CERTIFICATE OF ELECTIONS & ADMINISTRATION OF OATH OF OFFICE

Mayor Porter presented Certificates of Election and Municipal Court Associate Judge Ashley McSwain administered the Oath of Office to Councilmembers-Elect Dave Strang and Scott Williams.

Council took a short recess at 6:18 p.m.

Councilmen Strang and Williams took their seats at the dais for the remainder of the meeting.

Mayor Porter reconvened the regular meeting at 6:21 p.m.

PRESENTATIONS

PR2. Proclamation Declaring May 9 - May 15, 2021 as Economic Development Week.
Mayor Porter presented a proclamation proclaiming May 9-15, 2021 as Economic Development Week in Wylie, Texas. WEDC staff and board members were present to accept the Proclamation.

PR3. Proclamation Declaring May 2021 as Military Appreciation Month.
Mayor Porter presented a proclamation proclaiming May 2021 as Military Appreciation Month in Wylie, Texas. Members of various branches of the Military were present to accept the Proclamation.

PR4. Proclamation declaring May 2021 as Asian Americans and Pacific Islanders Month.
Mayor Porter presented a proclamation proclaiming May 2021 as Asian Americans and Pacific Islanders Month in Wylie, Texas. WISD staff members, Wylie Senior Recreation Center attendees, and Wylie Fire Department staff were present to accept the Proclamation.

PR5. Nonprofits COVID-19 Assistance.
Lon Ricker addressed Council thanking them for their support of the nonprofits and the grants they were provided this past year. The following organizations provided Council with an update and presentation: Lon Ricker, on the behalf of Audrey Wallace, who was unable to attend, representing 5 Loaves Food Pantry; Jon Bailey, representing FBC Wylie; Jason Watts, representing Amazing Grace Food Pantry; Vicky Leahy, representing In-sync Exotics; Ronnie Fetzer, representing Society of St. Vincent de Paul; Ed Sustala, representing Wylie Acting Group; and Mike Agnew, representing Wylie Chamber of Commerce.

CITIZEN COMMENTS ON NON-AGENDA ITEMS

Robert Heath addressed Council about the success of the Wylie Pedal Car races which were held on May 2, 2021, and thanked everyone involved.

CONSENT AGENDA

All matters listed under the Consent Agenda are considered to be routine by the City Council and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

A. Consider, and act upon, approval of April 27, 2021 Regular City Council Meeting minutes.

B. Consider, and act upon, Resolution No. 2021-11(R), finding that Oncor Electric Delivery Company LLC'S application for approval to amend its distribution cost recovery factor to increase distribution rates within the City should be denied; authorizing participation with Oncor Cities Steering Committee; authorizing the hiring of legal counsel and consulting services; finding that the city's reasonable rate case expenses shall be reimbursed by the company; finding that the meeting at which this resolution is passed is open to the public as required by law; requiring notice of this resolution to the company and legal counsel.

C. Consider, and act upon, a Final Plat for Railroad Addition Lots 3A and 3B, being a replat of Railroad Addition Lot 3, Block 22, to establish two residential lots on .20 acres, property located at 108 South Fourth Street.

D. Consider, and act upon, authorizing the City Manager to sign a Development Agreement, between the City of Wylie and Vijay Thangughal regarding the use of building materials for a commercial development on 0.433 acres located at 605 Parker Road.

E. Consider, and act upon, the approval of Wylie Agreement #W2021-78-I for Road & Bridge Repair Expenditures through an Interlocal Cooperation Agreement between the City of Wylie, Texas and Collin County, Texas in the estimated amount of $186,000.00, and authorizing the City Manager to execute any necessary documents.

F. Consider, and act upon, Ordinance No. 2021-27 amending Ordinance No. 2020-44, which established the budget for fiscal year 2020-2021; providing for repealing, savings and severability clauses; and providing for an effective date of this ordinance.

G. Consider, and act upon, the approval of the purchase of playground equipment for Twin Lakes Park from WeBuildFun Inc. in the estimated amount of $62,500 through a cooperative purchasing contract with Buy Board Cooperative, and authorizing the City Manager to execute any necessary documents.

H. Consider, and act upon, authorizing the City Manager to enter into a Cooperative Agreement for additional Law Enforcement Services, between the City of Wylie, Lavon Lake, Texas initiates Agreement No. W9126G21P0032 and the U.S. Army Corps of Engineers. This agreement is for the provisions of additional Law enforcement Services from May 16, 2021 through September 12, 2021 for a sum not to exceed $45,363.36.

I. Consider, and act upon, the approval of the purchase of waterline repair parts in the estimated annual amount of $150,000.00 from various vendors through membership in the Collin County Governmental Purchasing Forum, and authorizing the City Manager to execute any necessary documents.

Council Action
A motion was made by Mayor *pro tem* Forrester, seconded by Councilman Strang, to approve Consent Agenda Items as presented. A vote was taken and motion passed 7-0.

Mayor Porter convened the Council into a Work Session at 7:15 p.m.

WORK SESSION

WS1. Alcoholic Beverages on City owned Property and Special Events.

City Manager Holsted stated this item was brought before Council at the previous meeting and Council had requested a work session to discuss various items. City Attorney Pittman addressed Council speaking to the authority the City has to regulate alcoholic beverages on City property. The City's ability to regulate alcoholic beverage consumption or possession in the City is more limited than what our current ordinance allows for, and the City's ability to enforce and regulate is limited by the Texas Alcohol Beverage Code. The City can only regulate on City property as the property owner. The proposed Ordinance brings the City more in line in with what the law allows the City to do in terms of regulations.

Chris Segrest, representing FBC Wylie, addressed Council clarifying comments made by him at the previous Council meeting. Segrest requested Council consider adding improvements to Downtown in the upcoming Bond propositions, and added the church would be interested in discussing a joint venture with the City regarding a parking deck if the City was interested. Segrest stated with the planning of an event, the event organizer should have to provide a parking plan for the said event, and the church would be willing to discuss the parking plan with the event organizer. Segrest stated he would like to reach an amicable agreement that would benefit the City, the citizens, and the church.

Janet Smith, representing The Borough, addressed Council stating parking is an issue downtown; however, the City is competing against other local cities and our residents travel to other city's events and spend their money there. Smith stated having events downtown brings business to the downtown area, and to restrict the downtown area from holding events which allow alcohol because of parking concerns would be a detriment to downtown.

Mandi Wilson, resident, addressed Council stating they attend events in other cities and it would be nice for similar events to be close to home.

Bobby Heath, resident, addressed Council stating he supports alcohol sales at events held downtown.

Holsted stated the WEDC is working with the railroad to lease property west of Birmingham to allow for future additional parking downtown, and staff is currently working on updating the special events ordinance. He added he spoke with Pastor Segrest regarding concerns of the City and church, and added it might be time for a parking agreement between the two entities. Holsted stated all requests for events to allow alcohol would come before Council for approval, as some events may not be appropriate to have alcohol at, and stated he has concerns with being restrictive to not allow events with alcohol downtown could move events away from downtown which defeats bringing individuals to the downtown area.

After discussion amongst Council pertaining to: TABC regulations, if the proposed Ordinance is the appropriate document to address the exception in rather than the special events ordinance, downtown parking concerns, the benefits it could bring for businesses and Wylie, the direction of Council was to move forward with the proposed Ordinance as presented as Council has the discretion to not allow events that allow alcohol until the City updates the special events ordinance that would require the organizer to have a parking plan in place for the event.

Porter stated he would like to have a work session about special events at a future meeting prior to bringing the updated special events ordinance back for consideration.

RECONVENE INTO REGULAR SESSION

Mayor Porter reconvened the Council into Regular Session at 8:11 p.m.

REGULAR AGENDA

2. Consider, and act upon, the appointment of Mayor *pro tem* for a term beginning May 2021 and ending May 2022.

Council Action
A motion was made by Councilman Duke, seconded by Councilman Strang, to approve the appointment of Jeffrey Forrester as Mayor *pro tem* for a one-year term beginning May 2021 and ending May 2022. A vote was taken and the motion passed 7-0.

3. Consider, and act upon, the appointment of a 2021 Board and Commissions City Council Interview Panel to conduct the May 2021 board applicant interviews.

Mayor Porter stated typically the Mayor *pro tem* serves as the chairman for the panel and asked for volunteers. Councilmen Strang and Williams stated they would like to volunteer.

Council Action
A motion was made by Mayor *pro tem* Forrester, seconded by Councilman Wallis, to appoint Councilman Dave Strang, Councilman Scott Williams, and Mayor *pro tem* Jeffrey Forrester to serve on the 2021 Boards and Commissions City Council Interview Panel. A vote was taken and the motion passed 7-0.

4. Hold a Public Hearing, consider, and act upon, a request for a change of zoning from Planned Development 2017-03 (PD-2017-03) to Commercial Corridor (CC), to allow for commercial development on 4.728 acres located at 3010 W. FM 544. (ZC2021-12).

Staff Comments
Planning Manager Haskins addressed Council stating the applicant is requesting to rezone 4.728 acres located on the southeast corner of FM 544 and Springwell Parkway. The property is currently zoned Planned Development 2017-03. The reason for the requested rezoning is to revert the land back to its previous zoning designation of Commercial Corridor. The reversion in zoning is requested as the existing Planned Development and Zoning Exhibit were designed for a specific grocery store that was not developed, and is incompatible with other future development. Haskins reported 19 notifications were mailed and no responses were received in opposition or in favor of the request. The Commission voted 7-0 to recommend approval.

Public Hearing
Mayor Porter opened the public hearing on Item 4 at 8:18 p.m. asking anyone present wishing to address Council to come forward.

No one was present wishing to address Council.

Mayor Porter closed the public hearing at 8:18 p.m.

Council Action
A motion was made by Councilman Mize, seconded by Councilman Strang, to approve a request for a change of zoning from Planned Development 2017-03 (PD-2017-03) to Commercial Corridor (CC), to allow for commercial development on 4.728 acres located at 3010 W. FM 544 (ZC2021-12). A vote was taken and motion passed 7-0.

5. Hold a Public Hearing, consider, and act upon, a request for a change of zoning from Neighborhood Services (NS) to Planned Development - Townhome (PD-TH), to allow for a townhome development on 10.911 acres, generally located at the southeast corner of Country Club Road and Park Boulevard (ZC2021-04).

Mayor Porter convened the Council into a break at 8:20 p.m.
Mayor Porter reconvened the Council into Regular Session at 8:32 p.m.

Staff Comments
Planning Manager Haskins addressed Council stating the applicant is requesting to rezone 10.911 acres generally located on the southeast corner of Country Club Road and Park Boulevard. The purpose for the requested rezoning to a Planned Development (PD) is to allow for the construction of 95 townhome units as depicted on the zoning exhibit. The PD conditions propose the construction of townhome units with a minimum lot size of 1,650 sq. ft. to 2,375 sq. ft. For comparison, the typical standard minimum lot size of properties located within the base Townhome Zoning District are 3,000 sq. ft for interior lots and 3,500 sq. ft. for exterior lots, representing a 21-53 percent difference in lot size requirements. Residential lots are typically required to provide 30 foot of street frontage; however, as part of the design for the rear entry lots, the PD is requesting 24-foot alleys with rear entry instead of 31-foot streets to allow for open space areas off the front of the townhomes. In addition to the residential lots, the development contains open space lots that are to be owned and maintained by the Homeowners Association. The lot located northeast is a drainage retention area with the lot located southeast being an open space connector lot of approximately 8,500 sq. ft. The retention area was redefined at the P&Z Commission meeting from a strictly detention area to a retention area with a fountain. The properties adjacent to the subject property are generally zoned single family residential with the exception of the commercial properties on the corner of Country Club Road and Park Boulevard. The subject property lies within the General Urban Sector of the Comprehensive Land Use Plan which allows for high density residential within a mixed-use development. The proposal doesn't offer a commercial component to complete the mixed-use requirement. Haskins reported 33 notifications were mailed within the 200-foot limit as required by State Law; with one response received in opposition and none in favor of the request within the notification area. One response in opposition was received from a resident outside the notification area, but within the subdivision to the south (Birmingham Ph13A). After some discussion the Commission voted 5-2 to recommend approval with the conditions the detention pond be a retention pond and a minimum five-foot landscape buffer be in place adjacent to all existing residential property and the applicant revised the zoning exhibit.

Applicant Comments
Jerry Sylo, representing JBI Partners, addressed Council giving a presentation on the proposed Villas on Park which included: neighborhood context, neighborhood concept, building architecture renditions, development standards, visitor parking, attached greens, and mews lots.

Public Hearing
Mayor Porter opened the public hearing on Item 5 at 8:48 p.m. asking anyone present wishing to address Council to come forward.

Corey Holloway, resident, addressed Council expressing concerns regarding school capacity and traffic, and felt this is not the correct project for Wylie.

Mayor Porter closed the public hearing at 8:50 p.m.

Council Comments

Councilman Wallis asked if the applicant reached out to the ISD to see the impact this neighborhood would have on their attendance. Sylo responded they did not reach out but thought it is part of the City process; and added the demographic of the townhomes is typically single or retired, and does not typically consist of a lot of children. Haskins responded the school district is on the distribution list for any proposed development, and added Dodd Elementary was in the notification area and was provided a response letter and the City did not receive a response back. Wallis asked if this is the best use when Park Boulevard becomes four lanes in the future; and added he is not convinced this is the best use for the area and does not like the proposed density. Councilman Williams stated he agreed with Wallis and asked regarding the 57 additional parking spots if the fire department approved the fire lanes as he was concerned with parking on the street and fire apparatus getting through. Haskins responded the additional parking spots are not marked parking spaces, and with a 31-foot curb to curb, on street parking is generally okay. Councilman Strang stated he shared the same parking concerns as Williams and asked if there are cars parked on both sides, what amount is left to drive through. Holsted replied with cars parked on both sides of the street, it would allow 14 feet of drivable space. Strang stated he agreed with Wallis' density concerns; expressed architectural drawing concerns with it not being masonry; and the proposed median break on Country Club. Sylo replied that in the development standards it states the requirements of the exterior facade, and they worked with the City Engineer to ensure the median break is adequate. Mayor Porter expressed concerns with the small lot size and high density, reduction in garage size, not adequate parking, and the viability of the commercial property left. Councilman Mize stated he thought the project has potential, but would like to see the overall size of the project reduced to achieve the best use of the property and stated it may be appropriate to rezone a portion of the property for residential, but not the amount being proposed. Williams stated he has heard from citizens that this type of development is not what they were promised when they purchased their homes. Strang asked the applicant if they would be open to reducing the amount of the proposed residential as Mize stated. Sylo responded if Council is open to giving them an opportunity to relook at the project to see if the applicant can incorporate some of the feedback received into a design that works for the homebuilder and the City, they would appreciate it if Council would table the request to give them the opportunity to do that and work with staff. Sylo did request if Council is going to deny the item, to not deny with prejudice so there is not a year time restriction where another applicant could not submit a similar project. Councilman Duke expressed concerns with traffic, garage size, not being a good fit for Wylie, and the residents being promised neighborhood services on this property, not townhomes.

Council Action

A motion was made by Mayor *pro tem* Forrester, seconded by Councilman Strang, to deny a request for a change of zoning from Neighborhood Services (NS) to Planned Development - Townhome (PD-TH), to allow for a townhome development on 10.911 acres, generally located at the southeast corner of Country Club Road and Park Boulevard (ZC2021-04). A vote was taken and motion passed 7-0.

6. Hold a Public Hearing, consider, and act upon, a request for a change of zoning from Single Family 10/24 (SF 10/24) to Commercial Corridor (CC), to allow for commercial development on 0.433 acres located at 605 Parker Road (ZC2021-08).

Staff Comments

Planning Manager Haskins addressed Council stating the applicant is requesting to rezone 0.433 acres. The property is currently zoned Single Family 10/24 and the applicant is requesting to change it to Commercial Corridor (CC). In 2019, the applicant requested, and was approved for, rezoning of this property to SF -10/24 to build a single-family home. The zoning exhibit included in that case showed a single-family home set back 350 feet off of Parker to allow for potential rezoning on the frontage to Commercial. The reason for the requested rezoning is to allow for an office development to be utilized by the property owner. Haskins reported four notifications were mailed and no responses were received in opposition or in favor of the request. The Commission voted 7-0 to recommend approval.

Public Hearing
Mayor Porter opened the public hearing on Item 6 at 9:15 p.m. asking anyone present wishing to address Council to come forward.

Samuel Sims, a member of the church next door to the property, addressed Council stating he supported the proposed construction of an office development.

Mayor Porter closed the public hearing at 9:16 p.m.

Council Action
A motion was made by Councilman Strang, seconded by Councilman Duke, to approve a request for a change of zoning from Single Family 10/24 (SF 10/24) to Commercial Corridor (CC), to allow for commercial development on 0.433 acres located at 605 Parker Road (ZC2021-08). A vote was taken and motion passed 7-0.

7. Consider, and act upon, Ordinance No. 2021-28 amending Wylie's Code of Ordinances, Ordinance No. 2021-17, as amended, Appendix C (Wylie Comprehensive Fee Schedule), Section I (Water and Sewer Fees), Subsection C (Sewage Collection and Treatment Rates).

Staff Comments
Finance Director Beard addressed Council stating in December 2020, Council directed staff to explore applying senior sewer rates to utility customers residing in multi-family facilities. Currently, no senior rates are extended to multi-family facilities because traditionally, multi-family facilities are mixed with senior and non-senior occupants. Sewer costs are not billed individually by the City, but to the property management of these facilities based on the number of units in the complex times the regular flat rate of $51.99. The amount subsequently charged to individual occupants of the complex is determined by the property management company, not the City of Wylie. Beard stated there is one multi-family facility in the City that is an age restricted senior multi-family facility according to Collin Appraisal District records. Staff recommends amending the Comprehensive Fee Schedule to allow age restricted senior multi-family facilities to be billed for sewer services at the senior sewer flat rate, currently $36.67.

Council Comments
Mayor *pro tem* Forrester asked how this affects revenue based on annual rate study. Beard replied if the senior rate is allowed for this one complex, it would result in a reduction of revenue of $60,000 annually.

Council Action
A motion was made by Mayor *pro tem* Forrester, seconded by Councilman Strang, to approve Ordinance No. 2021-28 amending Wylie's Code of Ordinances, Ordinance No. 2021-17, as amended, Appendix C (Wylie Comprehensive Fee Schedule), Section I (Water and Sewer Fees), Subsection C (Sewage Collection and Treatment Rates). A vote was taken and motion passed 7-0.

8. Consider, and act upon, authorizing the City Manager to sign a Development Agreement pending Annexation, between the City of Wylie, Norwood Brown and Jenn Quattrone-Brown (owner Tract 1), Samuel Sims and Ann Sims (owner Tract 2 and 2.1) and Skorberg Retail Corporation (Applicant - Beaver Creek Estates) for the development of a single family planned development generally located on Beaver Creek Road and Green Meadows Way.

Staff Comments
Planning Manager Haskins addressed Council stating the applicant and associated property owners have requested to enter into a Development Agreement with the City of Wylie for the potential annexation and zoning of property on the southside of Beaver Creek Road adjacent to the existing Bozman Farms subdivision. Currently, the property consists of three tracts of land of 17.06 acres, 3.5152 acres, and 8.61 acres, all within Wylie's ETJ. The zoning request will be a Planned Development (PD) with a zoning exhibit and development

standards similar to those presented in the Development Agreement, respectively. The applicant is proposing 112 residential lots on the property. The applicant's stated intent is to maintain the same general development design conditions of Bozman Farms. The applicant will dedicate right-of-way for the future expansion of Beaver Creek Road. The Development Agreement also addresses building materials as it relates to HB 2439. The applicant understands that approval of this agreement is not a guarantee of zoning approval.

Applicant Comments

Bryan Holland, representing Skorburg Company, addressed Council giving a presentation on the proposed Beaver Creek Estates including: Skorburg company background, Skorburg Company projects in Wylie, subject property location, steps to entitlements, proposed zoning request, property features, adjacent neighbors' concerns, and representative product.

Mayor *pro tem* Forrester expressed concerns with the roads used to access the development. Holland responded the intent use is that Beaver Creek would be the main entrance to the neighborhood.

Citizen Comments

Wolf Blauen, Betsy Cowan, Jared Larew, David Finch, Jeff Turner, and Dan Mingea addressed Council expressing concerns with the proposed development including: the increase of traffic, road conditions, safety issues, construction noise, light, water, and noise pollution, school capacity, and looking at a better use of the property for a potential neighborhood with larger lots and more green space.

Council Comments

Mayor Porter expressed concerns with the increased traffic on the roads, having no amenities proposed like Bozman Farms offers, smaller garages, layout concerns, and not in favor as it currently exists but is not opposed to a different plan and layout. Councilman Wallis expressed concerns with traffic, and stated he is not opposed to some form of development, but the proposed density is a major concern and does not fit the area as proposed. Councilman Mize stated he heard and understands the traffic safety concerns expressed. Mize asked the applicant about minimum front and backyard setbacks compared to Bozman Farms. Holland responded that house sizes have increased over the years and cities are leaning towards a 20-foot front to keep cars off of the sidewalk when parked in driveways which leaves about a 20-foot rear yard. Mize asked if the proposed walking path, which is not aligned with the one at Bozman Farms, had the ability to line up. Holland responded that this project is very conceptual at this time and if this project continues forward, they could bring something back in the PD to connect the paths. Holland added this site has some challenges in that the sewer comes from Bozman Farms and has to cross Beaver Creek Road, and in order for the sewer to flow correctly, the southside of the property has to be raised with dirt and a retaining wall along the floodplain. Holland added these costs, as well as the current cost of land, contributes to the proposed density of the development. Williams expressed concerns with the proposed high density and would like to see less density and more green space.

Council Action

A motion was made by Councilman Mize to approve authorizing the City Manager to sign a Development Agreement pending Annexation, between the City of Wylie, Norwood Brown and Jenn Quattrone-Brown (owner Tract 1), Samuel Sims and Ann Sims (owner Tract 2 and 2.1) and Skorberg Retail Corporation (Applicant - Beaver Creek Estates) for the development of a single family planned development generally located on Beaver Creek Road and Green Meadows Way. The motion died for the lack of a second.

A motion was made by Mayor Porter, seconded by Councilman Williams, to deny authorizing the City Manager to sign a Development Agreement pending Annexation, between the City of Wylie, Norwood Brown and Jenn Quattrone-Brown (owner Tract 1), Samuel Sims and Ann Sims (owner Tract 2 and 2.1) and Skorberg Retail Corporation (Applicant - Beaver Creek Estates) for the development of a single family planned development generally located on Beaver Creek Road and Green Meadows Way. A vote was taken and motion passed 6-1 with Councilman Mize voting against.

Mayor Porter convened the Council into a break at 10:13 p.m.
Mayor Porter reconvened the Council into Work Session at 10:16 p.m.

WORK SESSION

WS2. Library Department Presentation.

Library Director Barrera addressed the Council giving a presentation explaining how the Library is more than books, recapping 2020 statistics, new services offered in response to COVID-19, ways the Library has expanded community reach, ways the Library staff has assisted other departments, and FY 2020 accomplishments.

Council commended Library staff on all that they do.

RECONVENE INTO REGULAR SESSION

Mayor Porter reconvened the Council into Regular Session at 10:34 p.m.

Mayor Porter convened the Council into Executive Session at 10:34 p.m.

EXECUTIVE SESSION

Sec. 551.072. DELIBERATION REGARDING REAL PROPERTY; CLOSED MEETING.
A governmental body may conduct a closed meeting to deliberate the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on its negotiating position.

ES1. Consider the sale or acquisition of properties located at FM 544 and Cooper, Regency and Steel, State Hwy 78 and Birmingham, State Hwy 78 and Brown.

Sec. 551.087. DELIBERATION REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS; CLOSED MEETING.
This chapter does not require a governmental body to conduct an open meeting:
(1) to discuss or deliberate regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay, or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations; or
(2) to deliberate the offer of a financial or other incentive to a business prospect described by Subdivision (1).

ES2. Deliberation regarding commercial or financial information that the WEDC has received from a business prospect and to discuss the offer of incentives for Projects: 2017-10a, 2020-11b, 2021-4a, 2021-4d, and 2021-5a.

ES3. Deliberation regarding the offer of a financial or other incentive to a business prospect generally located on W. Brown Street, east of Westgate Way.

RECONVENE INTO OPEN SESSION

Take any action as a result from Executive Session.

Mayor Porter convened the Council into Open Session at 11:23 p.m.

READING OF ORDINANCES

City Secretary Storm read the captions to Ordinance Nos. 2021-26, 2021-27, and 2021-28 into the official record.

ADJOURNMENT

A motion was made by Councilman Duke, seconded by Councilman Strang, to adjourn the meeting at 11:24 p.m. A vote was taken and motion passed 7-0.

`

_____

Matthew Porter, Mayor

ATTEST:

_____

Stephanie Storm, City Secretary

CITY OF WYLIE

Wylie City Council

AGENDA REPORT

Department: Planning **Account Code:**

Prepared By: Jasen Haskins, AICP

Subject

Consider, and act upon, Ordinance No. 2021-29 for a change of zoning from Planned Development 2017-03 (PD-2017-03) to Commercial Corridor (CC), to allow for commercial development on 4.728 acres located at 3010 W. FM544. (ZC2021-12).

Recommendation

Motion to approve as presented.

Discussion

On May 11, 2021 City Council approved a zoning change from PD 2017-03 to CC for commercial development on 4.728 acres located at 3010 W. FM 544, being zoning case Zoning Case (ZC) 2021-12.

Final approval of ZC 2021-12 requires an Ordinance to amend the zoning accordingly in the Official Zoning map of the City; and providing a penalty clause, a repeal clause, a savings clause, a severability clause, and an effective date.

The subject ordinance allows for the rezoning. Exhibit A (Legal Description) is included and made a part of this Ordinance.

The above described property shall be used only in the manner and for the purposes provided for in the Comprehensive Zoning Ordinance of the City, as amended herein by the granting of this zoning classification

ORDINANCE NO. 2021-29

AN ORDINANCE OF THE CITY OF WYLIE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF WYLIE, AS HERETOFORE AMENDED, SO AS TO CHANGE THE ZONING ON THE HEREINAFTER DESCRIBED PROPERTY, ZONING CASE NUMBER 2021-12, FROM PLANNED DEVELOPMENT 2017-03 (PD 2017-03) TO COMMERCIAL CORRIDOR (CC), TO ALLOW FOR COMMERCIAL DEVELOPMENT; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission and the governing body of the City of Wylie, Texas, in compliance with the laws of the State of Texas with reference to the amendment of the Comprehensive Zoning Ordinance, have given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all property owners generally and to owners of the affected property, the governing body of the City is of the opinion and finds that the Comprehensive Zoning Ordinance and Map should be amended;

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS:

SECTION 1: That the Comprehensive Zoning Ordinance of the City of Wylie, Texas, be, and the same is hereby, amended by amending the Zoning Map of the City of Wylie, to give the hereinafter described property a new zoning classification of Commercial Corridor, said property being described in Exhibit A (Legal Description), hereto and made a part hereof for all purposes.

SECTION 2: That all ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby, repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 3: That the above described property shall be used only in the manner and for the purposes provided for in the Comprehensive Zoning Ordinance of the City, as amended herein by the granting of this zoning classification.

SECTION 4: Any person, firm or corporation violating any of the provisions of this ordinance or the Comprehensive Zoning Ordinance, as amended hereby, commits an unlawful act and shall be subject to the general penalty provisions of Section 1.5 of the Zoning Ordinance, as the same now exists or is hereafter amended.

SECTION 5: Should any paragraph, sentence, 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 declared to be invalid, illegal or unconstitutional, and shall not affect the validity of the Comprehensive Zoning Ordinance as a whole.

SECTION 6: This ordinance shall be in full force and effect from and after its adoption by

the City Council and publication of its caption as the law and the City Charter provide in such cases.

SECTION 7: The repeal of any ordinance, or parts thereof, by the enactment of this Ordinance, shall not be construed as abandoning any action now pending under or by virtue of such ordinance; nor shall it have the effect of discontinuing, abating, modifying or altering any penalty accruing or to accrue, nor as effecting any rights of the municipality under any section or provisions of any ordinances at the time of passage of this ordinance.

DULY PASSED AND APPROVED by the City Council of the City of Wylie, Texas, this 25th day of May 2021.

_____
Matthew Porter, Mayor

ATTEST:

_____
Stephanie Storm, City Secretary

DATE OF PUBLICATION: *June 2, 2021, in The Wylie News*

Exhibit "A" - Legal Description

Legal Description:

Being all of Lot 1R-3, BLOCK B, Jacobs Addition, as recorded in Instrument No. 20170505010002250, Collin County Records, Texas, containing within 4.728 Acres or 205,933 Sq. Ft.

CITY OF WYLIE

Wylie City Council

AGENDA REPORT

Department: Planning **Account Code:**

Prepared By: Jasen Haskins, AICP

Subject

Consider, and act upon, Ordinance No. 2021-30 for a change of zoning from Single Family 10/24 (SF 10/24) to Commercial Corridor (CC), to allow for commercial development on 0.433 acres located at 605 Parker Road (ZC2021-08).

Recommendation

Motion to approve as presented.

Discussion

On May 11, 2021 City Council approved a zoning change (ZC) from SF 10/24 to CC for commercial development on 0.433 acres located at 605 Parker Road, being ZC 2021-08.

Final approval of ZC 2021-08 requires an Ordinance to amend the zoning accordingly in the Official Zoning map of the City; and providing a penalty clause, a repeal clause, a savings clause, a severability clause, and an effective date.

The subject ordinance allows for the rezoning. Exhibit A (Legal Description) is included and made a part of this Ordinance.

The above described property shall be used only in the manner and for the purposes provided for in the Comprehensive Zoning Ordinance of the City, as amended herein by the granting of this zoning classification.

ORDINANCE NO. 2021-30

AN ORDINANCE OF THE CITY OF WYLIE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF WYLIE, AS HERETOFORE AMENDED, SO AS TO CHANGE THE ZONING ON THE HEREINAFTER DESCRIBED PROPERTY, ZONING CASE NUMBER 2021-08, FROM SINGLE FAMILY 10/24 (SF 10/24) TO COMMERCIAL CORRIDOR (CC), TO ALLOW FOR COMMERCIAL DEVELOPMENT; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission and the governing body of the City of Wylie, Texas, in compliance with the laws of the State of Texas with reference to the amendment of the Comprehensive Zoning Ordinance, have given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all property owners generally and to owners of the affected property, the governing body of the City is of the opinion and finds that the Comprehensive Zoning Ordinance and Map should be amended;

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS:

SECTION 1: That the Comprehensive Zoning Ordinance of the City of Wylie, Texas, be, and the same is hereby, amended by amending the Zoning Map of the City of Wylie, to give the hereinafter described property a new zoning classification of Commercial Corridor, said property being described in Exhibit A (Legal Description), hereto and made a part hereof for all purposes.

SECTION 2: That all ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby, repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 3: That the above described property shall be used only in the manner and for the purposes provided for in the Comprehensive Zoning Ordinance of the City, as amended herein by the granting of this zoning classification.

SECTION 4: Any person, firm or corporation violating any of the provisions of this ordinance or the Comprehensive Zoning Ordinance, as amended hereby, commits an unlawful act and shall be subject to the general penalty provisions of Section 1.5 of the Zoning Ordinance, as the same now exists or is hereafter amended.

SECTION 5: Should any paragraph, sentence, 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 declared to be invalid, illegal or unconstitutional, and shall not affect the validity of the Comprehensive Zoning Ordinance as a whole.

SECTION 6: This ordinance shall be in full force and effect from and after its adoption by the City Council and publication of its caption as the law and the City Charter provide in such

cases.

SECTION 7: The repeal of any ordinance, or parts thereof, by the enactment of this Ordinance, shall not be construed as abandoning any action now pending under or by virtue of such ordinance; nor shall it have the effect of discontinuing, abating, modifying or altering any penalty accruing or to accrue, nor as effecting any rights of the municipality under any section or provisions of any ordinances at the time of passage of this ordinance.

DULY PASSED AND APPROVED by the City Council of the City of Wylie, Texas, this 25th day of May 2021.

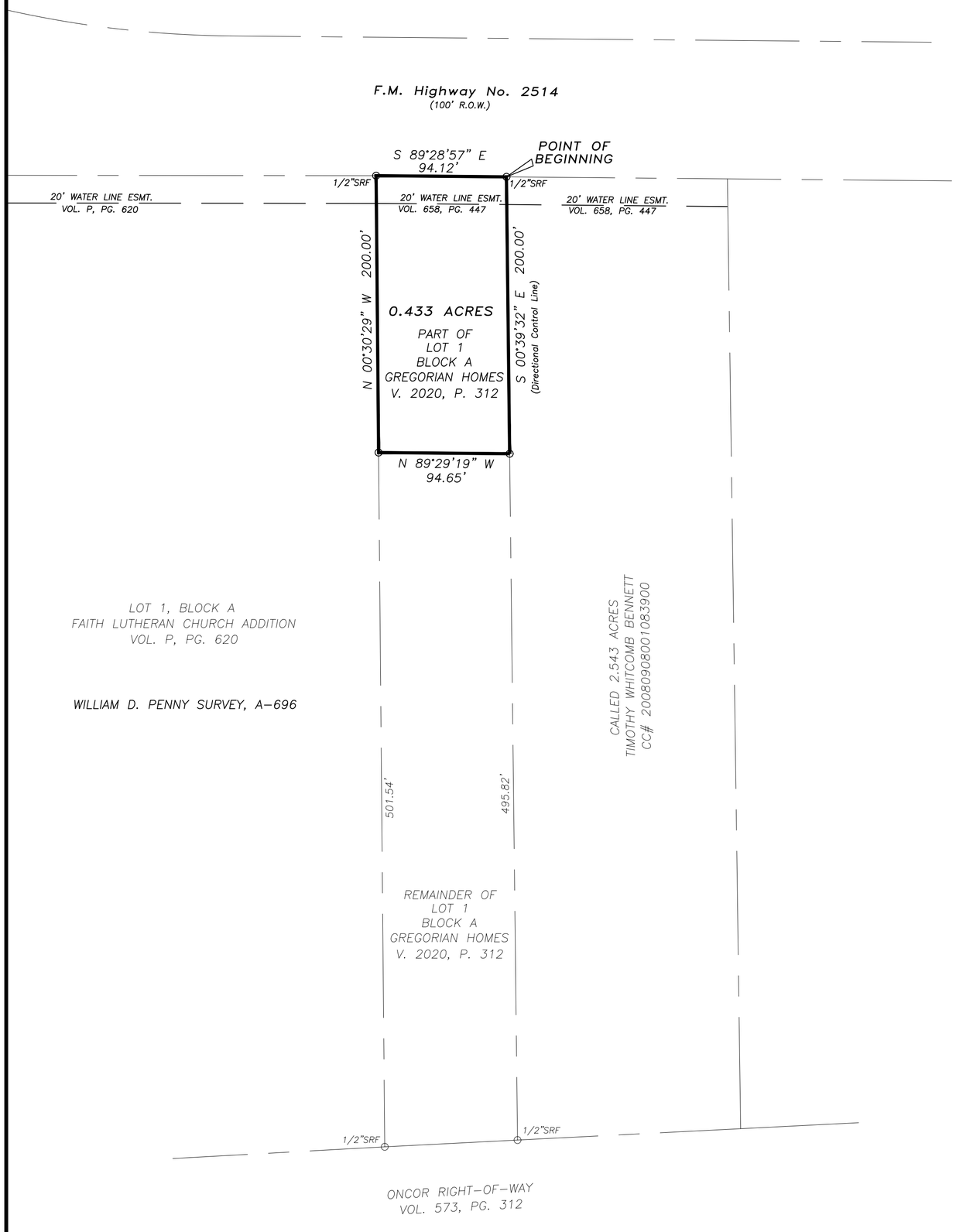
_____
Matthew Porter, Mayor

ATTEST:

_____
Stephanie Storm, City Secretary

DATE OF PUBLICATION: *June 2, 2021, in The Wylie News*

Exhibit "A" - Legal Description



DESCRIPTION

STATE OF TEXAS
COUNTY OF COLLIN

BEING part of Lot 1, Block A of Gregorian Homes, an addition to the City of Wylie, Collin County, Texas, according to the plat thereof recorded in Volume 2020, Page 312 of the Plat Records of Collin County, Texas, and being further described as follows:

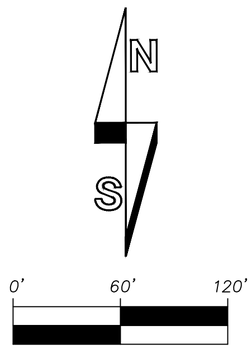
BEGINNING at a 1/2 inch steel rod found on the South line of F.M. Highway No. 2514, and at the Northeast corner of said Lot 1;

THENCE South 00 degrees 39 minutes 32 seconds East (Bearing Basis), 200.00 feet to a point for corner;

THENCE North 89 degrees 29 minutes 19 seconds West, 94.65 feet to a point for corner on the West line of said Lot 1;

THENCE North 00 degrees 30 minutes 29 seconds West, 200.00 feet to a 1/2 inch steel rod found on the South line of said F.M. Highway No. 2514, and at the Northwest corner of said Lot 1;

THENCE South 89 degrees 28 minutes 57 seconds East, 94.12 feet along the South line of said F.M. Highway No. 2514 to the POINT OF BEGINNING, containing 0.433 acres of land.



SRS = STEEL ROD SET
SRF = STEEL ROD FOUND

Note: Survey for Zoning Sketch only. Not all above ground and visible improvements shown.

Note: Bearings based on Texas Plane Coordinate System, Texas North Central Zone 4202, NAD83.

Note: Verify exact location of underground utilities prior to construction.

Note: Survey performed without benefit of title commitment, no easements furnished or researched by surveyor.

The plat as shown hereon was prepared from an on-the-ground survey performed under my supervision during the month of July, 2020.

March 22, 2021

STATE OF TEXAS
REGISTERED
MATTHEW BUSBY
5751
PROFESSIONAL
LAND SURVEYOR

Matthew Busby
Matthew Busby
R.P.L.S. No. 5751

ZONING SKETCH

PART OF LOT 1, BLOCK A
GREGORIAN HOMES
CITY OF WYLIE
COLLIN COUNTY, TEXAS

Boundary Solutions Inc.
Professional Land Surveyors
P.O. BOX 250
CADDO MILLS, TX 75135
OFFICE: 214-499-8472
FAX: 972-782-7611
EMAIL: mbusby_bsi@yahoo.com

COMMERCIAL AND RESIDENTIAL
BOUNDARY, TOPOGRAPHIC, &
ALTA/ACSM LAND TITLE
SURVEYS

CLIENT:

Vijay Varghese Thangughal and Swapna S. John

No Schedule B Provided
Address: 605 Parker

Drawn by: mjb
B.S.I.Job# 2001-024

Wylie City Council

AGENDA REPORT

Department: Purchasing **Account Code:** 100-5411-56570

Prepared By: Glenna Hayes

Subject

Consider, and act upon, the award of a Professional Services Project Order (PSPO) #W2021-77-E for HSIP Intersection Improvements at FM 544 & McCreary Road and SH 78 & Brown Street to Kimley-Horn and Associates, Inc. in the amount of $98,000.00 and authorizing the City Manager to execute any necessary documents.

Recommendation

Motion to approve as presented.

Discussion

City Council approved in the FY2020-2021 budget, construction funding in the amount of $280,000 for long-term solutions and improvements for the intersections of FM 554 & McCreary Road and SH 78 & Brown Street. At the time the budget was approved, staff submitted the intersection improvement projects to the Texas Department of Transportation (TxDOT) for consideration in their 2020 Highway Safety Improvement Program (HSIP). Both intersections were recently approved and awarded to the City by TxDOT, and under this program TxDOT will contribute 90% of funding for right-of-way and construction.

Staff recommends the award of this PSPO #W2021-77-E to Kimley-Horn and Associates, Inc. in the amount of $98,000 to prepare construction drawings for the TxDOT awarded intersection improvements. The scope of these improvements will adhere to the HSIP 2020 applications that were approved in April 2021 and will meet TxDOT requirements to let, inspect and construct the intersection projects. This PSPO is issued under Master Agreement for Professional and Engineering Services (MAPES) #W2021-8-E. Staff has determined Kimley-Horn and Associates, Inc. to be the most qualified firm for this project in Category J Traffic Engineering, in accordance with Government Code 2254.

Available Budget	Expense
$224,451	$98,000

Wylie City Council

AGENDA REPORT

Department: Finance **Account Code:**

Prepared By: Melissa Beard

Subject

Consider, and place on file, the City of Wylie Monthly Investment Report for April 30, 2021.

Recommendation

Motion to approve as presented.

Discussion

The Finance Department has prepared the attached reports for the City Council as required by the City Charter.

City Of Wylie

2020-2021 Investment Report

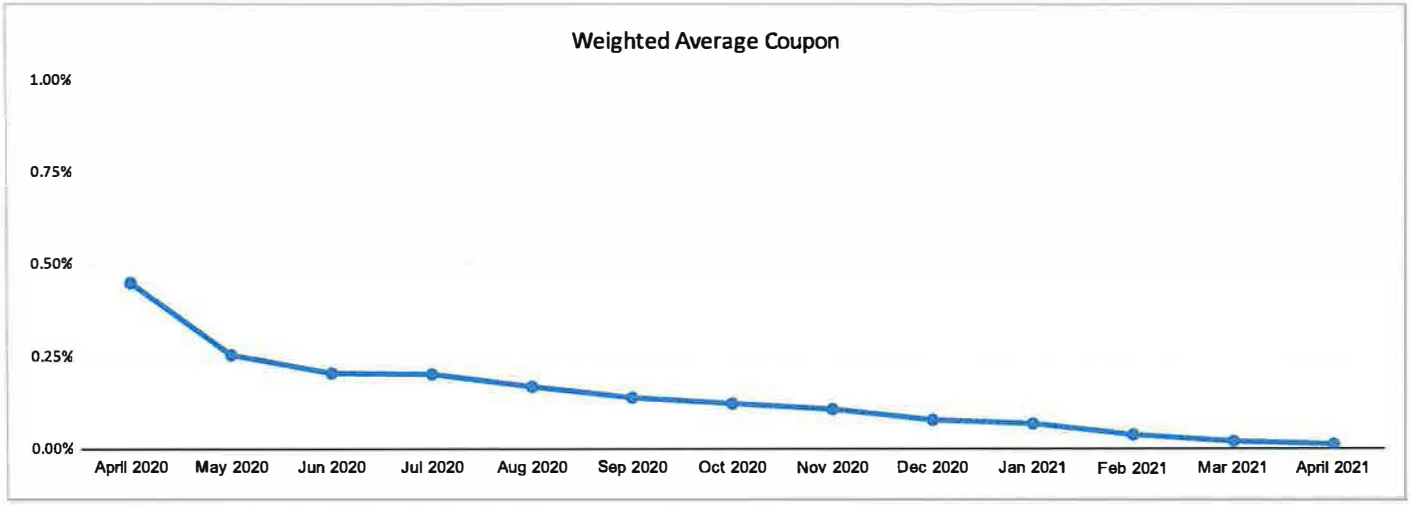
April 30, 2021

Money Market Accounts:	MMA
Certificates of Deposit:	CCD
Treasury Bills:	T-Bills
Treasury Notes:	T-Notes
Government Agency Notes:	AN

Invest. Number	Principal Amount	Type Of Security	Interest Rate	Issuer	Purchase Date	Maturity Date
1	$15,399,870.83	MMA	0.0135%	Texpool	12/31/2006	NA
2	$15,947,581.62	MMA	0.0113%	TexStar	3/15/2011	NA
	$31,347,452.45					

Total

Weighted Average Coupon:	0.0124%	**Money Markets:**	$31,347,452.45
Weighted Average Maturity (Days):	1.00	**Certificates of Deposits:**	$0.00
			$31,347,452.45



Melinda Beard 5-19-21

Finance Director/Investment Officer

CITY OF WYLIE

Wylie City Council

AGENDA REPORT

Department: Finance **Account Code:**

Prepared By: Melissa Beard

Subject

Consider, and place on file, the City of Wylie Monthly Revenue and Expenditure Report for April 30, 2021.

Recommendation

Motion to approve as presented.

Discussion

The Finance Department has prepared the attached reports for the City Council as required by the City Charter.

CITY OF WYLIE

MONTHLY FINANCIAL REPORT

April 30, 2021

ACCOUNT DESCRIPTION	ANNUAL BUDGET 2020-2021	CURRENT MONTH ACTUAL 2020-2021	YTD ACTUAL 2020-2021	YTD ACTUAL AS A PERCENT OF BUDGET	Benchmark 58.33%
GENERAL FUND REVENUE SUMMARY					
TAXES	32,899,113	604,977	29,722,695	90.34%	**A**
FRANCHISE FEES	2,840,000	19,904	1,524,251	53.67%	
LICENSES AND PERMITS	916,852	118,644	602,853	65.75%	**B**
INTERGOVERNMENTAL REV.	4,560,889	15,321	3,343,725	73.31%	**C**
SERVICE FEES	3,872,224	426,040	2,112,781	54.56%	**D**
FINES AND FORFEITURES	331,450	23,593	137,626	41.52%	**E**
INTEREST INCOME	25,000	1,759	10,074	40.30%	**F**
MISCELLANEOUS INCOME	196,647	42,533	117,827	59.92%	
OTHER FINANCING SOURCES	2,434,008	15,443	2,524,891	103.73%	**G**
REVENUES	**48,076,183**	**1,268,214**	**40,096,723**	**83.40%**	
USE OF FUND BALANCE	0	0	0	0.00%	
USE OF CARRY-FORWARD FUNDS	1,015,111	NA	NA	NA	**H**
TOTAL REVENUES	**49,091,294**	**1,268,214**	**40,096,723**	**81.68%**	
GENERAL FUND EXPENDITURE SUMMARY					
CITY COUNCIL	95,507	2,758	32,655	34.19%	
CITY MANAGER	1,150,874	84,571	594,106	51.62%	
CITY SECRETARY	405,556	20,515	210,565	51.92%	
CITY ATTORNEY	170,000	14,370	57,167	33.63%	
FINANCE	1,243,141	70,051	679,112	54.63%	
FACILITIES	904,390	76,663	425,675	47.07%	
MUNICIPAL COURT	518,534	27,357	197,997	38.18%	
HUMAN RESOURCES	723,207	72,039	344,301	47.61%	
PURCHASING	207,019	13,878	99,389	48.01%	
INFORMATION TECHNOLOGY	2,006,817	93,142	1,010,847	50.37%	
EMERGENCY OPERATIONS	91,215	91,215	91,215	100.00%	
POLICE	11,248,324	1,001,333	6,003,830	53.38%	
FIRE	9,775,027	801,515	4,899,311	50.12%	
EMERGENCY COMMUNICATIONS	2,019,270	99,196	1,103,796	54.66%	
ANIMAL CONTROL	580,540	32,485	228,861	39.42%	
PLANNING	324,384	21,929	160,938	49.61%	
BUILDING INSPECTION	586,632	43,882	312,881	53.34%	
CODE ENFORCEMENT	258,180	16,433	117,871	45.65%	
STREETS	4,483,147	158,011	1,185,527	26.44%	
PARKS	2,595,025	145,951	1,196,981	46.13%	
LIBRARY	2,067,736	134,923	1,023,634	49.51%	
COMBINED SERVICES	5,234,999	349,278	2,324,262	44.40%	
TOTAL EXPENDITURES	**46,689,524**	**3,371,495**	**22,300,921**	**47.76%**	
REVENUES OVER/(UNDER) EXPENDITURES	**2,401,770**	**-2,103,281**	**17,795,802**	**33.92%**	

A. Property Tax Collections for FY20-21 as of April 30, 2021 are 99.29%, in comparison to FY19-20 for the same time period of 98.52%. Sales tax is on a 2 month lag and five months of revenue has been recorded. April 2021 was up 9% compared to April 2020.

B. Lincenses and Permits are up 6.5% from April YTD 2020. All permits are above expected amount for April YTD.

C. Intergovernmental Rev: The majority of intergovernmental revenues come from WISD reimbursements and Fire Services which are billed quarterly. Includes funds for CARES funding that were transferred to General Fund.

D. Service Fees: Trash fees billed in October are applicable towards FY 2019-20 revenue with the remaining fees coming from other seasonal fees.

E. Fines and Forfeitures are up 1.42% from April YTD 2020 which is a correction to the decreasing trend in fines.

F. The Interest rate has declined from .20% in July 2020 when budget was prepared to .0124% for April 2021.

G. Yearly transfer from Utility Fund. Also, includes insurance recoveries from the ice storm for $15,443.

H. Largest Carry Forward items: Energov Software $225,450, Rowlett Creek Dam Improvements $110,000. Stone Road Rehab Project $300,000

CITY OF WYLIE

MONTHLY FINANCIAL REPORT

April 30, 2021

ACCOUNT DESCRIPTION	ANNUAL BUDGET 2020-2021	CURRENT MONTH ACTUAL 2020-2021	YTD ACTUAL 2020-2021	YTD ACTUAL AS A PERCENT OF BUDGET	Benchmark 58.33%
UTILITY FUND REVENUES SUMMARY					
SERVICE FEES	23,921,619	1,813,155	10,952,979	45.79%	**I**
INTEREST INCOME	18,000	731	4,790	26.61%	
MISCELLANEOUS INCOME	33,000	1,185	147,137	445.87%	**J**
OTHER FINANCING SOURCES	3,718	3,718	3,718	0.00%	**K**
REVENUES	**23,976,337**	**1,818,789**	**11,108,624**	**46.33%**	
USE OF FUND BALANCE	0	NA	0	0	
USE OF CARRY-FORWARD FUNDS	1,040,244	NA	NA	NA	**L**
TOTAL REVENUES	**25,016,581**	**NA**	**11,108,624**	**44.41%**	
UTILITY FUND EXPENDITURE SUMMARY					
UTILITY ADMINISTRATION	1,362,604	56,353	490,526	36.00%	
UTILITIES - WATER	4,597,681	135,014	965,708	21.00%	
UTILITIES - SEWER	1,397,505	74,521	577,958	41.36%	
UTILITY BILLING	1,181,354	96,799	507,163	42.93%	
COMBINED SERVICES	15,425,292	926,438	10,806,350	70.06%	**M**
TOTAL EXPENDITURES	**23,964,436**	**1,289,125**	**13,347,705**	**55.70%**	
REVENUES OVER/(UNDER) EXPENDITURES	**1,052,145**	**529,664**	**-2,239,081**	**-11.29%**	

I. Most Utility Fund Revenue billed in October was applicable to FY 2019-20. Water revenue is at 40% for 6 months, and this matches previous year trends. FY2020 water revenue was at 108% at year end. Sewer revenue is tracking at 50% for 6 months.

J. NTMWD settlement of $68,400 and $22K for the scrap water meters.

K. Insurance recovery from stolen brass fittings.

L. Largest Carry Forward items: Energov Software $150,300, Pump Station Backup Generators $601,370, WW Treatment Plant Decommissioning Design $100,000

M. Annual transfer to the General Fund of $2.4 million. Other expenses are payments to NTMWD for water minimum and sewer treatment.

Wylie City Council

AGENDA REPORT

Department: WEDC **Account Code:**

Prepared By: Jason Greiner

Subject

Consider, and place on file, the monthly Revenue and Expenditure Report for the Wylie Economic Development Corporation as of April 30, 2021.

Recommendation

Motion to approve as presented.

Discussion

The Wylie Economic Development Corporation (WEDC) Board of Directors approved the attached financials on May 19, 2021.

Wylie Economic Development Corporation

MONTHLY FINANCIAL REPORT

April 30, 2021

ACCOUNT DESCRIPTION	ANNUAL BUDGET FY 2020-2021	CURRENT MONTH FY 2020-2021	PRIOR YEAR PO ADJUST.	YTD ACTUAL FY 2020-2021	YTD ENCUMBRANCE	BUDGET BALANCE	% OF BUDGET FY 2020-2021	
REVENUE SUMMARY								
CLAIM ON CASH / Bal Sheet	*$ 1,407,509.00*			*$ 2,267,824.99*				
SALES TAX	$ 2,968,437.00	$ 221,881.55	$ -	$ 1,433,285.66	$ -	$ 1,535,151.34	48.28%	A
ALLOCATED INTEREST EARNINGS	$ 6,000.00	$ -	$ -	$ 471.01	$ -	$ 5,528.99	7.85%	
RENTAL INCOME	$ 153,240.00	$ 20,205.00	$ -	$ 74,155.00	$ -	$ 79,085.00	48.39%	
GAIN/LOSS - SALE OF PROPERTY	$ 164,500.00	$ -	$ -	$ (31,208.00)	$ -	$ 195,708.00	-18.97%	
INSURANCE RECOVERIES	$ 54,545.27	$ 40,614.11	$ -	$ 40,614.11	$ -	$ 13,931.16	74.46%	C
REVENUES	**$ 3,346,722.27**	**$ 282,700.66**	**$ -**	**$ 1,517,317.78**	**$ -**	**$ 1,829,404.49**	**45.34%**	
EXPENDITURE SUMMARY								
PERSONNEL	$ 336,516.00	$ 23,101.28	$ -	$ 178,329.25	$ -	$ 158,186.75	52.99%	
OPERATING EXPENSES	$ 111,551.27	$ 3,006.09	$ -	$ 28,295.10	$ 292.11	$ 82,964.06	25.63%	B
INCENTIVES	$ 1,130,310.00	$ -	$ -	$ 530,331.55	$ -	$ 599,978.45	46.92%	
SPECIAL SERVICES	$ 112,678.00	$ 2,331.11	$ -	$ 62,854.09	$ 1,960.60	$ 47,863.31	57.52%	C
ADVERTISING	$ 114,100.00	$ 8,353.50	$ -	$ 26,917.75	$ -	$ 87,182.25	23.59%	
COMMUNITY DEVELOPMENT	$ 44,550.00	$ 5,872.52	$ -	$ 9,205.11	$ -	$ 35,344.89	20.66%	
TRAVEL & TRAINING	$ 62,600.00	$ 59.55	$ -	$ 7,795.77	$ -	$ 54,804.23	12.45%	
DUES & SUBSCRIPTIONS	$ 30,018.00	$ 69.69	$ -	$ 21,036.12	$ -	$ 8,981.88	70.08%	
AUDIT & LEGAL	$ 33,000.00	$ 2,462.00	$ -	$ 7,283.00	$ -	$ 25,717.00	22.07%	
ENGINEERING & ARCHITECTURAL	$ 87,500.00	$ -	$ -	$ 39,697.78	$ -	$ 47,802.22	45.37%	
DEBT SERVICE	$ 541,878.00	$ 37,466.01	$ -	$ 357,707.60	$ -	$ 184,170.40	66.01%	
LAND	$ 78,540.00	$ -	$ -	$ 78,540.00	$ -	$ -	100.00%	
INFRASTRUCTURE PROJECTS	$ 1,888,680.00	$ 2,500.00	$ -	$ 189,180.00	$ -	$ 1,699,500.00	10.02%	C
FURNITURE & FIXTURES	$ 2,500.00	$ -	$ -	$ 797.00	$ -	$ 1,703.00	31.88%	
CONTRA CAPITAL	$ -	$ -	$ -	$ (78,540.00)	$ -	$ 78,540.00	0.00%	
TOTAL EXPENDITURES	**$ 4,574,421.27**	**$ 85,221.75**	**$ -**	**$ 1,459,430.12**	**$ 2,252.71**	**$ 3,112,738.44**	**31.95%**	
REV OVER/(UNDER) EXPEN	**$(1,227,699.00)**	**$ 197,478.91**	**$ -**	**$ 57,887.66**	**$ (2,252.71)**	**$ (1,283,333.95)**		

A. SLSTX Rev earned in Feb, allocated in April, was $221,881.55, an increase of 8.82% over the same period in 2020.
Sales Tax received for 5 months of FY due to 2 month accrual to prior FY.

B. Operating Expenses include Supplies, Maint Materials, Rental, Communication, Insurance and Utilities.

C. Adjusted FY20-21 Budget following Mid-year Budget Amendments or insurance recoveries.

Wylie Economic Development Corporation
Statement of Net Position
As of April 30, 2021

Assets		
Cash and cash equivalents	$ 2,269,920.24	
Receivables	$ 60,000.00	*Note 1*
Inventories	$ 12,106,477.50	
Prepaid Items	$ -	
Total Assets	$ 14,436,397.74	
Deferred Outflows of Resources		
Pensions	$ 95,608.55	
Total deferred outflows of resources	$ 95,608.55	
Liabilities		
Accounts Payable and other current liabilities	$ 41,741.27	
Unearned Revenue	$ 1,200.00	*Note 2*
Non current liabilities:		
Due within one year	$ 159,045.22	*Note 3*
Due in more than one year	$ 5,090,479.60	
Total Liabilities	$ 5,292,466.09	
Deferred Inflows of Resources		
Pensions	$ (47,711.41)	
Total deferred inflows of resources	$ (47,711.41)	
Net Position		
Net investment in capital assets	$ -	
Unrestricted	$ 9,287,251.61	
Total Net Position	$ 9,287,251.61	

Note 1: Includes incentives in the form of forgivable loans for $60,000 (LUV-ROS)

Note 2: Deposits from rental property

Note 3: Liabilities due within one year includes compensated absences of $20,727

BALANCE SHEET
AS OF: APRIL 30TH, 2021

111-WYLIE ECONOMIC DEVEL CORP

ACCOUNT#	TITLE		
ASSETS			
1000-10110	CLAIM ON CASH AND CASH EQUIV.	2,267,824.99	
1000-10115	CASH - WEDC - INWOOD	0.00	
1000-10135	ESCROW	0.00	
1000-10180	DEPOSITS	2,000.00	
1000-10198	OTHER - MISC CLEARING	0.00	
1000-10341	TEXPOOL	0.00	
1000-10343	LOGIC	0.00	
1000-10481	INTEREST RECEIVABLE	0.00	
1000-11511	ACCTS REC - MISC	0.00	
1000-11517	ACCTS REC - SALES TAX	0.00	
1000-12810	LEASE PAYMENTS RECEIVABLE	0.00	
1000-12950	LOAN PROCEEDS RECEIVABLE	0.00	
1000-12996	LOAN RECEIVABLE	0.00	
1000-12997	ACCTS REC - JTM TECH	0.00	
1000-12998	ACCTS REC - FORGIVEABLE LOANS	60,000.00	
1000-14112	INVENTORY - MATERIAL/ SUPPLY	0.00	
1000-14116	INVENTORY - LAND & BUILDINGS	12,106,477.50	
1000-14118	INVENTORY - BAYCO/ SANDEN BLVD	0.00	
1000-14310	PREPAID EXPENSES - MISC	0.00	
1000-14410	DEFERRED OUTFLOWS	573,249.00	
			15,009,551.49
	TOTAL ASSETS		15,009,551.49
LIABILITIES			
2000-20110	FEDERAL INCOME TAX PAYABLE	0.00	
2000-20111	MEDICARE PAYABLE	0.00	
2000-20112	CHILD SUPPORT PAYABLE	0.00	
2000-20113	CREDIT UNION PAYABLE	0.00	
2000-20114	IRS LEVY PAYABLE	0.00	
2000-20115	NATIONWIDE DEFERRED COMP	0.00	
2000-20116	HEALTH INSUR PAY-EMPLOYEE	16.25	
2000-20117	TMRS PAYABLE	1,310.49	
2000-20118	ROTH IRA PAYABLE	0.00	
2000-20119	WORKERS COMP PAYABLE	0.00	
2000-20120	FICA PAYABLE	0.00	
2000-20121	TEC PAYABLE	0.00	
2000-20122	STUDENT LOAN LEVY PAYABLE	0.00	
2000-20123	ALIMONY PAYABLE	0.00	
2000-20124	BANKRUPTCY PAYABLE	0.00	
2000-20125	VALIC DEFERRED COMP	0.00	
2000-20126	ICMA PAYABLE	0.00	
2000-20127	EMP. LEGAL SERVICES PAYABLE	0.00	
2000-20130	FLEXIBLE SPENDING ACCOUNT	5,187.38	
2000-20131	EDWARD JONES DEFERRED COMP	0.00	
2000-20132	EMP CARE FLITE	12.00	
2000-20151	ACCRUED WAGES PAYABLE	0.00	
2000-20180	ADDIT EMPLOYEE INSUR PAY	48.00	
2000-20199	MISC PAYROLL PAYABLE	0.00	

BALANCE SHEET
AS OF: APRIL 30TH, 2021

111-WYLIE ECONOMIC DEVEL CORP

ACCOUNT#	TITLE			
2000-20201	AP PENDING	0.00		
2000-20210	ACCOUNTS PAYABLE	32,265.37		
2000-20530	PROPERTY TAXES PAYABLE	0.00		
2000-20540	NOTES PAYABLE	573,249.00		
2000-20810	DUE TO GENERAL FUND	0.00		
2000-22270	DEFERRED INFLOW	0.00		
2000-22275	DEF INFLOW - LEASE PRINCIPAL	0.00		
2000-22280	DEFERRED INFLOW - LEASE INT	0.00		
2000-22915	RENTAL DEPOSITS	1,200.00		
	TOTAL LIABILITIES		613,288.49	
EQUITY				
3000-34110	FUND BALANCE - RESERVED	0.00		
3000-34590	FUND BALANCE-UNRESERV/UNDESIG	14,338,375.34		
	TOTAL BEGINNING EQUITY	14,338,375.34		
	TOTAL REVENUE	1,517,317.78		
	TOTAL EXPENSES	1,459,430.12		
	REVENUE OVER/(UNDER) EXPENSES	57,887.66		
	TOTAL EQUITY & OVER/(UNDER)		14,396,263.00	
	TOTAL LIABILITIES, EQUITY & OVER/(UNDER)			15,009,551.49

BALANCE SHEET
AS OF: APRIL 30TH, 2021

922-GEN LONG TERM DEBT (WEDC)

ACCOUNT#	TITLE		
ASSETS			
1000-10312	GOVERNMENT NOTES	0.00	
1000-18110	LOAN - WEDC	0.00	
1000-18120	LOAN - BIRMINGHAM	0.00	
1000-18210	AMOUNT TO BE PROVIDED	0.00	
1000-18220	BIRMINGHAM LOAN	0.00	
1000-19050	DEF OUTFLOW TMRS CONTRIBUTIONS	37,997.29	
1000-19051	DEF OUTFLOW SDBF CONTRIBUTIONS	1,800.00	
1000-19075	DEF OUTFLOW - INVESTMENT EXP	0.48	
1000-19100	DEF OUTFLOW - ACT EXP/ASSUMP	55,810.78	
1000-19125	(GAIN)/LOSS ON ASSUMPTION CHG	(46,839.41)	
1000-19126	DEF INFLOW SDBF CONTRIBUTIONS	(872.00)	
			47,897.14
	TOTAL ASSETS		47,897.14
LIABILITIES			
2000-20310	COMPENSATED ABSENCES PAYABLE	0.00	
2000-20311	COMP ABSENCES PAYABLE-CURRENT	20,727.84	
2000-21410	ACCRUED INTEREST PAYABLE	8,803.17	
2000-28205	WEDC LOANS/CURRENT	129,514.21	
2000-28220	BIRMINGHAM LOAN	0.00	
2000-28230	INWOOD LOAN	0.00	
2000-28232	ANB LOAN/EDGE	0.00	
2000-28233	ANB LOAN/PEDDICORD WHITE	0.00	
2000-28234	ANB LOAN/RANDACK HUGHES	0.00	
2000-28235	ANB LOAN	0.00	
2000-28236	ANB CONSTRUCTION LOAN	0.00	
2000-28237	ANB LOAN/ WOODBRIDGE PARKWAY	0.00	
2000-28238	ANB LOAN/BUCHANAN	0.00	
2000-28239	ANB LOAN/JONES:HOBART PAYOFF	0.00	
2000-28240	HUGHES LOAN	0.00	
2000-28242	ANB LOAN/HWY 78:5TH ST REDEV	4,067,890.31	
2000-28245	ANB LOAN/DALLAS WHIRLPOOL	640,776.23	
2000-28247	JARRARD LOAN	174,168.89	
2000-28250	CITY OF WYLIE LOAN	0.00	
2000-28260	PRIME KUTS LOAN	0.00	
2000-28270	BOWLAND/ANDERSON LOAN	0.00	
2000-28280	CAPITAL ONE CAZAD LOAN	0.00	
2000-28290	HOBART/COMMERCE LOAN	0.00	
2000-29150	NET PENSION LIABILITY	199,184.17	
2000-29151	SDBF LIABILITY	8,460.00	
	TOTAL LIABILITIES		5,249,524.82

BALANCE SHEET
AS OF: APRIL 30TH, 2021

922-GEN LONG TERM DEBT (WEDC)

ACCOUNT#	TITLE		
EQUITY			
3000-34590	FUND BALANCE-UNRESERV/UNDESIG	(5,317,765.74)	
3000-35900	UNRESTRICTED NET POSITION	(120,264.00)	
	TOTAL BEGINNING EQUITY	(5,438,029.74)	
	TOTAL REVENUE	0.00	
	TOTAL EXPENSES	(236,402.06)	
	REVENUE OVER/(UNDER) EXPENSES	236,402.06	
	TOTAL EQUITY & OVER/(UNDER)		(5,201,627.68)
	TOTAL LIABILITIES, EQUITY & OVER/(UNDER)		47,897.14

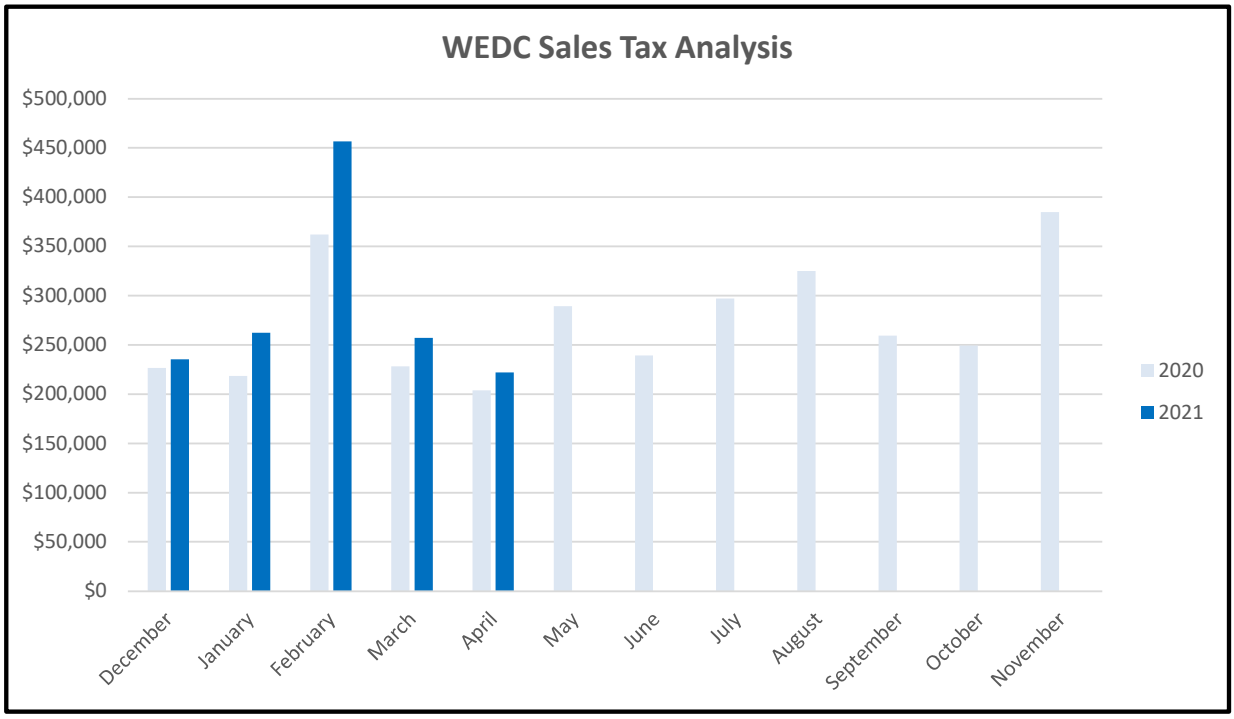
Wylie Economic Development Corporation

SALES TAX REPORT

April 30, 2021

BUDGETED YEAR

MONTH	FY 2018	FY 2019	FY 2020	FY 2021	DIFF 20 vs. 21	% DIFF 20 vs. 21
DECEMBER	$ 184,848.59	$ 214,867.15	$ 226,663.94	$ 235,381.33	$ 8,717.39	3.85%
JANUARY	$ 191,895.71	$ 223,749.61	$ 218,520.22	$ 262,263.52	$ 43,743.30	20.02%
FEBRUARY	$ 275,667.83	$ 307,366.66	$ 362,129.18	$ 456,571.35	$ 94,442.17	26.08%
MARCH	$ 182,852.50	$ 208,222.32	$ 228,091.34	$ 257,187.91	$ 29,096.57	12.76%
APRIL	$ 163,484.89	$ 182,499.53	$ 203,895.57	$ 221,881.55	$ 17,985.98	8.82%
MAY	$ 203,707.17	$ 274,299.18	$ 289,224.35			
JUNE	$ 199,412.29	$ 234,173.88	$ 239,340.35			
JULY	$ 213,976.64	$ 215,107.94	$ 296,954.00			
AUGUST	$ 249,589.63	$ 283,602.93	$ 325,104.34			
SEPTEMBER	$ 213,425.79	$ 243,048.40	$ 259,257.89			
OCTOBER	$ 210,701.71	$ 224,875.38	$ 249,357.02			
NOVEMBER	$ 273,196.62	$ 308,324.41	$ 384,953.89			
Sub-Total	**$ 2,562,759.35**	**$ 2,920,137.37**	**$ 3,283,492.09**	**$ 1,433,285.66**	**$ 193,985.40**	14.30%
Total	**$ 2,562,759.35**	**$ 2,920,137.37**	**$ 3,283,492.09**	**$ 1,433,285.66**	**$ 193,985.40**	14.30%



**** Sales Tax collections typically take 2 months to be reflected as Revenue. SlsTx receipts are then accrued back 2 months. Example: April SlsTx Revenue is actually February SlsTx and is therefore the 5th allocation in FY21.*

CITY OF WYLIE

Wylie City Council

AGENDA REPORT

Department: Parks and Recreation **Account Code:**

Prepared By: Rob Diaz

Subject

Consider, and act upon, Resolution No. 2021-12(R) recognizing efforts of the NCTCOG for their work on the Downtown Wylie Strategic Plan.

Recommendation

Motion to approve as presented.

Discussion

In 2018, the North Central Texas Council of Governments (NCTCOG), approved a request from the City of Wylie for technical assistance for the development of a downtown plan as part of their Unified Planning Work Program. Staff has since worked with NCTCOG representatives on reviewing parking, pedestrian access, and traffic in the downtown area. The study consisted of not only analyzing downtown current conditions but public meetings, working with downtown groups such as the Downtown Merchants Association, and online surveys. Due to COVID-19 pandemic limitations in 2020, the project completion was delayed. The NCTCOG resumed work on the study in late 2020 and the plan is now completed.

By Resolution, the City would like to thank the NCTCOG for the plan as part of the Unified Planning Work Program. This assistance will provide the City guidance for future downtown development. NCTCOG saved the citizens of Wylie potentially thousands of dollars in consultant fees by providing this assistance at no cost.

RESOLUTION NO. 2021-12(R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS RECOGNIZING THE NORTH TEXAS COUNCIL OF GOVERNMENTS FOR THE ASSISTANCE AND COMPLETION OF THE DOWNTOWN WYLIE STRATEGIC PLAN AS PART OF THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS UNIFIED PLANNING WORK PLAN.

WHEREAS, the City Council of the City of Wylie, Texas ("City" or "Wylie") is committed to the development and enhancement of downtown Wylie; and

WHEREAS, the City Council recognizes the direct impact that the downtown Wylie area has on the quality of life for the citizens of Wylie: and

WHEREAS, the City Council desires to plan for the current and future development of the downtown Wylie area; and

WHEREAS, North Texas Council of Governments staff, City staff, consultants and the City Council have conducted extensive review of the Downtown Wylie Strategic Plan and identified areas in need of enhancement and improvement; and

WHEREAS, based on that review the North Texas Council of Governments have completed a Downtown Wylie Strategic Plan as a tool for future development of the downtown Wylie area.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF COUNCIL OF THE CITY OF THE CITY OF WYLIE, TEXAS:

SECTION 1. The findings set forth above are incorporated into the body of this Resolution as if fully set forth therein.

SECTION 2. This Resolution shall be effective immediately upon its passage.

DULY PASSED AND APPROVED by the City Council of the City of Wylie, Texas this 25th day of May 2021.

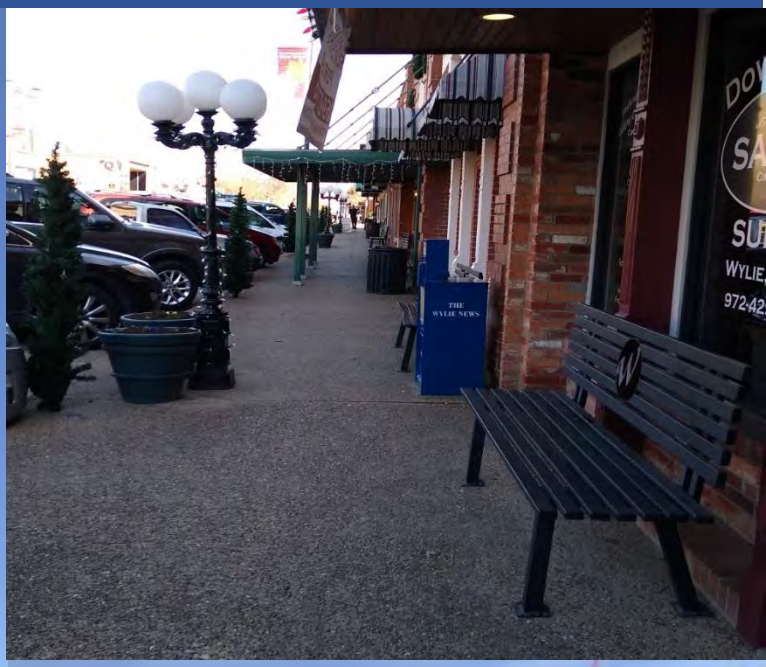
_____
Matthew Porter, Mayor

ATTEST:

_____
Stephanie Storm, City Secretary

Downtown Wylie Strategic Plan







North Central Texas Council of Governments

CITY OF WYLIE

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I. INTRODUCTION

EXECUTIVE SUMMARY

The purpose of this study is to develop a strategic plan for enhancing Downtown Wylie. This was accomplished by bringing together key stakeholders, elected officials, residents, and landowners and exploring concepts for Downtown that could be considered for implementation with further study and community outreach. The *City of Wylie Comprehensive Master Plan* (2012) calls for a specific, detailed plan to protect Downtown residences and businesses, and to strengthen Downtown's critical role in the city. The City of Wylie requested technical assistance from the North Central Texas Council of Governments (NCTCOG) through the Unified Planning Work Program, which provides no-cost planning assistance to cities that request and are approved for assistance. The goal of this plan is to provide infrastructure, policy, and implementation recommendations and guidance to help the City of Wylie achieve multimodal transportation and economic development goals for Downtown.

Major tasks included in this study consisted of existing conditions data collection, stakeholder and public involvement, and recommendations development for the Ballard Ave. corridor and other surrounding areas in Downtown Wylie. NCTCOG staff compiled land use, zoning, demographic, traffic and other data, as well as existing plans and other information. City and NCTCOG staff also conducted a walk audit and pedestrian count in the study area and a desktop audit with field verification to determine the current infrastructure and safety conditions.

Stakeholder and public outreach efforts were conducted throughout the study process. NCTCOG and city staff hosted three stakeholder meetings. Meeting attendees consisted of Wylie City Council members, Wylie Economic Development Corporation members, Wylie Chamber of Commerce members, Wylie Parks and Recreation Board members, Wylie Downtown Merchants Association members, religious organizations within the project area, local businesses, and other relevant organizations. A community survey was also distributed through various channels. Key topics included frequency and timing of visits to Downtown, event

attendance, opinion of outdoor seating, distance Downtown visitors are willing to walk from parking, desired improvements, and the pedestrian experience.

The final strategic plan includes an existing conditions analysis, preliminary guiding principles and goals, detailed recommendations, and implementation strategies.

NCTCOG staff concluded the study with various recommendations that the City could implement to achieve its goals for Downtown, including:

1. Conduct further study and community outreach regarding implementing a roadway reconfiguration on Ballard Ave. with the goal of improved safety and access for pedestrians and visitors. A variety of infrastructure options and related tradeoffs are discussed further in Section IV.

2. Conduct further study and public outreach regarding a potential Ballard/Jackson one-way street couplet option raised by city staff and stakeholders.

3. Improve pedestrian facilities, such as bulb-outs and addition/update of Americans with Disabilities Act (ADA)-compliant curb ramps, and completion of the sidewalk network to increase pedestrian connectivity in the study area to increase pedestrian safety and improve the pedestrian experience overall.

4. Consideration of reconfiguring parking as part of an overall roadway reconfiguration. This report includes a pros/cons analysis of back-in, parallel, and angled parking, as well as tradeoffs associated with parallel versus diagonal parking. Depending on what the City would like to gain from parking reconfigurations, further study will assist the City in determining what type of parking will best meet the community's goals.

5. Increasing and strategically placing more uniform wayfinding and general signage in Downtown. This will help visitors better navigate to Downtown and show the various parking options already available within one to two blocks of Ballard Ave.

6. Exploring the possibility of a formal shared parking agreement with First Baptist Wylie church to expand parking options available to Downtown.

7. Increasing green or open space in Downtown to be used for events or a gathering place.

8. The addition of more pedestrian lighting along Ballard Ave. and on side streets.

9. Facilitate further study and community outreach for the possibility of implementing form-based codes.

Each recommendation is further discussed in Section IV.

SCOPE OF THIS STUDY

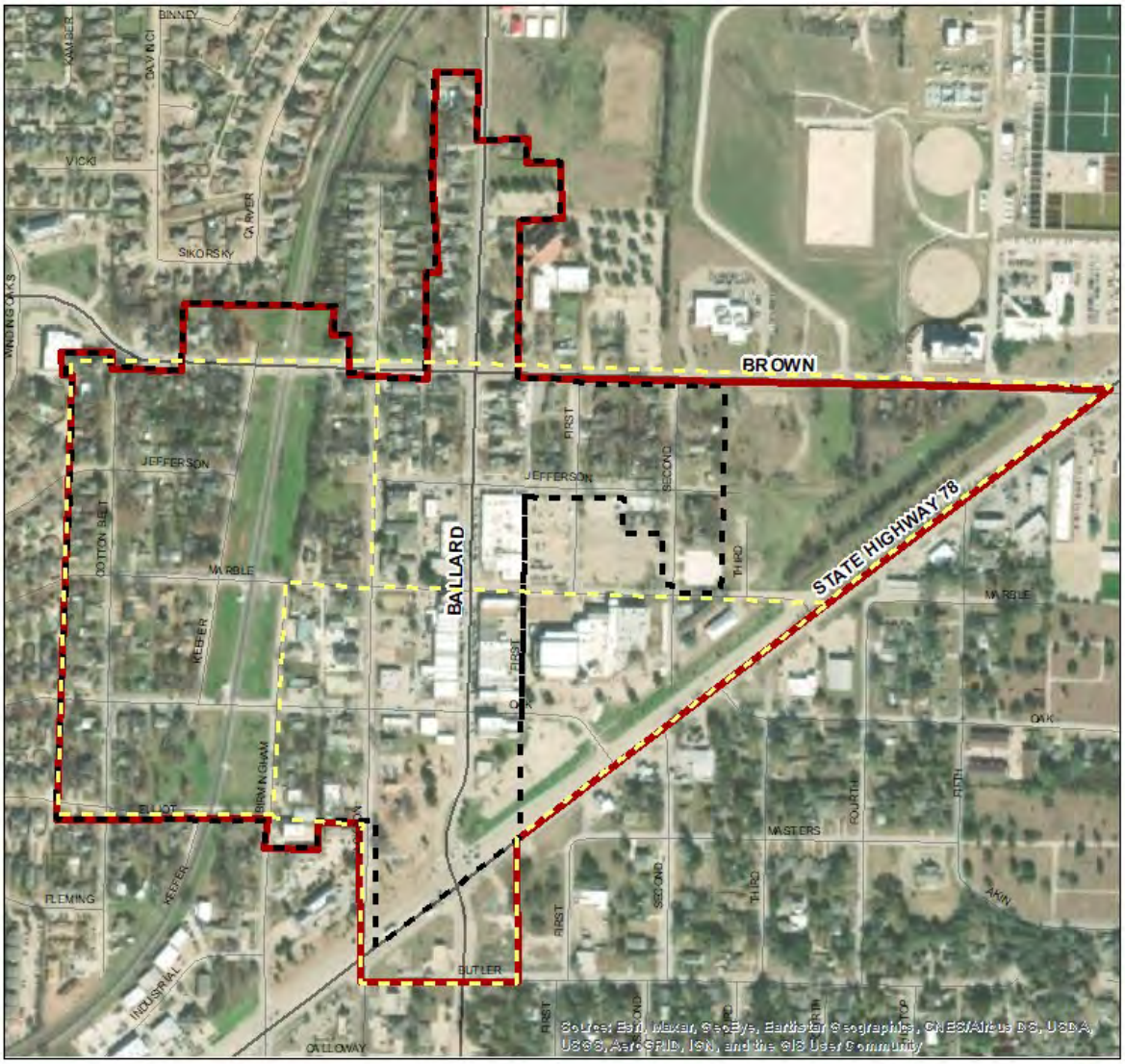
This project incorporates Historic Downtown Wylie as well as areas immediately beyond to help visualize how Downtown will grow, and the impact the surrounding areas have on Historic Downtown Wylie. This study addresses traffic, pedestrian circulation and safety, multimodal transportation options, parking recommendations, and implementation strategies.

The Downtown Historic (DTH) district is generally bounded by State Highway (SH) 78 on the south, Cotton Belt Ave. on the west, N 2nd St. on the east and Brown St. to the north. The study area expands beyond the bounds of the DTH district to the east to include city-owned properties, and to the south to allow for additional intersection study. Exhibit 1 shows the Downtown boundary versus the study area boundary.

Major tasks completed by NCTCOG staff included data collection, stakeholder and public involvement, and strategic plan development. These key tasks were used to assess the existing conditions of sidewalks, roadway, pedestrian experience, lighting, wayfinding, and other components in Downtown. Staff created recommendations for improvement options based on the existing conditions information gathered, stakeholder engagement, public survey responses, and goals outlined by the City.

Unless otherwise stated, all images in this report were provided by the North Central Texas Council of Governments.

Exhibit 1: Downtown Wylie Vision Plan Project Area



- Downtown
- Project Boundary
- Walk Audit Area Boundaries

N

0 0.125 0.25 Miles

North Central Texas Council of Governments

II. EXISTING CONDITIONS

LOCATION AND SURROUNDINGS

The Wylie Downtown Merchants Association website promotes Historic Downtown Wylie as home to vibrant shops, dining, and entertainment and as “the place to be seen” as voted yearly by family, friends, and neighbors. Historic Downtown has been Wylie’s central market and gathering place since 1887. Located directly north of State Highway (SH) 78, Downtown Wylie extends north to Brown St. and is bound by North Jackson Ave. to the west and North 2nd St. to the east.

PROJECT STUDY AREA

To include major contributors to the area, the project study boundary is an expansion of the current Downtown Historic zoning district (Exhibit 2). The study areas include the Brown St. and SH 78 intersection to the east, the intersection of Ballard Ave. and SH 78 to the south, the First Baptist Wylie church (FBW) and nearby parking lots to the east. These areas were incorporated because of their current and potential future impact to the Downtown area. A map of the study area can be seen in Exhibit 2.

Currently, the FBW brings a large number of residents Downtown for service on Saturday and Sunday and is a major stakeholder for the study area due to the size of land ownership, trip attraction, and possible opportunities to be explored related to parking lots.

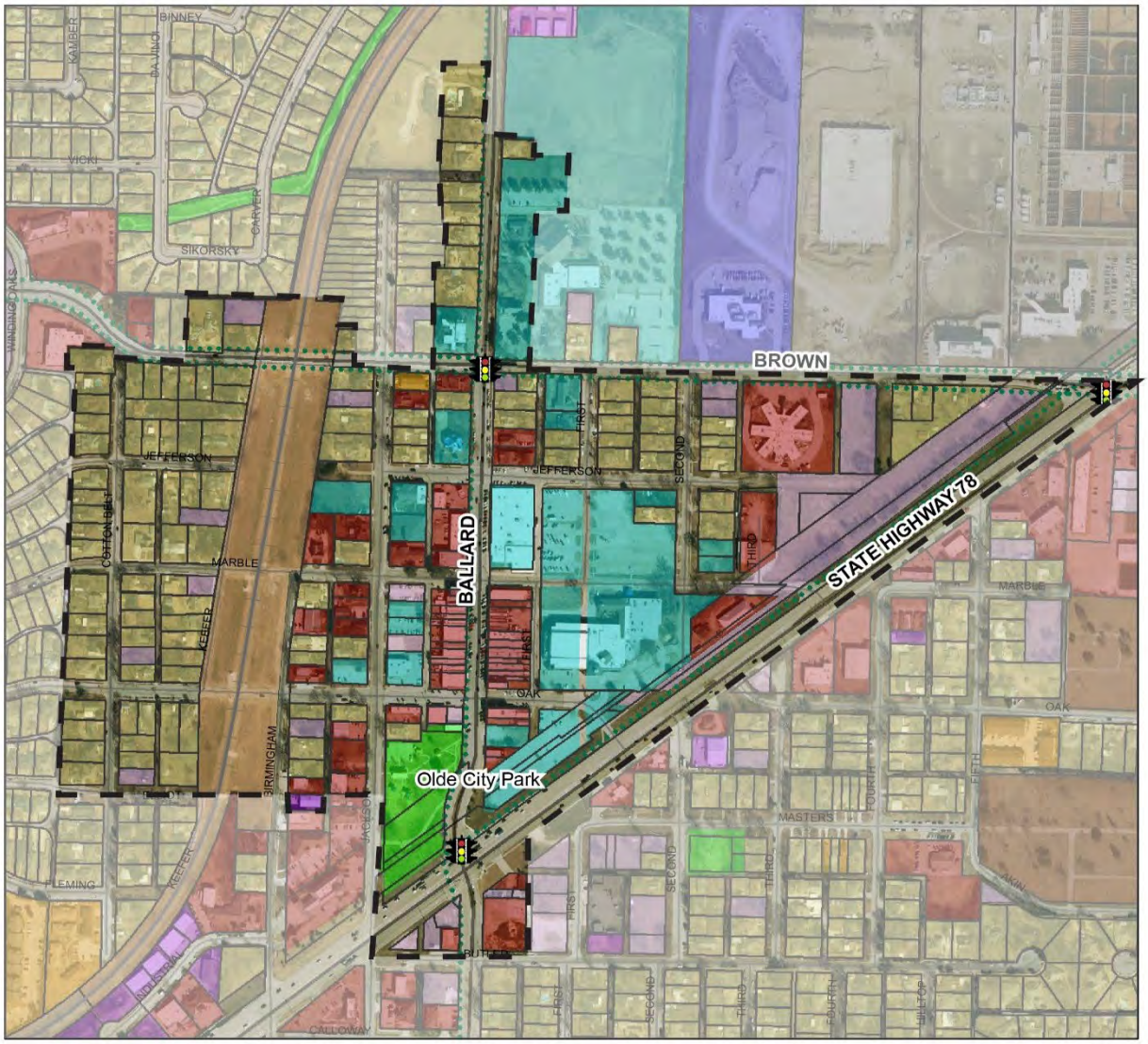
The areas near the intersection of Brown St. and SH 78 were included because of their future development potential. Brown St. is a major traffic route with minimal retail options, setting the stage for potential future commercial development to capture some of the pre-existing traffic. Additionally, the City of Wylie has expressed plans for redevelopment in the area, which could kickstart investment.

The final area, which lies along Ballard Ave. south of SH 78, was included for several reasons. First, it is a logical growth area that has drawn attention for redevelopment and now has available land on the northeast corner of Ballard Ave. and Butler St. Second, this area receives

a lot of foot traffic during major events and traffic-generating times as users of the public park south of SH 78 walk north to Downtown.

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Exhibit 2: Downtown Wylie Vision Plan Project Area



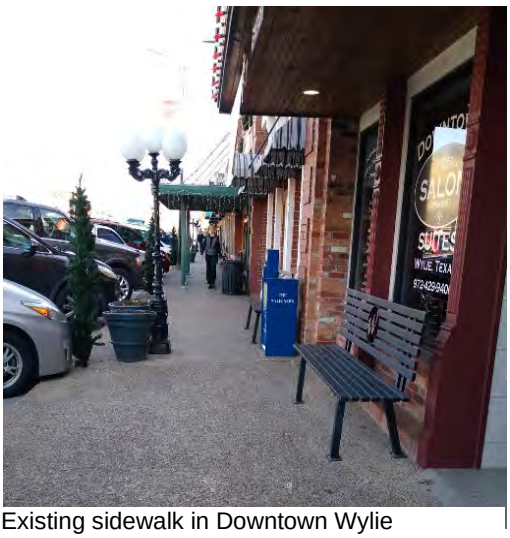
DEMOGRAPHICS: POPULATION AND HOUSING

As of 2019, the City of Wylie had a population of approximately 53,653, a 23 percent increase from 2010. Adding 12,226 new residents to the area almost doubled the issuance of single-family home permits. A total of 511 permits were designated in 2018, while only 268 were issued in 2010. 78.5 percent of Wylie residents own homes versus renting. A high owner-occupied housing rate combined with an above average proportion of persons under 18 years old (31.9 percent in Wylie compared to 22.4 percent U.S. average) indicates a large presence of young families residing within city limits. High owner-occupancy rates may indicate a lack of different housing options within the city if there is a large percentage of residents who would prefer to rent but cannot find rental housing. Further study would be needed to make this determination. Overall, increasing housing variety would supplement further, and possibly more diverse, population growth if desired by the City.

BALLARD AVENUE CROSS-SECTION OVERVIEW

Initial efforts to assess transportation needs and the degree to which Downtown is safe and comfortable for pedestrians began with understanding how Ballard, the “main street” of the Downtown, is currently laid out. Staff closely reviewed current sidewalks and the surrounding built environment in the study area to determine the existing cross-section conditions.

The existing Ballard Ave. cross section consists of 74 feet of right-of-way, divided into 10-foot sidewalks on either side, 10-foot pull-in angled parking on both sides with parking stalls approximately 18 feet long, and a 14 -foot travel lane in each direction. Though the sidewalk width along most of Ballard Ave. is 10 feet, large planters, light poles, and benches are currently obstructing the walkway leaving approximately four feet of clear sidewalk area. Issues related to the existing Ballard Ave. cross section were identified during



Existing sidewalk in Downtown Wylie

infrastructure inventories and a walk audit, discussed below. Recommendations for improvements to enhance pedestrian and driver safety and comfort as well as improve parking access and availability are discussed in Section IV

.

SIDEWALK/AMERICANS WITH DISABILITIES ACT CONDITIONS

Staff conducted a sidewalk condition assessment for the study area using a variation on condition levels established by bcWorkshop for use in their Community Audit Public Spaces (CAPS) projects throughout the Dallas-Fort Worth region. Example imagery for the different condition levels used in CAPS projects can be seen in Exhibit 3. For the purposes of this assessment, staff categorized sidewalks into one of four different condition categories: Good, Fair, Poor, or None. The sidewalk condition assessment was conducted digitally using Google Street View imagery and verified during the walk audits later conducted on July 18, 2019. Along with condition, staff measured and verified sidewalk width within the study area. A map of the condition of all sidewalks within the study area can be seen in Exhibit 3.

Staff also assessed the condition of accessibility regarding curb ramps throughout the study area. This assessment was also conducted digitally through Google Street View imagery and verified on site during the walk audits. Staff categorized ADA ramps into one of three different condition categories: Good, Fair, or None. For a ramp to be designated as “Good”, ramp design needed to include best practices including being perpendicular to the road with a flare, truncated domes used as an underfoot detectable warning, and a detectable warning area in a contrasting color to the adjacent sidewalk. Any ramps that did not have these best practices were designated as “Fair,” and any intersections or alley crossings without a ramp present were designated as “None”. A map of the ADA ramp conditions within the study area can be seen in Exhibit 3.

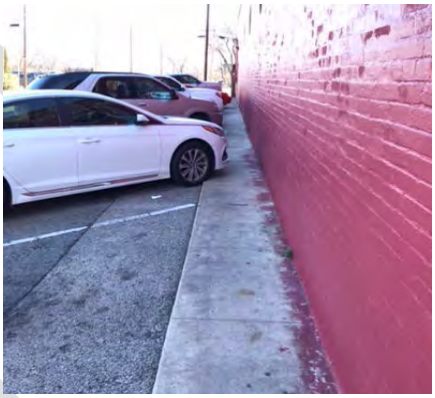
Overall, the study area has a wide variety of sidewalk and ADA ramp conditions. Sidewalk widths range from three feet in some areas to 12 feet in others and are not uniform across the study area. The National Association of Transportation Officials (NACTO) Urban Street Design Guide states that the accessible pathway that runs parallel to the street is considered a pedestrian through zone. The Guide recommends a through zone of 8-12 feet wide in a downtown or commercial area. This will provide safe and adequate space for pedestrians to walk in groups.



Vehicle encroaching on sidewalk



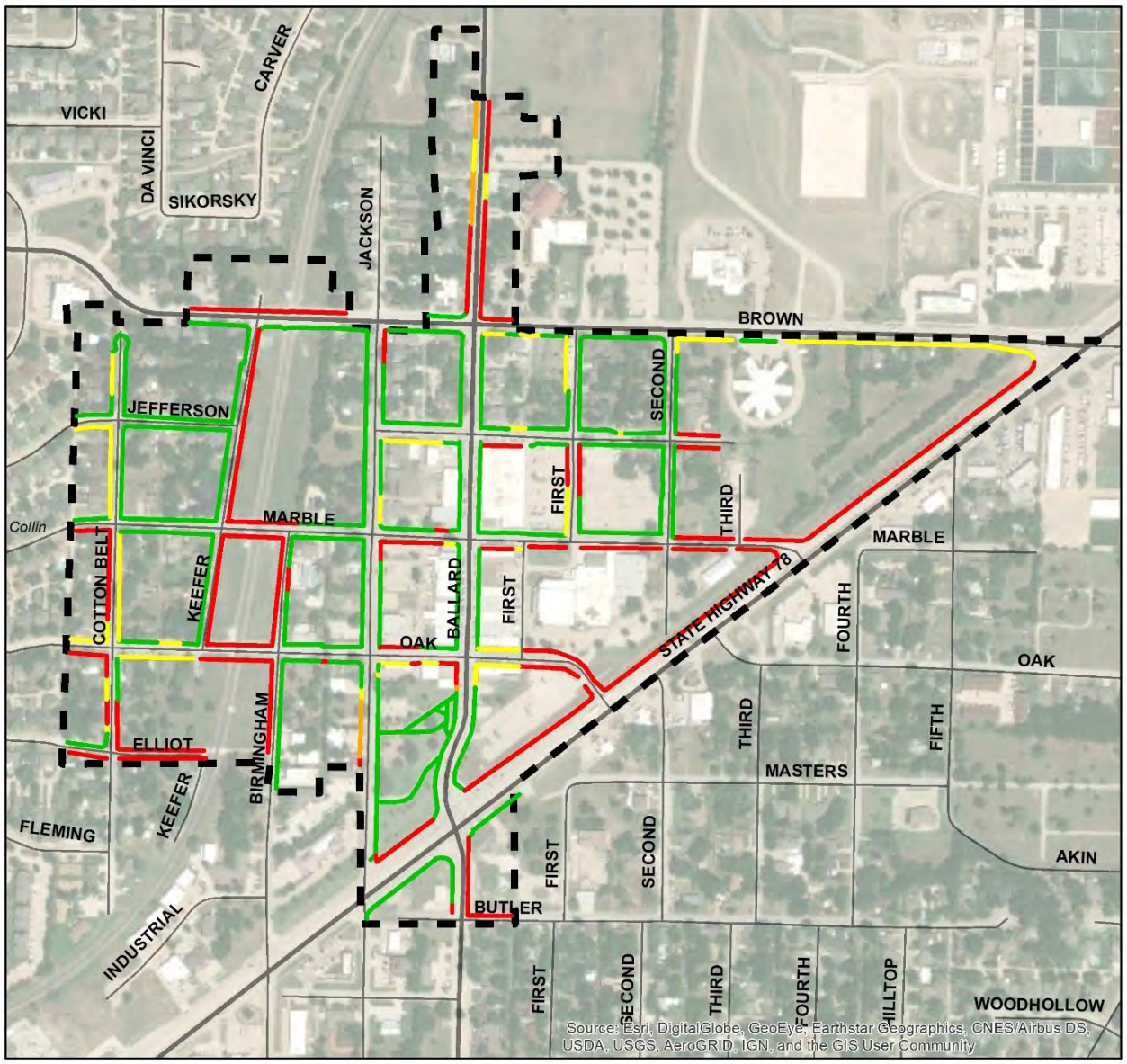
Curb ramp on Ballard Avenue not meeting best practice standards



Narrow sidewalk area

The sidewalks along Ballard Ave. tend to be wider and in better condition than the sidewalks towards the perimeter of the study area where many stretches are lacking sidewalks, as shown in red on Exhibit 3. There is a total of 12,743 feet of gaps in the existing sidewalk network within the study area.

Exhibit 3: Downtown Wylie Vision Plan Condition Assessment



Legend

Sidewalk Conditions

- Good
- Fair
- Poor
- None
- Project Boundary

N

0 0.1 0.2 Miles

North Central Texas Council of Governments

June 2019

WALK AUDIT

Staff from the City of Wylie and NCTCOG conducted walk audits during the study to gather qualitative feedback from pedestrians throughout the study area. The walk audits were performed at two different times on Thursday, July 18, 2019: during the lunch hour from 11:00 AM to 12:30 PM and the during the rush hour from 4:30 PM to 6:00 PM. The timeframes were chosen for two main reasons. First, these were expected to be high activity times and audit participants would be using the facilities when there would be the highest number of vehicles and pedestrians on the road, leading to potentially more descriptive data about comfort levels and conflicts. Second, based on potential availability for participation from Downtown stakeholders and business owners, those who could not be present at the morning audit because of lunch crowds could attend during the evening audit, and vise-versa.

Audit participants were split into three groups, each led by a member of NCTCOG to better cover the entire study area within the time constraints. Each group consisted of about four to seven participants. A map showing the three different audit areas can be seen in Exhibit 4. After splitting into walking groups, each participant was given a comment sheet with instructions containing a map of the group's area, examples of what to look for, and numbered comment lines. Participants were encouraged to indicate the specific location of their comments using the map and the number of the line of the comment. The comments gathered from the audit can be found categorized in Appendix A. In addition to the comment sheet, participants were asked to verify the desktop audit values for sidewalk condition and ADA ramp condition. Comment sheets and maps used in the walk audit are shown in Appendix A.

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The goal of the walk audit was to gather supplemental and qualitative data of the current sidewalk conditions and overall connectivity, and to obtain feedback from participants after experiencing the study area as a pedestrian. The walk audit supported many of the concerns that were voiced during general discussions with city staff and the Downtown stakeholders.



Walk audit participant walking along sidewalk in Downtown



Visitors walking along narrow sidewalk obstructed by mailbox

Overall, there is a pedestrian disconnect on the western portion of the study area because of few easily accessible pedestrian crossings across the train tracks that run north/south between Birmingham and Keefer Streets. Creating more pedestrian connections across the tracks could encourage residents of the neighborhood to the west of the tracks to walk Downtown rather than having to drive. Additionally, participants observed several areas where sidewalks needed maintenance or resizing and could be prioritized for future sidewalk improvement projects to better enable safe and comfortable pedestrian activity as the area develops.

The major challenges in the pedestrian environment identified by the walk audit include:

- Sidewalk Connectivity Gaps: Once off Ballard Ave., the pedestrian environment becomes more difficult to navigate in some cases; sidewalks are missing in some areas and narrow in others. This challenging pedestrian environment makes parking in underused areas a less attractive option for patrons. Engaging these areas, possibly as a later project, could benefit the overall pedestrian and parking experience in Downtown Wylie by making it easier for visitors or residents to navigate the area on foot.

- Narrow/Obstructed Sidewalks: The narrow sidewalks in Downtown could be addressed by removing or relocating some of the sidewalk obstructions as seen in photos on page 13. Planters, streetlights, mailboxes, and other items impede the already narrow sidewalk in many areas within the project study area. Removing or rearranging some of these items will free up space for pedestrians, who currently must walk single file in some places.

- Driver Behavior: Staff found that the existing cross-section on Ballard Ave. is very wide, with little to no traffic calming elements. This encourages drivers to speed through Downtown. Difficulty backing out of the angled parking stalls onto Ballard Ave. creates a visibility issue for drivers as well.

- Crossing Safety: Wide street crossings and angled parking stalls make it more difficult for pedestrians to be visible to drivers, which in combination with the speeding issue staff observed, creates a dangerous crossing experience for pedestrians.

A roadway reconfiguration could result in use of the existing right of way available on Ballard Ave. in a way that better balances motorized and non-motorized users. This will be discussed more in depth in Section IV.

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Exhibit 4: Walk Audit Study Area



PEDESTRIAN COUNT

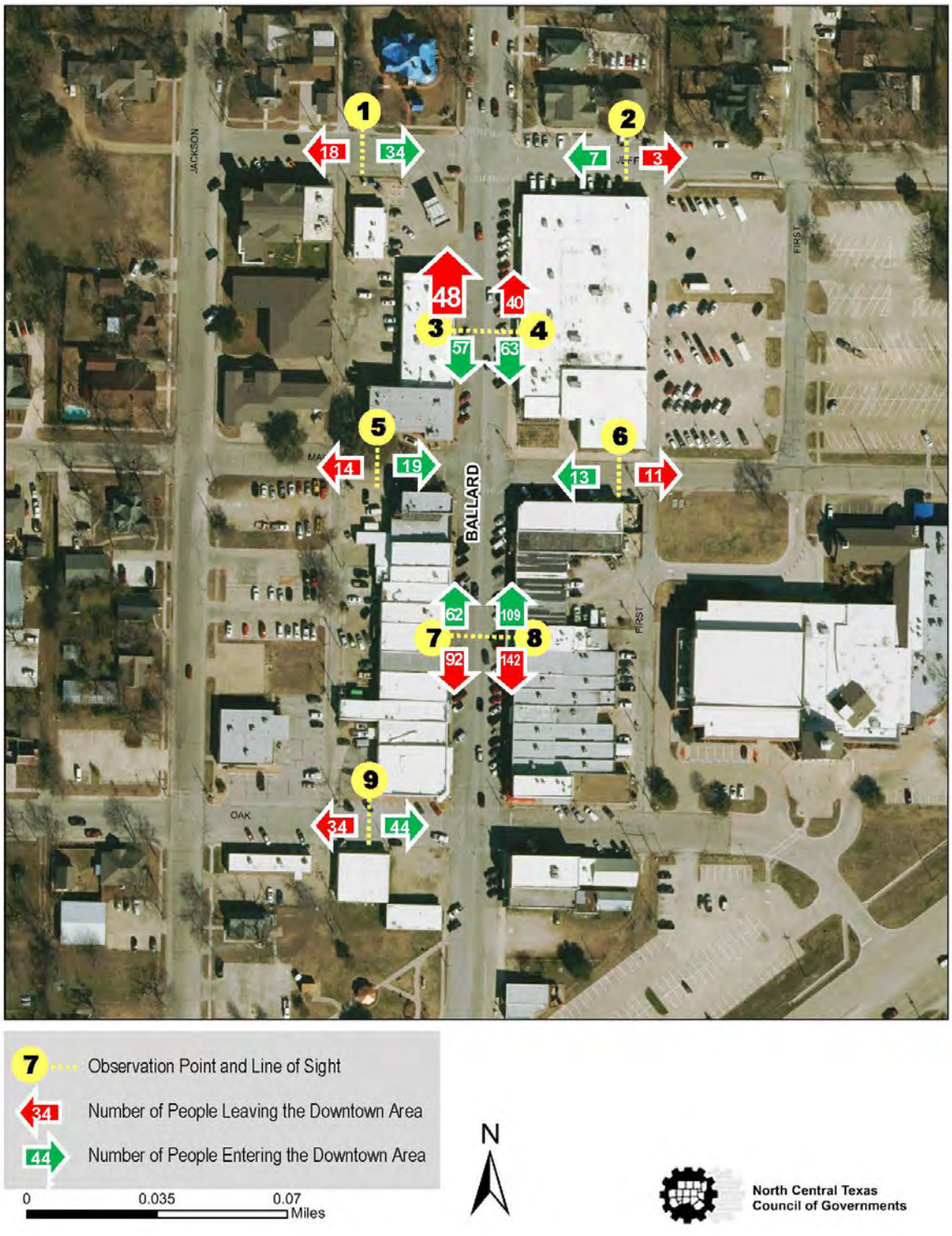


Photo of automatic counter used in pedestrian count

Pedestrian counts were conducted both manually by NCTCOG staff and city participants, and automatically through digital pedestrian counters affixed to light poles (see photo). The purpose of the counts was to inventory the number of visitors to the area to justify proposed sidewalk improvements and assist with future planning. The automatic counters were installed for a period of 34 days which included both the July 4 holiday and the "Bluegrass on Ballard" event. Counters were installed on June 14 and removed July 18. Staff installed one counter on the west side of Ballard Ave. and one on the east side, roughly across the street from each other. The automatic counters were installed to get a general idea of the number of pedestrians that the Downtown core sees on general weekdays and weekends at all times of the day.

To verify and expand the data received by the automatic counters, a manual pedestrian count was conducted throughout the main Downtown core along Ballard Ave. between Jefferson St. and SH 78 at nine different count locations (Exhibit 5). Staff reviewed the methodology used for the National Bicycle and Pedestrian Documentation Project to determine the optimal times to conduct the manual counts. According to the documentation project, "weekday PM peak periods were chosen since the afternoon peak typically has the largest volume of travelers, with commuters, school children and people running errands. Counts conducted during these periods will provide an excellent snapshot of walking and bicycling during the peak periods of the year. Mid-day weekend periods are another peak period. Actual local peak periods may vary considerably." Applying this methodology resulted in three different counts across two different days: Saturday, June 22 from 10:00 AM to 12:00 PM, and Thursday, June 27 from 10:00 AM to 12:00 PM and 5:00 PM to 7:00 PM. These timeframes allowed

Exhibit 5: Downtown Wylie Manual Pedestrian Count – 6/22/19, A.M



pedestrians to be counted on a weekend just before a typical lunchtime of 12:00 PM – 1:00 PM, as well as a standard weekday before lunch and during dinner times, giving counting totals that should be close to peak totals. Staff made the decision to include pre and early lunch times in order to capture pedestrians entering Downtown for lunch. The results of the manual counts can be found in Exhibit 6. From June 14 – July 18, the automatic counters processed 40,065 instances of both "in" and "out" trips for pedestrians. Overall, there were more pedestrians entering the Downtown area than leaving during the morning and evening time frame in which the observations were made.

Exhibit 6: Pedestrian Count Totals

	Total Number of Pedestrian Counts
June 22 10 AM – 12 PM	811
June 27 10 AM – 12 PM	552
June 27 5 PM – 7 PM	403

Manual counting of pedestrians always comes with the interpretation of the counter if they are not stationed at an intersection and the limitation of human error. The manual counts were conducted predominantly mid-block, leaving a lot of room for pedestrians to weave between parked cars and take atypical paths that could lead to incorrect count data. Staff or volunteer counters can also easily miss pedestrians because of distractions or blocked vision, or over/under count because of clarity of instruction and other faults in the preparation phase.

The pedestrian count data supports that there is enough foot traffic in Downtown Wylie to warrant pedestrian updates. The data could also be used in the development of an event management strategies guide if the City chooses to develop one. Most importantly, the pedestrian count data will provide the City with quantitative information to help future decision making with roadway projects.

ZONING AND LAND USE

In addition to assessing existing pedestrian conditions, the current zoning districts in the study area were reviewed as part of the existing conditions analysis. The goal of this review was to assess how land use in the study area is regulated by zoning currently in place and the implications of existing zoning for enhancing the pedestrian environment in the study area.

The zoning map for the study area can be seen in Exhibit 7. The project area is composed predominantly of the following zones:

- Downtown Historic (DTH): a zoning district intended to preserve the historic and architectural character of the area while encouraging reuse and new structures that are compatible with the area's historic nature *(City of Wylie Zoning Ordinance, 2017)*. Within project boundaries, there are three major areas that vary from the DTH zoning.
- Commercial Corridor (CC): located at the northeastern corner of the project area near the intersection of Brown St. and SH 78, is zoned a zoning district intended to provide retail and commercial opportunities at an intensity and scale that is higher than the Community Retail district that is applied in other areas of the city.
- Community Retail (CR): located Immediately to the west-southwest of the CC zoned portion of the project area. A zone used to provide an area for goods and services at a lower intensity than that of the Commercial Corridor zoning district.
- South Ballard Overlay (SBO) district: this area is partially shared with the Commercial Corridor (CC). Located on the far south side of the project site, along Ballard Ave. south of SH 78. Per Wylie's 2017 Zoning Ordinance, the SBO zoning district "has been identified by the City as a valuable area worthy of rejuvenation as a Mixed-Use district." Additionally, this zoning district aims to create a unique pedestrian environment that is compatible with the character of the Downtown Historic district.

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Each zoning district within the City of Wylie contains specific development standards for building placement and appearance. This includes the Downtown Historic district, which has more specific standards for appearance, building placement, and building materials within the district, as well as a review process by the seven-member Historic Review Commission.

Overall, NCTCOG staff assessed that the current zoning ordinances do support the further development of a livelier Downtown area. However, improvements can always be made to help the City reach their goals more efficiently. There are a few specific ordinances that the City could possibly reevaluate and update to promote a more pedestrian-friendly environment. These are further discussed in Section IV.

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Exhibit 7: Downtown Wylie Current Zoning

PARKING

Parking is another aspect of Downtown Wylie that plays a major role in how the Downtown functions, as well as how effectively the pedestrian environment, events, and economic development efforts are supported. As part of the existing conditions assessment, parking conditions were inventoried to determine key challenges and opportunities related to parking.

As part of this study, a parking study was completed by Walker Consultants in November 2019 under the direction of NCTCOG. The completed report is included as Appendix B. The purpose of the study was to provide a preliminary assessment of existing parking conditions in the study area and provide recommendations for further data collection and analysis.

The focus area for the parking study (see Exhibit 8) included Ballard Ave. between Jefferson St. and State Highway (SH) 78; Jefferson St., Marble St., and Oak St. between Jackson Ave. and 1st St.; striped on-street parking on Jackson Ave. between Jefferson St. and SH 78; and select off-street parking facilities.

In addition to assessing existing conditions, Walker Consultants was tasked with providing recommendations for further data collection and analysis, preliminary ideas for managing event parking demand, and a list of potential issues (see Section IV).

One issue the parking study identified is the need for event parking management strategies. This has led to parking challenges, particularly when conflicting events occur on the same weekday or weekend. Another issue and opportunity addressed is the presence of a significant number of parking spaces both on public streets and on private parking available at the First Baptist Wylie church property, all within a two-block radius of Ballard Ave., as seen in Exhibit 9. These parking opportunities could greatly enhance the availability of parking within a short walking distance of Downtown.

However, a few issues were identified for consideration to fully realize the benefit of the existing available parking. First, there is a lack of signage and wayfinding to enable motorists to easily find the available parking. As seen in the first photo below, the current signage in Downtown is

very small and difficult to read, especially while driving. Wayfinding also becomes difficult because of the lack of uniformity between signs. The small light pole banners act as a “Welcome to Downtown” sign, but larger ones could be utilized to clearly identify the Downtown boundaries for visitors. More details and various recommendations provided by Walker Consultants pertaining to current parking supply, wayfinding/signage, and event parking management are discussed in Section IV. Second, the availability of the church property for public parking is dependent on a formal agreement for shared parking with the First Baptist Wylie church. Section IV further explores these issues and provides recommendations.



Example of current signage in Downtown



Example of light pole banner

Exhibit 8: Parking Study Focus Area

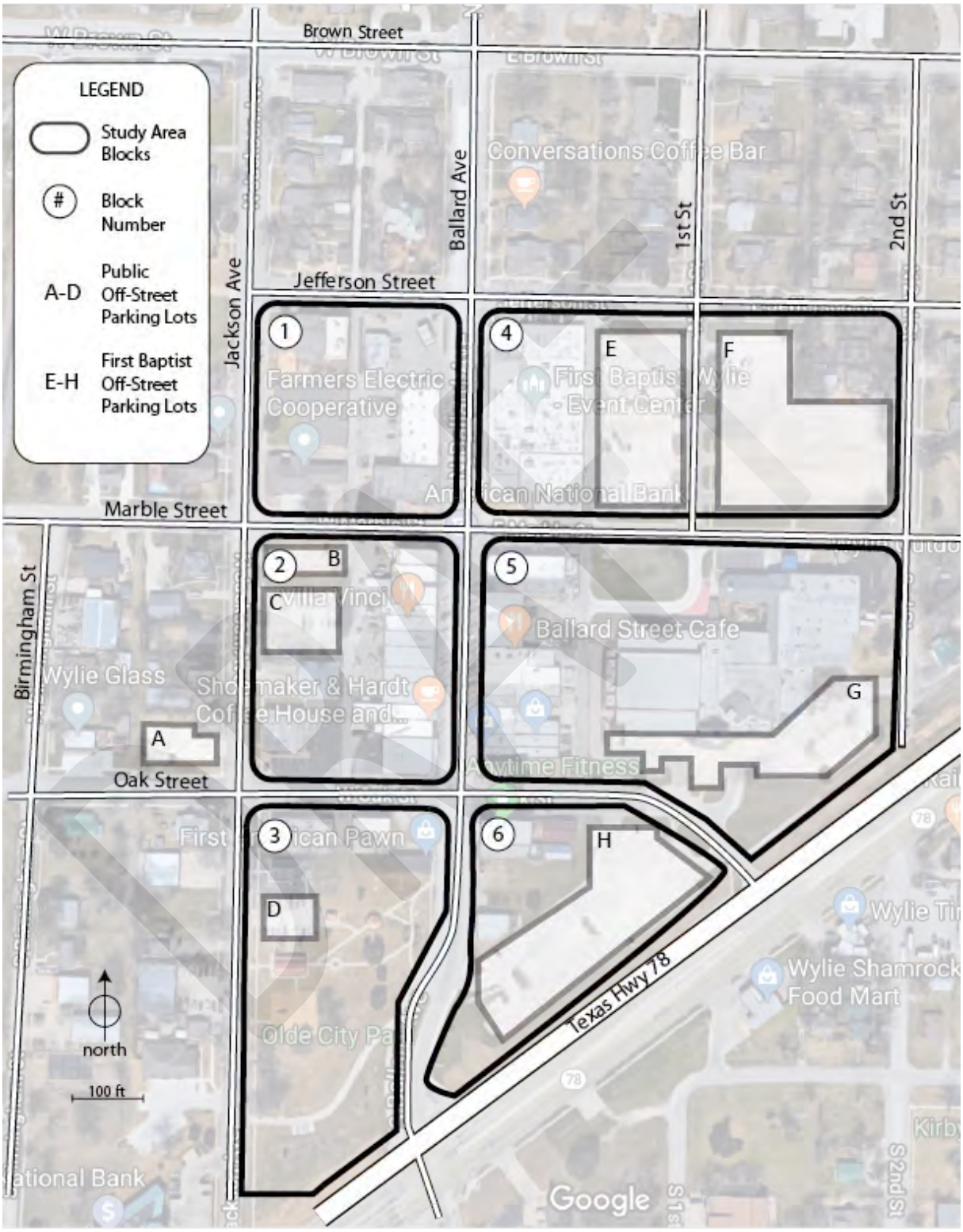
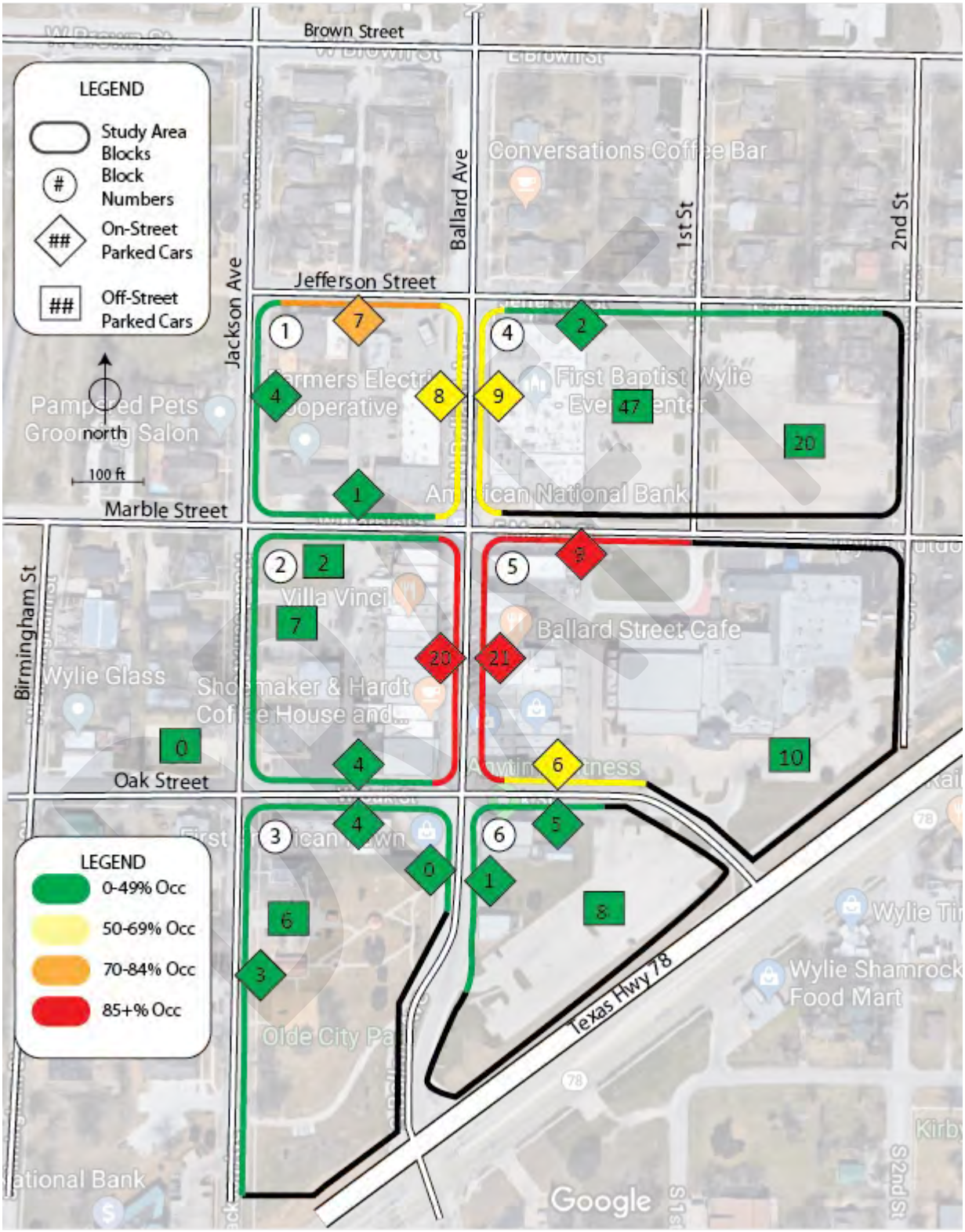


Exhibit 9: Parking Occupancy Map



Current Parking Supply and Potential Shared-Parking Opportunities

The study found that Downtown currently has adequate parking supply to accommodate existing peak weekday demand, but the most convenient spots that are the closest to commercial outlets on Ballard Ave. are usually occupied. Exhibit 10 shows parking space distribution in Downtown, which was further evaluated by NCTCOG staff after an on-site inventory was conducted by Walker Consultants.

While on-street parking along the core of Ballard Ave. (between Oak and Marble Streets) and Marble St. east of Ballard Ave. are at or approaching full capacity, other on-street parking in the study area was less than 70 percent full on a block face by block face basis. The majority of the block faces not on or adjacent to Ballard Ave. had occupancies in the 0-25 percent range.

Off-street parking in the study area was also lightly used, with public parking lots under 20 percent used. The First Baptist Wylie lots also showed less than 20 percent usage, except for the lot adjacent to the First Baptist Wylie Event Center which was 46 percent used. Exhibit 11 shows the parking occupancy inventory that resulted from the Walker Consultants inventory.

Some spaces featured on the parking map are privately owned and may not be available for use in the future due to redevelopment. For example, a total of 54 off-street surface parking spaces along Jackson Ave. near the Marble St. intersection are owned by the Wylie Economic Development Corporation.

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Exhibit 10: Existing Marked Parking Spaces

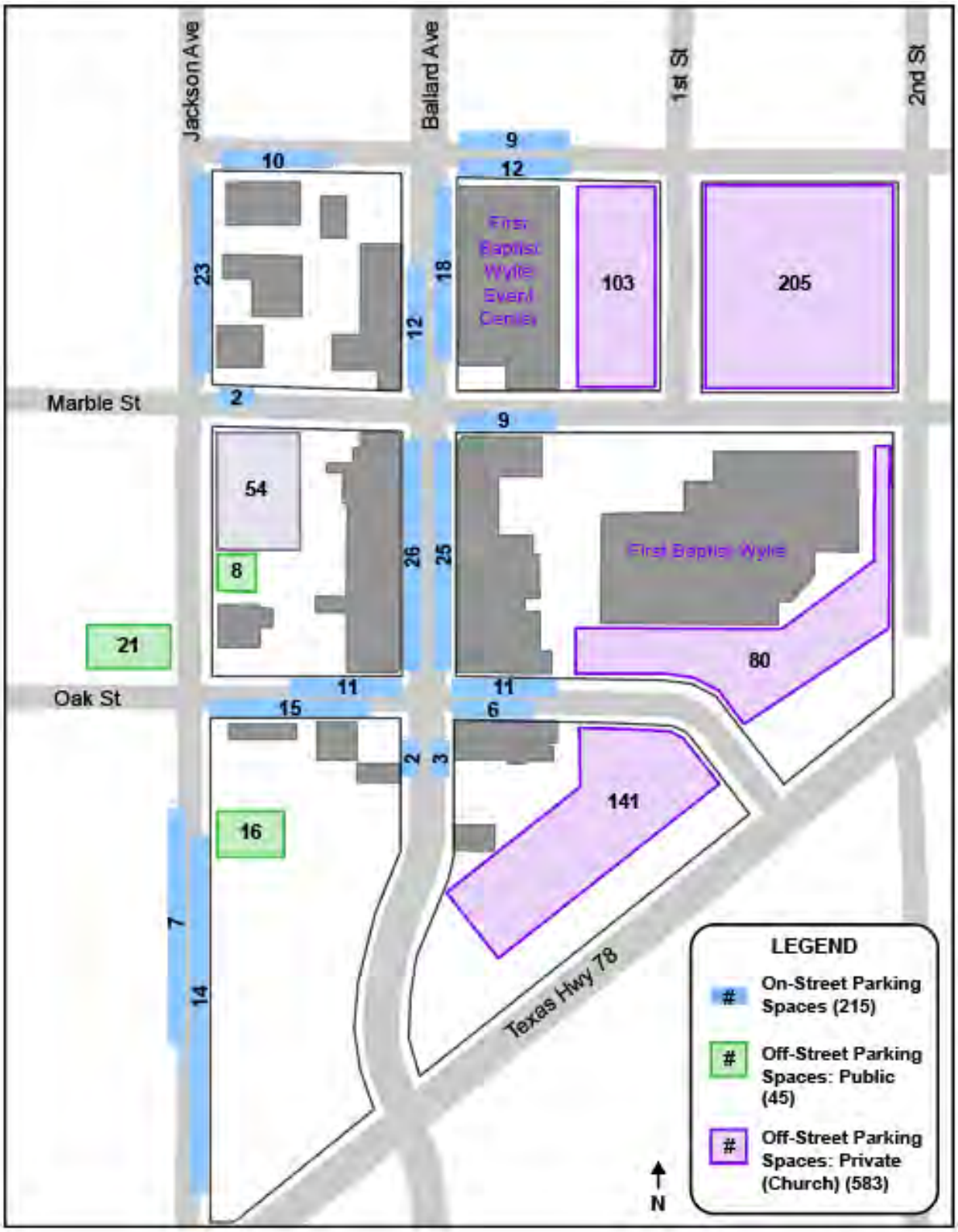


Exhibit 11: Parking Space Type and Inventory

Space Type	Inventory	Occupancy	%
On-Street Total	209	104	50%
Off-Street Total	593	100	17%
First Baptist Lots	502	85	17%
'Public' Lots	91	15	16%

Inventories were conducted of the available parking spaces throughout the study area as well as the percent of parking spaces occupied by cars during peak periods. A table of current available parking spaces can be seen in Exhibit 12. All parking spots summarized below are within two blocks of Ballard Ave., which survey respondents indicated was the distance they would be willing to park and walk to Downtown (see Section IV for discussion of the community survey). The spaces listed by Walker Consultants (Exhibit 11) and NCTCOG (Exhibit 12) differ due to the closer analysis of available parking done by NCTCOG staff. As previously mentioned, some spaces are privately owned and could be developed in the future. The NCTCOG parking availability count reflects this and does not include privately owned spaces. Overall, the difference is not very significant and Downtown still has adequate parking in both cases.

Exhibit 12: Parking Availability On and Off Ballard Avenue

	On-Street Parking	Off-Street Parking	Church Parking
Total	215	45	529
On Ballard Avenue	86	0	0
Off Ballard Avenue	129	45	529

In addition to the parking occupancy counts, Walker staff made the following observations related to parking:

- During the time Walker Consultants was in the study area, the parking spaces on Ballard Ave. appeared to turn over. This suggests that employees of the adjacent businesses are generally parking elsewhere, leaving the closest spaces available for customers.
- There is a lack of public parking signage denoting where public parking is allowed.

- Once off Ballard Ave., the pedestrian environment becomes more difficult to navigate in some cases; sidewalks are missing in some areas and narrow in others. This challenging pedestrian environment makes parking in underused areas a less attractive option for patrons.

Wylie's parking standards may need to be reconsidered as the City looks to expand the Downtown. Wylie's current development standards allow for variances to grant up to 75 percent of required parking, while allowing up to 25 percent of the required parking to be on-street, also giving credit for public off-street parking within one-thousand feet. This allows for some flexibility in accommodating parked vehicles; however, there is still a lot of potential for a new business to need to provide parking on-site in the Downtown, which could discourage future development because of the complications of on-site parking in a downtown environment.

LIGHTING

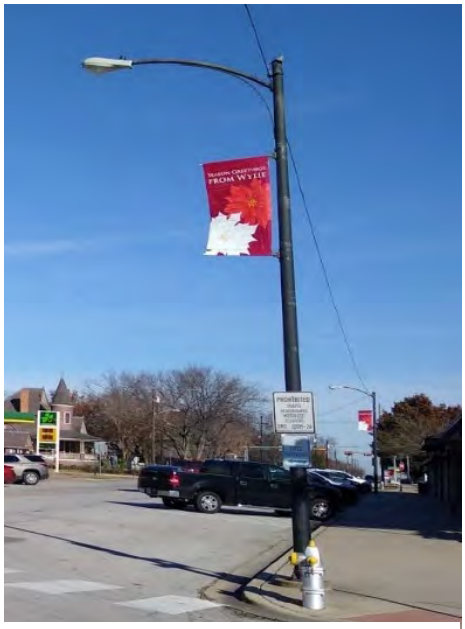
Existing lighting along Ballard Ave. consists of a mixture of pedestrian-scale lampposts and modern-overhang streetlights for auto traffic. From Brown St. to E. Butler St., there are a total of 30 streetlights along both sides of the street. Fifteen of these are the more pedestrian-scale lampposts which are spaced out along the corridor. The most consistent segment of pedestrian lighting is from E. Marble St. to Oak St., where there are six lampposts on both sides of the street.



Pedestrian-scale lamppost in Downtown

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This existing lighting is meant to serve pedestrians walking along Ballard Ave., as many shops and businesses in Downtown are located in that area. Large planters are located around each lamppost. While the planters and lighting are pedestrian amenities that contribute to the comfort and safety of the pedestrian experience, they also have the effect of obstructing much of the existing sidewalk space. This can impede the movement of larger groups of pedestrians that may visit Downtown venues or events, as well as those pedestrians with mobility challenges. Existing lighting locations along Ballard Ave. can be seen in Exhibit 13.

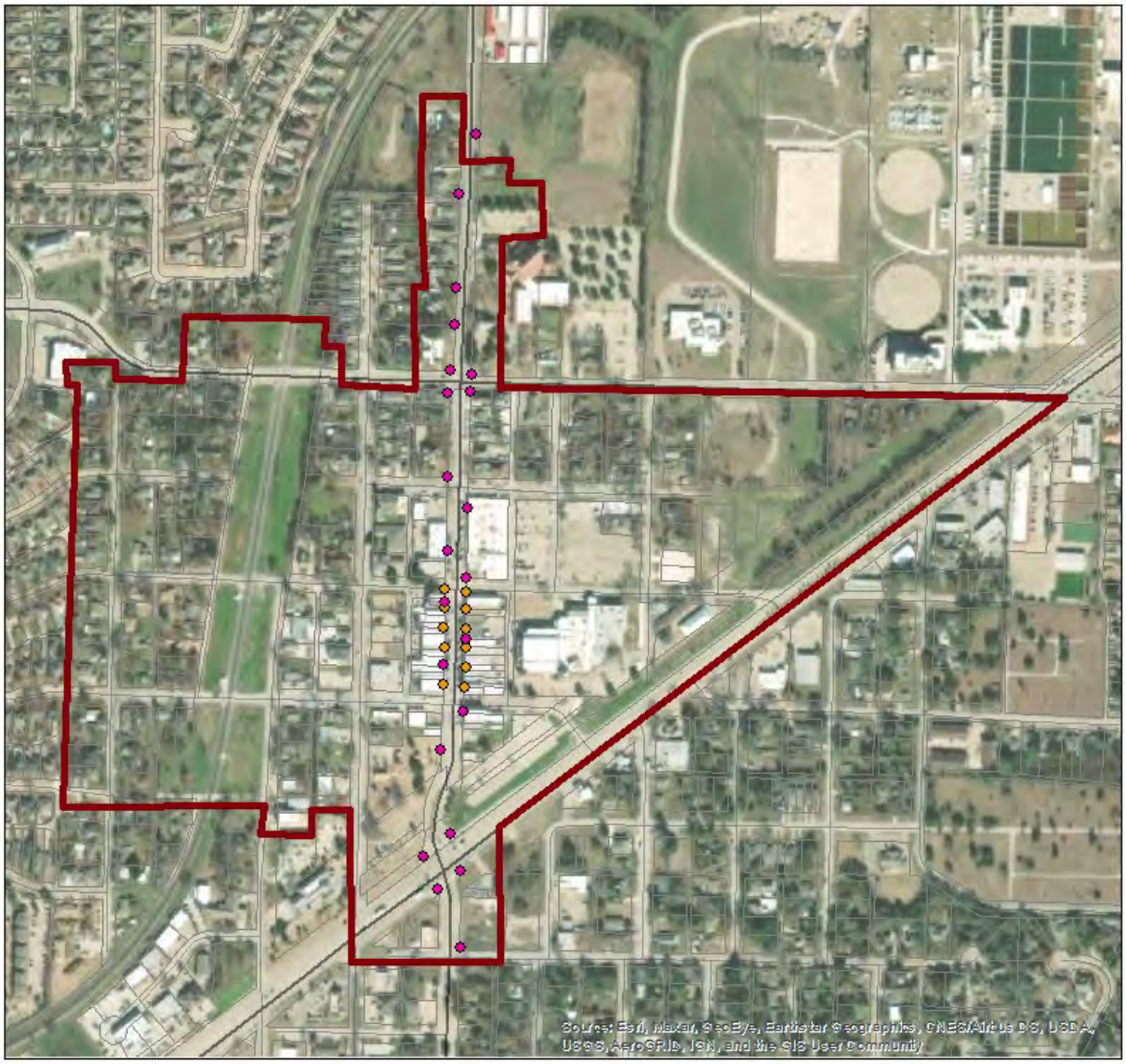


Existing streetlight in Downtown

The overhang streetlights are meant to serve vehicle traffic or those parking along the corridor. There are 15 streetlights located along Ballard Ave. between the north and south project limits.

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Exhibit 13: Downtown Wylie Existing Lighting on Ballard Avenue



Legend

type

- Lamppost
- Overhead

Updated Project Boundary

0 0.125 0.25 Miles

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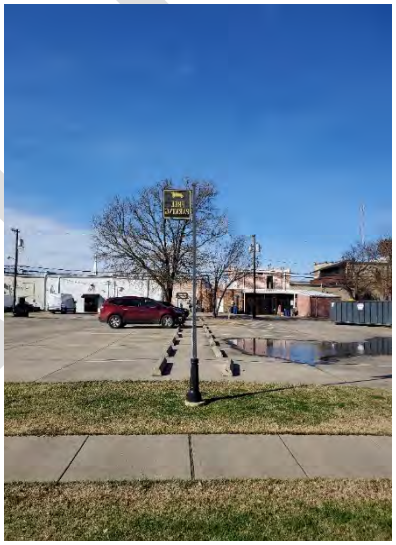
North Central Texas Council of Governments

WAYFINDING

Existing parking and wayfinding signage in Downtown are limited, difficult to see, and have no consistent central theme or branding style. Locating and navigating to public parking areas in Downtown is currently a challenge for residents and visitors alike due to either a lack of signage, or existing signage being difficult to see or read. Minimal parking signage creates the illusion that there is inadequate parking in or near Downtown, which is likely not the case as suggested by the parking study. Current signage also does not feature a consistent design which makes it more difficult for visitors to recognize them as directional signage. Lastly, there is no signage on surrounding streets that informs visitors and/or residents that they are in Downtown.



Example of existing signage and wayfinding



Example of existing wayfinding signage

BICYCLE/PEDESTRIAN CONSIDERATIONS

With pedestrian safety being a significant consideration for Downtown, it is important to highlight current issues and opportunities for improvement. Providing alternative options to access Downtown can be beneficial in many ways, including alleviating any strain on available public parking spaces. As a result of the walk audit, stakeholder meetings, and the community survey (Section III), some common concerns related to bicycle and pedestrian safety and access emerged which are discussed here.

As shown in Exhibit 3, sidewalks become very scarce near the railroad tracks between Birmingham St. and Keefer St. This leaves a large residential neighborhood with minimal routes to Downtown that may discourage residents from walking or bicycling Downtown. Not only does this cause Downtown to potentially lose customers, but it also forces the residents to drive Downtown while living only one-quarter mile away. Creating these vehicle trips means more traffic and more occupied parking spaces simply because there is not a good, direct route across the train tracks to Downtown.

In addition, Downtown stakeholders (see Section III) expressed concern about the lack of lighting and an overall uncomfortable feel on Ballard Ave. Increased pedestrian presence and pedestrian lighting would help alleviate these concerns and potentially draw additional attention to current and future businesses that locate off Ballard Ave.

An additional safety issue is the visibility and safety of pedestrians crossing the roadway. This is exacerbated by diagonal parking of large vehicles, which can prevent pedestrians from being able to see oncoming traffic until they are in the middle of the roadway. Traffic speeds Downtown also affect the visibility and safety of pedestrians crossing the street. There are currently various factors contributing to traffic speeds in Downtown, including vehicles coming off SH 78 and drivers not following the 25-mph speed limit. However, traffic congestion occurring during rush hour can create slower traffic speeds during those times which can result in safer crossing points. As a result, the negative impact of congestion on drivers can be a positive one for pedestrians. Ultimately balancing the tradeoffs is dependent on the priorities and goals of the community for Downtown.

Finally, there are currently no dedicated bicycle facilities Downtown. Bicyclists are forced to use the sidewalk, which as discussed previously is often obstructed and where they may conflict with pedestrians. The only other alternative is to ride in the roadway travel lane behind diagonally parked cars, which provides poor visibility for drivers to see oncoming bicyclists and does not provide any separation from auto traffic.

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If the City chooses to implement bike lanes, a key consideration would be connectivity to the surrounding area. If bicycle lanes are installed in Downtown, they would ultimately need to connect to bicycle lanes along streets in the surrounding area connecting to Ballard Ave. to increase bicycle connections to surrounding neighborhoods.

Another consideration would be the need to educate the public about the addition of bicycle lanes and their locations. Public engagement, safety education, and enforcement would be needed to keep both drivers and bicyclists safe. This educational component could be applied to pedestrian safety and behaviors, as well.

Lastly, bicycle lanes would need to be considered in future roadway reconfigurations along Ballard Ave. The addition of bicycle lanes would affect the amount of right-of-way for sidewalks, parking, and driving lanes and would need to be considered in an evaluation of tradeoffs resulting from configuration options.

The City of Wylie's Comprehensive Plan includes increasing the amount of hike/bike facilities and establishing more multi-modal connections as development goals for the future.

SURROUNDING TRANSPORTATION EFFORTS

It is important to note surrounding transportation efforts and the influence they could have on infrastructure improvements implemented in Downtown Wylie. There are two proposed roadway projects adjacent to Downtown Wylie that could impact traffic patterns, Downtown expansion plans, and various other components.

The Farm-to-Market Road (FM) 2514 or Parker Road project is a Texas Department of Transportation-sponsored roadway expansion project that is planned to be constructed by 2025. The project limits are north of Brown St. to east of Lavon Parkway, and it will consist of reconstruction from a two-lane undivided roadway to a four-lane urban divided roadway. However, north of Park Blvd., the roadway will be reconstructed with a wide median to enable future capacity expansion to six lanes. The project will require right of way acquisition to accommodate the additional capacity; however, displacement of businesses and residences is

not anticipated. The purpose of this project is to redirect heavy traffic on FM 2514 away from Ballard Ave., specifically the section north of Brown St.

In addition to the FM 2514 project, the Parker Road “Bypass” project would further supplement regional traffic diversion away from Downtown Wylie. Currently, commuters trying to get to the SH 78 corridor from Parker Road must turn onto Brown St. or continue through Downtown Wylie. The bypass would provide a more desirable east-west route, redirecting more commuter traffic out of Downtown to/from the east, and connecting to SH 78 at the existing Spring Creek Parkway/Kreymer Lane intersection.

CONCLUSION

The existing conditions analysis found that there are both opportunities and challenges for improving Downtown Wylie as a pedestrian-oriented destination and expanding the Downtown footprint. Existing signage and wayfinding, parking, pedestrian and bicycle safety, and roadway reconfigurations are all elements that city leaders and the community will need to further assess to identify the various tradeoffs and priorities as they move forward with establishing goals and an overall vision for Downtown.

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III. STAKEHOLDER ENGAGEMENT

STAKEHOLDER MEETINGS

The stakeholder meeting process began with a kickoff meeting on February 19, 2019 at Wylie City Hall. Attendees included staff members from NCTCOG, the City of Wylie, and the Wylie Economic Development Corporation. Meeting content included a project background and scope of work presentation, the planned Walker Consultants parking study, current conditions, and issues in the Downtown Wylie area. More technical aspects, such as data needs and project timelines, were discussed by the group as well.

The second stakeholder meeting occurred on April 3, 2019 at the Brown House in Wylie. Attendees included various city staff members, as well as owners of businesses in Downtown Wylie and other members of the community. Stakeholders were encouraged to provide input on the current conditions and known issues and concerns in Downtown Wylie. The discussion primarily focused on traffic, pedestrian safety, parking, events, and next steps in the development of the Strategic Plan.



The third stakeholder meeting took place on December 3, 2019 with the same group in attendance as well as additional Downtown merchants representing the Wylie Downtown Merchants Association. NCTCOG staff led a visioning exercise to help stakeholders identify their preferred goals for Downtown Wylie. Stakeholders were asked to describe the Downtown area today and their vision for it in the future (Exhibit 14), as well as indicating desired goals for the area. Both positive aspects and challenges of the present Downtown Wylie were listed by meeting attendees. Themes included the historic, friendly, changing/growing, and small town feel of Downtown, while current challenges included the restriction of Downtown to Ballard Ave., traffic, lack of business

diversity, run-down feel in some areas, and the lack of being a destination due to being unknown throughout the region. The discussion of what is desired for the future of Downtown resulted in the following key concepts:

- Draw in businesses that have extended hours
- Be a destination
- Draw in people from Wylie and surrounding cities
- Maintain small town/historic feel
- Increase landscaping, uniformity, and activity
- Create or extend sidewalks and gathering places

Regarding the desired goals for Downtown Wylie, meeting attendees were asked to place dots next to draft goal statements. Participants were given three dots to place next to their top three preferred goal statements. The intent of this exercise was not to establish fixed project goals, but to identify the aspects of Downtown that stakeholders most identified with to assist with ultimately developing a vision statement for Downtown. The included goals and number of votes can be seen in Exhibit 14. The most favored statements included:

- Make the area safer and more enjoyable to walk around in with wider and connected sidewalks and safer street crossings
- Address concerns about the availability of parking and increase ease of parking through signage
- Expand the diversity of businesses (e.g., more restaurants, bars, etc.)
- Encourage business growth on side and parallel streets

Exhibit 14: Priority Goals Identified at December 3, 2019 Stakeholder Meeting

Goal	Total Votes
Increase safety and walkability	18
Parking availability and increase of wayfinding	13
Expand business and restaurant diversity	10
Encourage business growth on side and parallel streets	9
Create a Downtown focal point or gathering space	8

Goal	Total Votes
Bring customers closer by expanding housing Downtown	6
Preserve and expand Downtown historic character	5
Relieve rush hour traffic and move traffic through Downtown more quickly	3

The final stakeholder meeting was held virtually on July 27, 2020. During this meeting, NCTCOG staff presented data collected on traffic and pedestrian counts, current pedestrian and parking conditions, and the project timeline. In addition, NCTCOG staff discussed the results of the public survey that was distributed for citizens and stakeholders in 2019. Lastly, staff discussed possible concepts for consideration related to pedestrian infrastructure improvements, wayfinding, parking, and Ballard Ave. roadway reconfiguration.

ONLINE SURVEY

An online survey was available for citizens and stakeholders from September 11, 2019 to October 31, 2019. The survey questions, complete survey results, and a summary of key results are shown in Appendix C. The 19-question online survey experienced a lot of public engagement, receiving a total of 586 responses. Key topics included frequency/timing/visits to Downtown, event attendance, opinion of outdoor seating, distance Downtown visitors are willing to walk from parking, desired improvements, and the experience of pedestrian safety. Other major findings regarding pedestrian experience and parking are discussed below.

General questions regarding the Downtown environment and reasons for visiting are shown in Exhibits 15 and 16. Most survey respondents answered that the charm/character and historic buildings are the most-liked characteristics of Downtown, followed by the local businesses and events. As shown in Exhibit 15, many respondents stated that more restaurant options and more diverse business options would likely increase their visits to Downtown.

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Exhibit 15: Survey Response

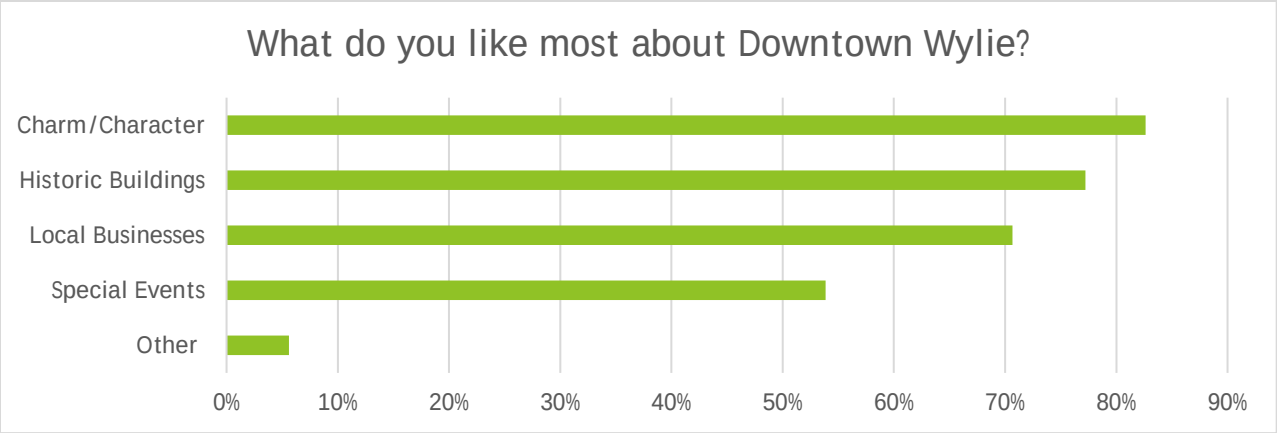
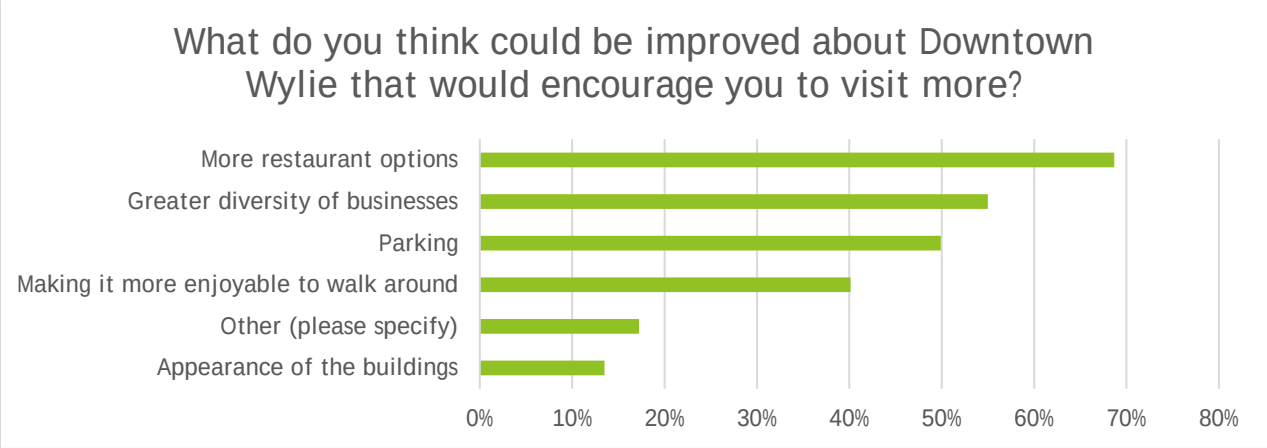


Exhibit 16: Survey Response



Pedestrian Experience

The general consensus regarding the pedestrian experience was that the area currently has good pedestrian amenities such as planters and benches, but there are missing or narrow sidewalks, a feeling of crowding and encroachment from parked vehicles and amenities blocking the sidewalk space, little space for outdoor dining, wide street crossings with poor visibility, and pedestrian safety concerns.

Fifty percent of survey respondents answered that they usually feel safe when crossing streets in Downtown Wylie. Primary reasons cited for unsafe experiences related to motor vehicles included motor vehicle speed, drivers not yielding to pedestrians in crosswalks, driver/pedestrian visibility, and driver inattention.

Parking Availability

As depicted in Exhibit 17, half of the survey respondents are willing to park up to two blocks from their destination, which coincides well with the availability of existing parking on side streets off Ballard Ave. However, approximately 41 percent of respondents answered that they only "sometimes" attend Downtown events due to difficulty finding parking and/or events not being of interest to them (see Exhibit 18). The difficulty of parking is also reflected in Exhibit 18, where respondents were asked why they rarely or never attend events Downtown. As previously mentioned, there is adequate parking supply on and off Ballard Ave. However, there is lack of uniform/noticeable wayfinding and signage directing drivers to existing parking. This is further address in Section IV.

Exhibit 17: Survey Response

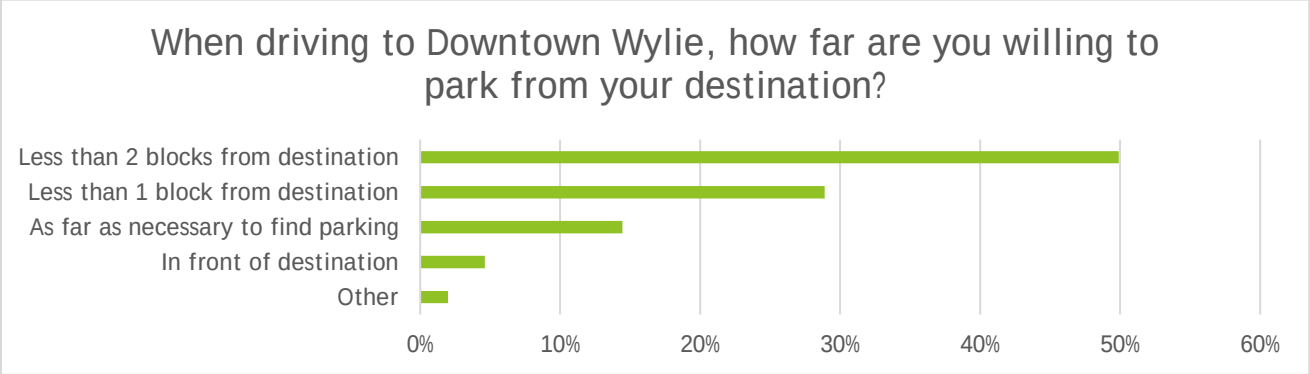
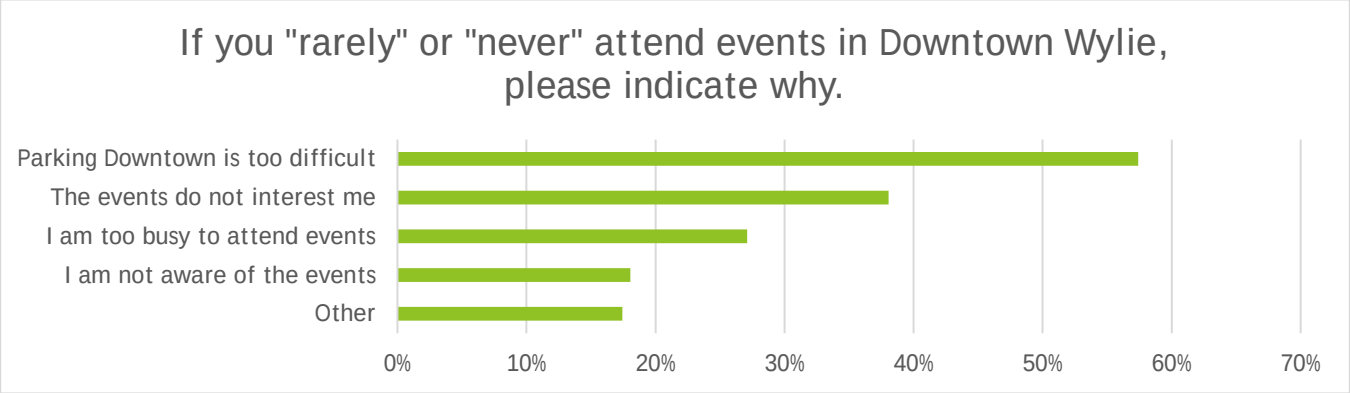


Exhibit 18: Survey Response



Public Engagement Conclusion:

All results from public engagement activities should be considered in future planning decisions and in developing goals and a vision statement for Downtown. The nature of the stakeholder meeting exercises led to different results from what is seen with the online community survey. This is because of the difference in the types of activities conducted, and the difference in audience between the community at large and the stakeholder groups, the latter of which consisted of business owners, public service staff members, and those involved with the planning of Downtown Wylie. Each source of information will be valuable to consider in future planning efforts and goals development for Downtown.

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IV. RECOMMENDATIONS

Various recommendations and possible treatments that, if applied, could be beneficial to Downtown Wylie are outlined below. Key data, stakeholder feedback, existing conditions analysis results, and other information were compiled to develop the recommendations. Topics can be categorized into land use/zoning, parking, pedestrian experience and safety, lighting, roadway reconfiguration, and a brief discussion on one-way versus two-way street tradeoffs. NCTCOG staff compiled various guidance documents, many of which are referenced throughout the plan, to be used as resources for the recommendations. All of the guidance can be reviewed in Appendix F.

LAND USE AND ZONING

Staff reviewed Wylie's zoning with the City's Future Land Use Designations (Exhibit 19) and found that overall, the plans were consistent with one another so that zoning ordinances are in place to bring about the established future land use vision. The below sections focus on potential zoning ordinance updates and concepts the City may want to consider, as well as using or considering the addition of more green, open spaces.

Zoning

Review of the City's zoning codes determined that the current setback requirements for the Community Retail District could impede the future increase of pedestrian use. Currently a 25-foot setback in the front, with 10 feet on either side of a building, is required. These standards may make this area less inviting to pedestrians and Downtown patrons than the Downtown Historic District, which instead calls for commercial buildings to be placed on the front property line but may be moved back from the property line a total of four feet to provider for wider sidewalks and entries. Such zoning standards would also result in less continuity of the current Downtown character, instead resulting in a more suburban look and feel. First Baptist Wylie is located within the CR District, which was discussed as possibly being an opportunity for shared parking. If that were the case, a lot of pedestrian traffic would be moving between the church

and the Downtown core, so a more pedestrian-oriented code for setbacks may be worth considering.

Form-Based Codes

Form-based codes are flexible zoning regulations that aim to achieve predictable development results by focusing on the physical form of structures rather than the permitted land uses and the separation of uses. The application of form-based codes in Downtown Wylie could further goals of maintaining historic character and pedestrian-orientation, while also enhancing the ability for a mix of uses to establish in Downtown based on market demand.

Examples of key form-based code components that have been used around the region include:

- Façade requirement of 60-80 percent windows or doors
- Canopies or awnings to provide shelter and shade to pedestrians
- Building entries inset at least four feet from the front façade to create an entryway
- Using only durable materials such as stone or brick on the first level of a building

Staff recommends that Wylie staff explore the use of form-based codes to further assist in achieving Downtown goals. Challenges to implementing form-based codes could include public opinion or historic building limitations. However, implementing form-based codes in and around Downtown may help the City expand the existing Downtown footprint and achieve walkability goals as new development and redevelopment occurs in the area.

NCTCOG developed a *Sustainable Zoning Guidebook*[1]*,* which focuses on zoning approaches that encourage walkable, mixed-use, and transit-oriented development. A large portion of the guidebook covers form-based codes. Additional guidance for form-based codes includes the Form-Based Codes Institute[2], which publishes educational materials and research on form-based codes. General benefits of form-based codes include being enforceable, promoting good

[1]North Texas Sustainable Zoning Guidebook (December 2016), North Central Texas Council of Governments.
[2] Form-Based Code Institute. Retrieved from: https://formbasedcodes.org/about/.

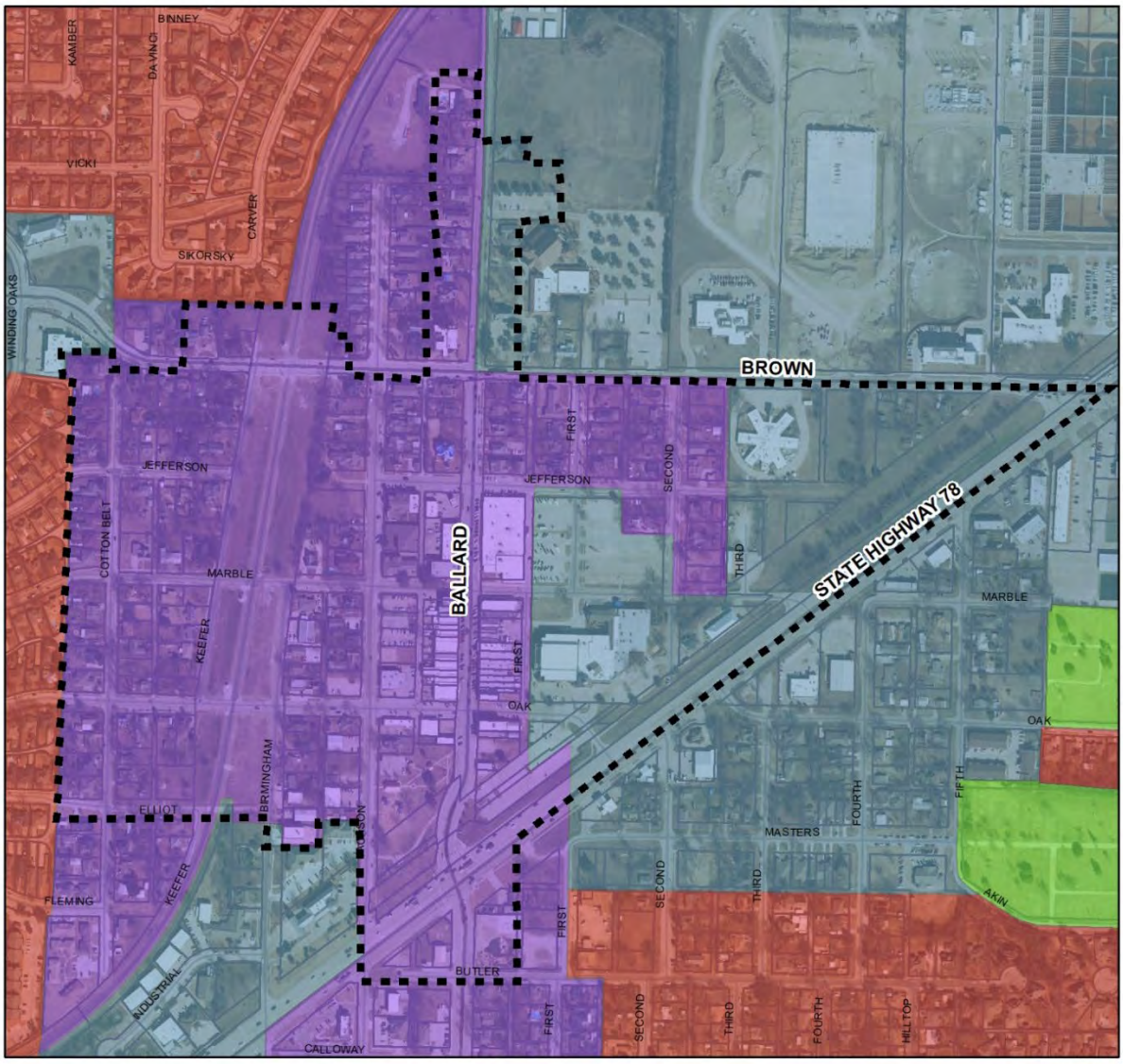
urbanism, easy and simple to use, and written to allow predictable results without sacrificing variety in the size and shape of urban spaces and the design of buildings.

Green and Open Space

Another recommendation is to increase the usage of or create more green space or open areas in Downtown. These spaces could be used as gathering places for events, which could increase the number of visitors. The closest green space to Downtown currently is Olde City Park, which is located in the southern portion of the project study area. The city should assess and consider development of other green areas or open spaces in Downtown to potentially increase visitor attendance.

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Exhibit 19: Downtown Wylie Future Land Use Designation



PARKING

As discussed in Existing Conditions, Downtown Wylie has approximately 300 public spots within two blocks of Ballard Ave. that are usually available to visitors, but wayfinding and event parking create challenges.

There may be additional parking opportunities in Downtown if the City seeks a partnership with surrounding churches, specifically the First Baptist Wylie (FBW) church located one block from Ballard Ave. The FBW has 502 spaces that could be used for particular events or during the week. The FBW parking needs predominately occur on weekends, and they may be amenable to formalizing the allowance of public parking or employee parking in their parking lot during weekdays. Based on discussions during the stakeholder kick-off meeting, this already occurs on an ad-hoc basis in FBW's parking lots. A formal agreement would also help alleviate concerns church representatives expressed about allowing regular public parking on their property, including liability concerns and insurance, lot maintenance, and hours of public availability. FBW representatives present at the stakeholder meetings indicated that the FBW is open to discussions regarding a shared parking agreement.

The Planning Advisory Service (PAS) from the American Planning Association compiled the *PAS Essential Info Packet: Parking Solutions*[3] which features several case studies and example ordinances pertaining to shared parking and parking management. The Capitol Region Council of Governments *Shared Parking – Fact Sheet*[4] also provides an overview and recommendations for shared parking. The Fact Sheet outlines two approaches to shared parking, including contractual agreements and parking management districts. The City would be using the first approach of a contractual agreement between two adjacent uses. The strategies for that approach include special permit approval, a demonstrated difference in peak parking demand, and creating a contractual agreement. The documents also include keys to success that the City may consider, as well.

[3] *APA PAS Essential Info Packet: Parking Solutions.* 2009.
[4] Capitol Region Council of Governments. 2002. "Shared Parking – Fact Sheet." In *CRCOG Best Practices Manual*. Prepared by Abeles Phillips Preiss and Shapiro.

Another resource in the packet is the *Driving Urban Environments: Smart Growth Parking Best Practice*[5]*.* This guide outlines various parking strategies for local governments to consider. Appendix E outlines these strategies and the objective they aim to achieve.

As the City further develops parking alternatives, city staff may consider consulting with other cities in the region who have experienced similar downtown parking issues and developed solutions, such as the Cities of Plano, Grapevine, Denton, and Lewisville.

Event Parking Recommendations

The parking study also recommended to work with the FBW, St. Anthony's Catholic Church, and other interested participants to develop an event parking plan and event tracking system for Downtown, to be coordinated and maintained by a designated city staff person. Among the goals would be reduced occurrences of conflicting events, and a clear set of procedures, policies and terms for parking use and management during events. Overall, staff recommends seeking a shared parking agreement with the nearby churches to begin the process of creating more parking opportunities.

Increasing coordination between surrounding businesses and organizations is a key recommendation made by Walker Consultants regarding event parking management. An option for event organization could be developing an event tracking system that groups events into different categories by size, which could allow Downtown stakeholders to better plan parking to prevent conflicting occurrences that would induce crowding in the area. To take this a step further, the City could work with stakeholders to develop different parking options or plans based on event size.

The City of Wylie could also explore the option of having valet parking during large events or on weekends. The City of McKinney has implemented a similar program as a part of the curb management practices outlined in their Downtown Parking Management Study. The public service operates on Fridays and Saturdays and is managed by a partnership between two

[5] Maryland, State of. 2002. "Parking Management" and "Parking Design." Chapters 2 and 3 in *Driving Urban Environments: Smart Growth Parking Best Practices.*

downtown businesses. This program utilized an already existing valet service and extended it to other downtown visitors with a fee. Customers can have their parking validated if they visit either of the two participating businesses or opt to pay $7 per vehicle. The City ran a trial period of this service and found it to be successful with 3,800 customers who participated.

Wayfinding and Signage Recommendations

Improving signage and wayfinding to public parking facilities will alleviate the perception that there is no parking available. As unfamiliar users, it was unclear to the review team which off-street parking lots are considered public parking. Signage should be provided at each location where public parking is allowed and could be as simple as a blue “P” parking symbol on the approaches to public facilities. Additionally, wayfinding signs should be placed in strategic locations approaching the Downtown to direct patrons to these facilities. The following photos show two examples of simple, clear parking signage. Signage and wayfinding could also serve as an opportunity to further Downtown branding efforts by integrating parking signage packages with a general wayfinding package sharing information about Downtown with visitors.

Example parking signage



Example parking wayfinding



Imagery Provided by Walker Consultants

The current matter of lacking signage in Downtown could be addressed with the addition of more strategically placed, uniformly styled signage. Placing more signs in and around Downtown could alleviate the perception of a lack of parking serving Ballard Ave. that currently exists, as well as aid visitors in getting to the Downtown core. Current signs are small and/or obstructed by other signs or items in the right-of-way. As addressed in the existing conditions section, there is also a lack of “announcement” that one has made it to Downtown. The City could implement an archway sign or large “Welcome to Downtown Wylie” sign on the outer boundaries of the area to notify visitors of their arrival. An example can be seen in in the following photos.

Example of gateway signage





Imagery Provided by City of Pantego

PEDESTRIAN EXPERIENCE AND SAFETY

Sidewalk and Americans with Disabilities Act (ADA)-compliant curb ramp conditions in Downtown were assessed by NCTCOG and Wylie staff through a walk audit, as previously discussed in the Existing Conditions section. Key conclusions from the audit were 1) there are areas of major disconnect in the sidewalk network throughout the study area, 2) there are sidewalks in need of additional maintenance or resizing, and 3) existing crossings and ADA treatments on Ballard Ave. are not ideal for a safe and comfortable pedestrian experience.

There are various areas within the study site to upgrade sidewalks and ADA ramps to be added. If the City chooses to pursue upgrades, identifying available funding and developing specific priority areas to prioritize key locations will be a crucial first step. When selecting sidewalk improvement projects in the future, two major factors that should be considered include pedestrian safety and providing alternative access to Downtown.

In addition to sidewalk improvements, a number of treatment options exist to improve the pedestrian experience in and around Downtown. One potential option that can allow pedestrians to cross the street more safely are bulb-outs, also known as curb extensions, at intersections throughout the Downtown core (see Exhibit 20). The National Association of Transportation Officials *Urban Street Design Guide*[6] identifies bulb-outs/curb extensions as a way to visually and physically narrow the roadway. Bulb-outs are enlarged pedestrian refuge areas that extend further into the roadway at the intersection, allowing pedestrians to see further down the street and around vehicles parked diagonally without needing to walk into the roadway. Bulb-outs additionally reduce the street crossing distance for pedestrians, reducing the chance of a conflict with a motor vehicle. A bulb-out would be especially effective for pedestrians on the southeast corner of Ballard Ave. and Marble St. because of the large intersection. Inserting a bulb-out here would shorten the pedestrian crossing and, according to the NACTO *Urban Street Design Guide*, can increase space for street furniture, planters, street trees, and other pedestrian amenities.

Other treatment options to increase pedestrian safety could include installing ADA curb ramps at all intersections and driveway cross-sections, as well as upgrading existing curb ramps to current design standards. Curb ramps are critical to providing safe access for mobility- or vision-impaired pedestrians when entering the street from the sidewalk. To maximize accessibility and safety for all pedestrians, curb ramp designs should attempt to meet the best practices for curb

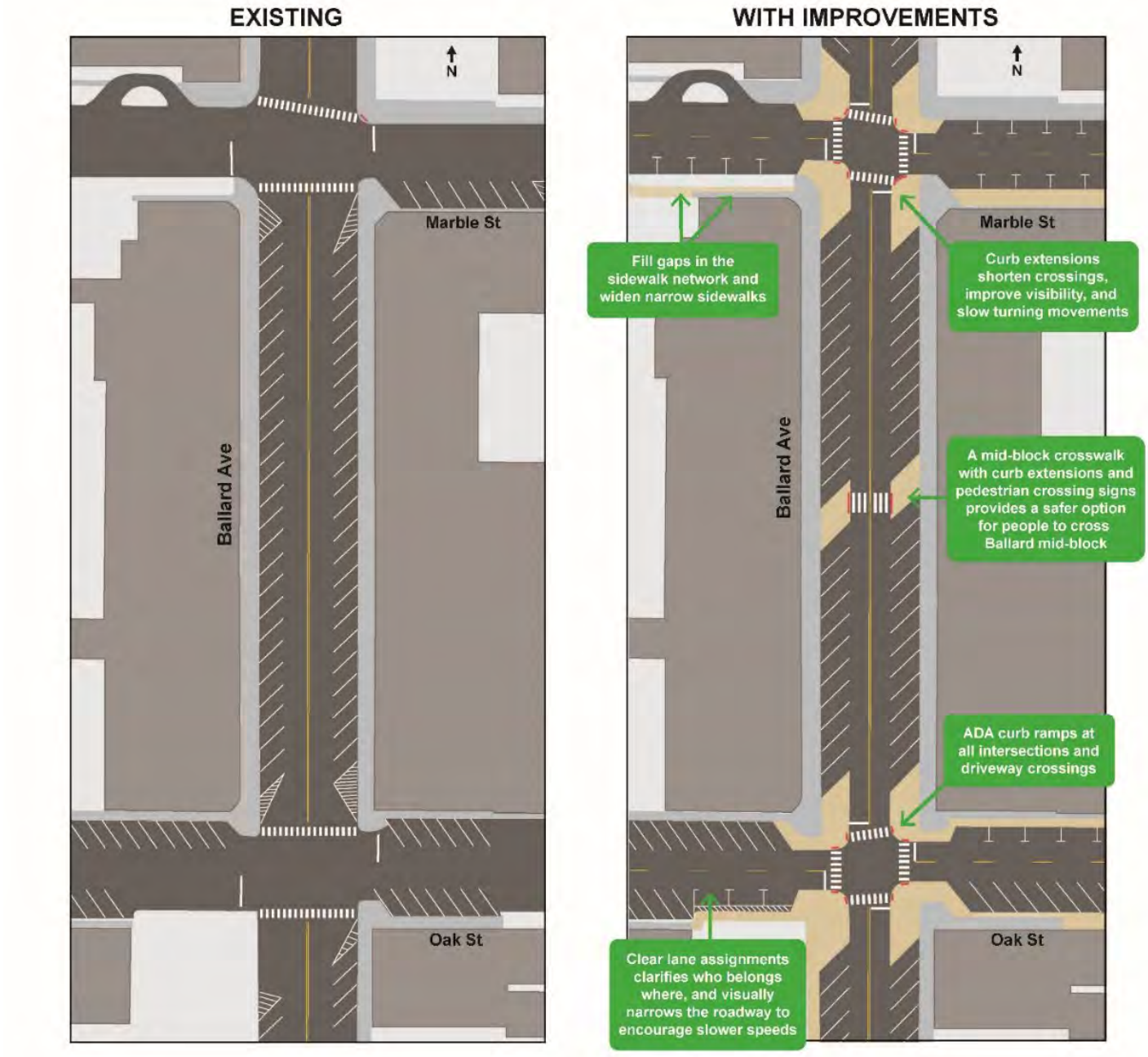
[6] National Association of City Transportation Officials. (n.d.). Retrieved from https://nacto.org/publication/urban-street-design-guide/about-the-guide/

ramp design as determined by the Federal Highway Administration Bicycle and Pedestrian Program (Appendix D). Another source for curb ramp best practices is the Institute of Transportation Engineers' guide, *Design and Safety of Pedestrian Facilities.*

Clear lane assignments through paint and striping would also help alleviate current pedestrian and motor vehicle conflict points along Ballard Ave. Identifying and improving specific parking and driving lane boundaries could make the roadway interactions feel safer among drivers, pedestrians, and those parking. Lastly, traffic calming measures and reduced travel lane widths can help create more narrow travel lanes, which can encourage slower motorist speed. Traffic calming measures could include diagonal parking, bulb-outs, street trees, narrower driving lanes, and other treatments.

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Exhibit 20: Pedestrian and Safety Improvements Concepts



IMPROVEMENT EXAMPLES

Lane Striping/Defining the Roadway



ADA Curb Ramp



Bulb-out/Curb Extension



Mid-Block Crosswalk



LIGHTING

Existing lighting consists of a mixture of streetlamps and pedestrian-scale lampposts. Installing more lampposts or other pedestrian-friendly lighting could make pedestrians feel more comfortable walking at night and as a result, could improve nightlife activity in the Downtown core. Also, some of the current sidewalk lighting obstructs the sidewalk area, as well as planters, so if no sidewalk changes are made installing less bulky lighting could free up space for pedestrians or other activities. The City should assess possible conflicts that could arise with installing new lighting and right-of-way construction, such as underground utilities, electrical components, etc.

More specifically, pedestrian lighting creates better safety for navigating sidewalks and pathways, provides visibility and security at all hours, extends hours a business district is active, encourages walking as part of an active lifestyle, and improves access to transit and other services at night/early morning.

The American Association of State and Highway Transportation Officials published a *Roadway Lighting Guide*[7] that provides information on lighting technologies, roadway lighting safety recommendations, and other criteria on lighting best practices.

PARKING RECONFIGURATIONS

Another major consideration which also affects how the roadway can be configured is the type of parking desired. Exhibit 21 compares the three basic types of parking. Parallel parking requires the least right-of-way which frees up space on the roadway for other uses but allows the least amount of parking to be placed on the roadway. Parallel parking creates better pedestrian and driver visibility but also requires through-traffic to wait while another vehicle is parking. Regional examples of parallel parking in a downtown area include Main Street in Downtown Grapevine and Downtown McKinney, among others. Traditional angled parking increases the amount of parking stalls that can be provided; however, it also requires through-traffic to wait and provides poor visibility when exiting the stall. Back-in parking is a newer

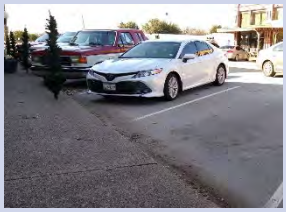
[7] Roadway Lighting Guide (2005), American Association of State and Highway Transportation Officials.

concept that allows safer and easier cargo loading and good visibility when exiting the parking space into traffic. Back-in angled parking allows for vehicle loading at the curb and businesses instead of the street, which provides added safety. It is being used in several cities in the region, including the Cities of Fort Worth, Denton, Arlington, and others. See Exhibit 22 for photo examples of each parking type and additional specifications.

Exhibit 21: Three Basic Types of Parking

Parallel Parking	Traditional Angled Parking	Back In Parking
Uses minimal ROW width	Approximately 6-7 stalls per 100 feet	Better cargo loading
Easier to enter traffic due to increased visibility over angled parking	Provides space to exit vehicle outside of regular traffic	Safer for traffic, bicyclists, and children
Approximately 5 stalls per 100 feet	Lower visibility exiting stall	Better sight distance exiting stall
Driver side door opens into traffic		Increased capacity over parallel parking
		Approximately 6-7 stalls per 100 feet

Exhibit 22: Example Photos of Parking Types

Parallel Parking	Traditional Angled Parking	Back In Parking
		

ROADWAY RECONFIGURATION

A roadway reconfiguration on Ballard Ave. may also add operational improvements to the area. Roadway reconfigurations redesign the existing roadway to meet the goals of the community. They can range from basic restriping up to total roadway reconstruction. Roadway

reconfigurations can increase safety, mobility, and access. This option can also help increase pedestrian comfort and safety by reconfiguring the roadway in a way that reduces speeds and crashes and allows for improved pedestrian infrastructure.

This section will discuss the existing cross-section on Ballard Ave. and two possible reconfiguration concepts and provide benefits and disadvantages of each. Both of the sample reconfiguration concepts explored Ballard Ave. from Marble St. to Oak St.

This plan will outline two possible reconfigurations, which are meant to be high-level concepts. There are various other reconfigurations that the City may choose to explore, which also have specific tradeoffs. The specific elements of the reconfigurations can be considered as comprising a range of techniques that may be considered in the event the City opts to move forward with roadway reconfiguration design and implementation.

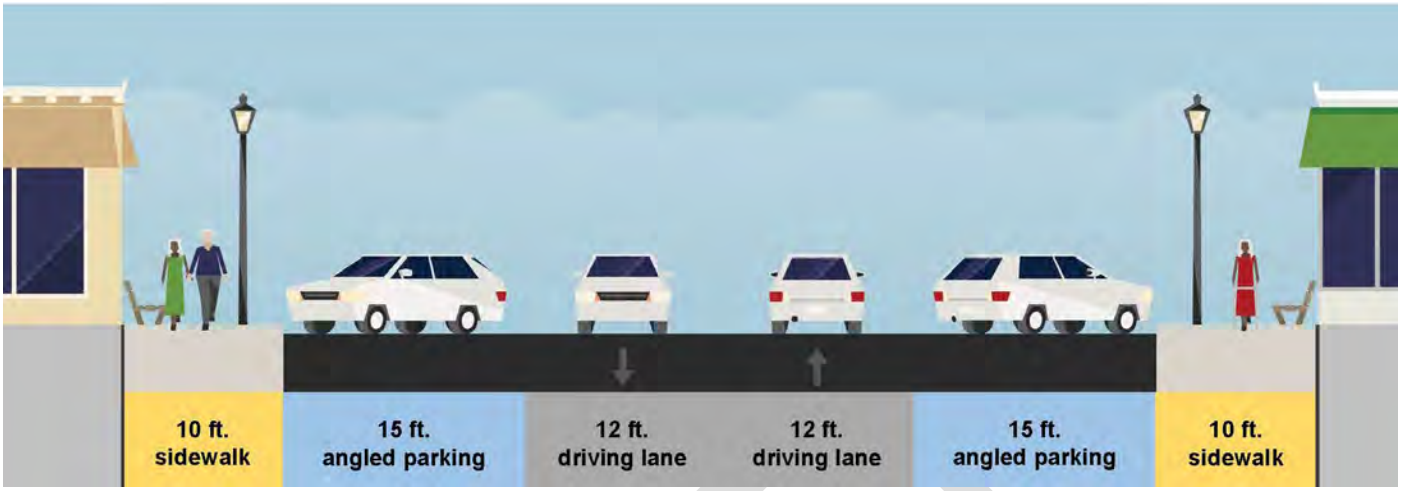
The NACTO *Urban Street Design Guide* states that a 10-foot travel lane width generally provides adequate safety while also deterring speeding. Also, two-way streets with low to medium traffic volume typically benefit from narrow lane width.

EXISTING CROSS-SECTION:

As previously discussed, the existing cross-section along Ballard Ave. consists of 74 feet of right-of-way, divided into 10-foot sidewalks on either side, 15-foot pull-in angled parking on both sides, and a 12-foot travel lane in each direction. See Exhibit 23.

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Exhibit 23: Existing Cross-Section

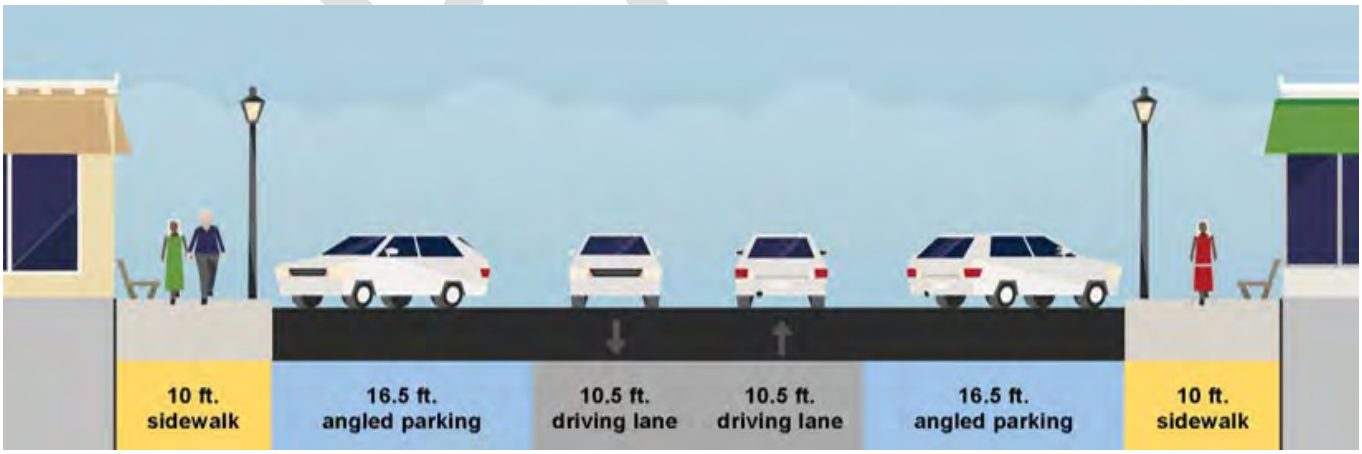


SAMPLE CONCEPT 1:

The first roadway configuration concept, as seen in Exhibit 24, includes a 10-foot sidewalk and 16.5-foot angled parking on both sides of the street, with a 10.5-foot travel lane in each direction.

Exhibit 24: Cross-section Concept 1:

Narrower Travel Lanes, Larger Parking Spaces



Pros

Overall improvements for this concept include lengthening angled parking for improved fitting of larger vehicles, improving the sidewalk/travel lane encroachment issue. The resulting reduced travel lane width would encourage lower traffic speeds, which would increase

pedestrian safety along the corridor. Also, this option would aid with the current crowding issues related to parking because the parking stall size would increase.

Cons

Cons of this option include the sight challenges remaining for both pedestrians and drivers, and the roadway remaining relatively wide. This results in a long crossing distance and therefore longer crossing time for pedestrians, which decreases pedestrian safety. There is also no improvement in the width of the sidewalks. In addition, the narrow 10-foot lanes may result in an increased incidence of side-swipe accidents, particularly with larger trucks. Finally, the 16.5-foot length of the parking stalls, while an improvement of over the existing 15-foot length, may not be long enough to accommodate all larger vehicles.

SAMPLE CONCEPT 2:

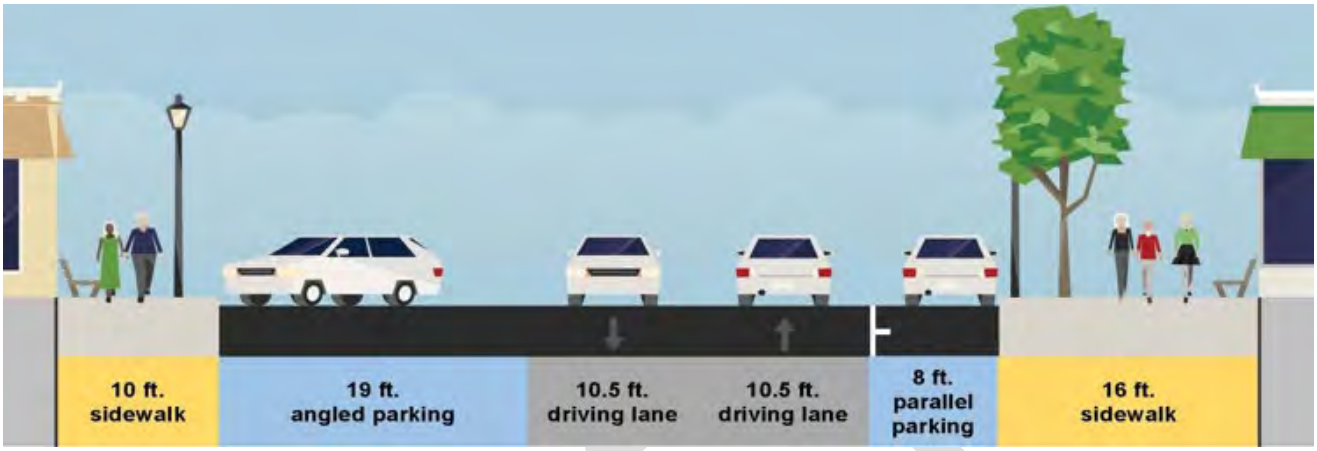
The second roadway reconfiguration concept features the following (see Exhibit 25):

- 10-foot sidewalk on one side
- 16-foot sidewalk on other side
- 8-foot-wide parallel parking on same side as smaller sidewalk
- 19-foot angled parking on same side as larger sidewalk
- 10.5-foot driving lanes in each direction

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Exhibit 25: Cross-section Concept 2:

More Space for Pedestrian Amenities, Parking Tradeoffs



Pros

Improvements for this option include reduced width of travel lanes, which reduces pedestrian crossing distances and may encourage reduced motor vehicle travel speeds; parallel parking on one side, allowing for more space that can be designated to other uses; and widened sidewalks on both sides of the street to create more space for possible café-style seating, street trees, and larger groups of pedestrians. Visibility for drivers and pedestrians is increased by the use of parallel parking on one side, and a shorter travel distance across the street increases safety for pedestrians. Reduced motor vehicle speeds may result in slower traffic and more congestion. In addition to the pedestrian safety benefit, this increased congestion can be a benefit to businesses on Ballard Ave. because drivers moving more slowly through Downtown are more likely to see and frequent businesses, and to view Downtown as a destination versus a place to pass through on their way to somewhere else.

Cons

The “pro” of lower travel speeds that could result from reduced driving lane width is good for pedestrians. However, it could create more traffic congestion on Ballard Ave., especially during peak traffic times. The City will ultimately need to evaluate the tradeoffs associated with the

reduced lane width. If the City wants traffic to move slower through Downtown to increase business visibility, then this option may be beneficial. However, if the City wants traffic to pass through quickly, further analysis of this option should be considered.

Also, option two would reduce the total amount of parking spaces on Ballard Ave. by 15 spaces, although six spots could be gained back through the use of curb extensions. While this option would reduce the number of spaces with immediate access to store fronts, there is adequate parking within a two-block distance from Ballard Ave. which needs improved signage and wayfinding, as discussed in the parking analysis. Finally, while the length of the parking stalls is an improvement over the existing 15-foot parking stalls, they still may not be long enough to accommodate larger commercial vehicles that may visit Downtown businesses.

Additional Considerations and Tradeoffs

Larger commercial vehicles sometimes are parked Downtown to access businesses and the size of parking stalls may not accommodate them, which can result in visibility and congestion issues. As discussed above, there are tradeoffs with any roadway reconfiguration possibilities. In this case, if parking stalls were increased to accommodate larger vehicles, that would take up additional right-of-way and affect the size of the drive lanes and sidewalks. Further study and community input will be needed to determine whether the intermittent presence of large commercial vehicles warrants larger parking stalls, which could affect the provision of wide sidewalks or other features.

There are tradeoffs for any roadway reconfiguration that the City will need to consider moving forward. Obtaining public input on possible cross-section configurations will help the City determine which tradeoffs are more acceptable and would continue to have public support through implementation.

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ONE-WAY VS TWO-WAY STREETS

Another option for Downtown that stakeholders have expressed interest in exploring is converting Ballard Ave. to a one-lane one-way street, using S. Jackson Ave. to the west as the other direction for the couplet. Staff conducted an analysis of the pros and cons of such a conversion versus maintaining the current two-way configuration, reviewed this option considering stakeholders' feedback regarding preferred goals for Downtown, and presented the analysis at the July 27, 2020 stakeholder meeting. Further exploration of this component was outside of the scope of work for the study and will need additional analysis and community input if pursued by the City.

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V. IMPLEMENTATION STEPS AND STRATEGIES

Given the above assessment of the existing conditions and provided recommendations, the City of Wylie should consider the following next steps to further its redevelopment strategy for Downtown Wylie. The following section will outline the major recommended next steps in order of the assumed length of time the recommendation would take to develop.

SHORT-TERM PROJECT COMPONENTS

Parking Program

A short-term, relatively low-cost project component is to develop a parking plan for Downtown Wylie. This plan could consist of the various existing conditions, most significant issues, community input, and recommendations as outlined in this report. The plan could also take a deeper look into the development of a Downtown Parking Corporation, which would manage parking and events in the area. The City should proceed with seeking a shared parking agreement with First Baptist Wylie and investigate developing a detailed event parking management plan with the various Downtown stakeholders. Overall, certain pieces of the parking program could be developed or implemented within a few months, while a detailed plan may take longer.

Wayfinding/Signage

As outlined in previous sections, addressing the perceived parking issue in Downtown will help the City further its Downtown economic development goals. A further look into signage options and placement to direct drivers to already existing public parking available within two blocks of Ballard Ave. could be a good way to start this process. Installing new wayfinding and signage could be a short-term component to implement; however, it could also be medium-high cost depending on if the City would like to engage in a larger and more comprehensive Downtown marketing branding and marketing strategy that includes signage.

Community Engagement

Staff recommends conducting outreach with the general public regarding cross-section concepts, one-way versus two-way streets option, and overall vision and goals for Downtown development. This item could be short-term and relatively low cost to implement and could include a public survey regarding roadway reconfiguration options and meetings aimed at presenting proposed alternatives to the general public for feedback. Plans such as this one are more likely to be accepted by the community and implemented by the City if there is a thorough public outreach and vetting process.

Sidewalk Improvements

Another short-term item staff recommends is identifying priority areas for sidewalk improvements and seeking or allocating funds to such areas. Managing some of the previously identified sidewalk obstructions could also be done in the interim.

MID-TERM PROJECT COMPONENTS

Budget and Funding Strategies

Preparing a budget will help further outline priority areas for specific project components. There are many places to apply funding in Downtown Wylie currently, so attaching a monetary component will enable the City to list its priority areas and outline future projects. Further community engagement will be beneficial to assess City priorities.

A combination of funding sources will be necessary to achieve community goals for Downtown Wylie. As is typical in any infrastructure improvement project, a myriad of options are available, including both public and public/private partnership sources. The following discussion outlines some key funding sources and strategies that can be used to secure the necessary funding for Downtown Wylie improvements.

Capital Improvements Programs

Capital Improvement Programs (CIPs) consist of scheduling selected physical plans and facilities for a community over a certain period of time. Improvements are based on series of

priorities, often set by the community, stakeholders, and the City. A CIP would allow the City of Wylie to budget for infrastructure improvements through prioritization.

Bonds

Municipal bonds are issued by municipalities to raise funds necessary to pay for desired infrastructure and other capital improvements. Bonds are attractive to investors because they offer tax free interest and are guaranteed investments. A bond could be a creative solution to fund the cost of infrastructure improvements in Downtown Wylie.

The City should consider coordinating with Collin County on possible partnerships in future county bond initiatives.

Public Improvement District

A Public Improvement District (PID) is a special assessment area created so that property owners finance specific types of maintenance or improvements. A PID can fund supplemental improvements (including infrastructure, landscaping, and design elements) that would not otherwise be constructed. In general, a PID should serve a very specific purpose, and needs to be self-sufficient so it does not impact the standard services that are provided by the City. PIDs should only be implemented in targeted areas of a community.

The creation of a PID around Downtown Wylie would help fund the infrastructure improvements and help the area achieve unique aesthetic, design, and character-making goals.

A PID would be most likely to succeed if the business owners, landowners, and other stakeholders agreed that its creation would spur positive change along the corridor and to their properties.

Tax Increment Financing District

A Tax Increment Financing (TIF) District is a special area where the increment in tax revenue is used within the district for capital improvement projects. As new development results in higher property values, the value of the resulting tax increase is paid into the TIF fund, which is used to finance improvements such as landscaping, lighting, renovations, demolitions, etc. The goal

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of a TIF is to leverage existing public and private investment to fund additional public improvements in the designated area. TIFs are a creative a way for a community to invigorate a specific area without drawing funds from other municipality coffers.

Transportation Alternatives Set-Aside Program

The Federal Highway Administration funds the Transportation Alternatives Set-Aside (TA Set-Aside) Program, a set-aside of the Surface Transportation Block Grant Program. General types of eligible projects include on- and off-road pedestrian and bicycle facilities, shared-use paths, Safe Routes to School projects, and related pedestrian and bicycle safety countermeasures. Specific project eligibility is determined with each TA Set-Aside Call for Projects. Funding was awarded for the last TA Set-Aside Call for Projects in 2020. Calls are generally anticipated to take place approximately every two years, but their timing and scope is dependent on future federal funding levels.

The addition of shared-use paths, pedestrian amenities, and the completion of a connected sidewalk network could make the project a candidate for submission for a TA Set-Aside grant.

Zoning

Staff recommends the City complete further study of the feasibility of implementing form-based codes in Downtown Wylie. To be successful, this would require extensive public outreach and education regarding what is being proposed, the goals, and the benefits and impacts. Implementation of a form-based code could happen anywhere from short-long term, depending on the scale of what is implemented and the degree of public acceptance of the change.

LONG-TERM PROJECT COMPONENTS

Roadway Reconfiguration

The roadway reconfiguration concepts provided in Section IV should be further studied by the City for community input on alternatives, funding, feasibility, and cost. Also, further study will be needed to assess the feasibility of a one-way versus two-way option, including public outreach, cost estimates, and preliminary engineering. If either is implemented, it will likely be years before the roadway begins construction and the City needs to assess the subsequent impacts on

Downtown. This project component is long-term and high-cost due to the nature of construction project timelines and funding requirements.

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Appendix A



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. Handicap access outdated @ Brown; 1st
2. " " " @ Jefferson; 1st
3. Clean up and maintain grass & weeds
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6.
7.
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19.
20.

Numbers continued on back

What to Look For

Pleasantness of Walk:
- Is the area pleasant for walking with buffers from the street?
- Are there sidewalks on both sides of the street? Are the sidewalks wide or narrow?
- Is the sidewalk shaded by trees?
- Are there resting places for pedestrians?

Maintenance and Obstructions:
- Are sidewalks generally clear of obstructions?
- Is the sidewalk smooth or are there cracks or uneven surfaces?

Wayfinding:
- Are there signs to help pedestrians find important destinations?
- Are street names clearly visible?
- Do signs display a simple and clear message?

Street Crossings & Intersections:
- Is it easy / safe to cross the street?
- Is there a crosswalk? Are the lines well painted and in good condition?
- Are crosswalks located where people want to cross?
- At traffic signals, are there pedestrian push buttons? Do they give enough time to cross?
- Are there curb ramps for wheelchairs, strollers, etc.?

Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. Need textile bumps on First
2. Fix drainage
3.
4.
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Numbers continued on back

What to Look For

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- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. narrow bar
2. stop sidewalk
3. fast traffic
4. No shade
5. Cars in way
6. No sidewalk
7. overgrown
8. No sidewalk
9. Narrow
10. No ramp
11. Overgrown
12. weed now
13. Narrow
14. No sidewalk
15. No sidewalk
16. No sidewalk
17. No sidewalk / parking / sewer
18. Parking
19. Traffic
20. Bullet hole

Numbers continued on back

What to Look For

Pleasantness of Walk:
- Is the area pleasant for walking with buffers from the street?
- Are there sidewalks on both sides of the street? Are the sidewalks wide or narrow?
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- Are there curb ramps for wheelchairs, strollers, etc.?

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- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. Overgrown tree limbs
2. Side walk uneven at the end of Jefferson and brown
3. Sidewalk walk to close to traffic
4. Cable broke off of brown/keefer
5. Debris is on keefer
6. Tree hanging tree limbs on keefer
7. [illegible] w Parker & Jefferson!!
8. Unfinished concrete on cotton belt
9. Overgrown plants on pole on oak
10. extened driveway
11. No side walk walking towards Elliot
12. Trash in front of houses on Elliot
13. No side walk on Elliot
14. Debris on Birmingham
15. No Side walk Birmingham
16. Bullet holes on stop sign at birmingham
17.
18.
19.
20.

Numbers continued on back

Pieper



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. over grown tree limbs & bushes / steep grade
2. of sidewalk at Jackson & Brown / traffic
3. speed along Brown and sidewalk so close
4. to roadway / cable hang down safety hazard /
5. Keefer low hanging tree limbs / poor drainage
6. and dead tree limbs in the ditch / very
7. poor maintenance from home owners / bulk pickup
8. on tree limbs needs to be weekly in wylie.
9. to mush trash and debris all over /
10. Cotton Belt broken green box lid in sidewalk hazard /
11. lack of sidewalk on Cotton Belt / a few sidewalk
12. trip hazards / 307 Cotton Belt pickup blocking
13. driveway / lack of sidewalks / old gas meter
14. pipe left sticking out of the ground / tear ble
15. maintenance mowing & weed-eating of land owners /
16. Eliot dead end has no crossing over tracks /
17. where there is curb the gutters are a mess /
18. Bullet holes in stop sign Burmingham & Marble /
19. no crossing for walkers at RR tracks
20.

Numbers continued on back

What to Look For

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- Are there curb ramps for wheelchairs, strollers, etc.?

Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. Install more benches for residents to sit
2. Install some shop direction signs
3. Cross walk at all 4 Corner at Marble and Ballard
4. Jackson and Hwy 78 Cross walk across Hwy 78
5. More Sidewalks going down Jackson
6. Electronic cross walk going down Ballard instead of Roadway cross road sign
7. Side Walk in front of pawn shop of Ballard
8. Needs install sidewalk from Ballard Hwy 78 down to Marble
9. Up to date ADA Handicap Ramps
10. Marble St. Behind Draper Need sidewalks
11.
12.
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Numbers continued on back

What to Look For

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Notes:

1. Low Branches
2. Slope of Ramp
3. Proximity to Road
4. Vehicle Speed
5. Low Branches
6. Not Maintained
7. No Sidewalk
8. No Sidewalk or Ramp
9. No Sidewalk
10. No Sidewalk
11. Not Maintained
12. Sidewalk Inconsistent
13. Hedges Over Sidewalk
14. No Sidewalk Over Crossing
15. Stop Sign has Been Shot
16.
17.
18.
19.
20.

Numbers continued on back

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Notes:

1. sidewalk too narrow
2. first and brown ramps need textile bumps
3. driveway too steep
4.
5.
6.
7.
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11.
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- Why or why not?



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Notes:

1. under sidewal at ballard
2. No shoulder on bridge eastbound
3. No side walk east end of goodson,
4. steep abo ramp
5. No sidewalk
6. Step drop on side ramp
7. bad
8. Narrow
9. No shoulder
10. Good pedestrian
11. No shoulder
12. No sidewalk
13. No side walks
14. Narrow sidewalk
15. bad ramp
16. Narrow
17. walk & shoulder
18. Narrow
19. _____
20. _____

Numbers continued on back

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- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

Cathom O.



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

Safety Study

1. Could be wider, Shoulder S, Sun N
2. Shade?
3.
4.
5.
6.
7.
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Numbers continued on back

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Safety / Security:
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- Why or why not?



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Notes:

1. Wider sidewalk by brown house
2. Directional pads better placed
3. No sidewalk on Brown / Jackson
4. Old ADA ramp at Jachson / Jefferson
5. No shade on sidewalk west side Wyatt Public (Dollar
6. Great Shade at Farmers Co-Op
7. Sidewalk ends randomly @ first baptist
8. No sidewak @ First / Jefferson
9. ADA Ramp needs work @ 2nd and Marble
10. Wide sidewalk and shaded at first / [redacted] Jefferson
11. _____
12. _____
13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____

Numbers continued on back

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Notes:

1. unmarked crosswalk by brown house
2. Wide sidewalk by brown house
3. ramp on Jackson and Jefferson too steep.
4. no shade on ~~front~~ side of wylie baldwin church
5. sidewalk ends randomly behind FBC on first st.
6. no sidewalk on east side of first st.
7. no actual ramp on second and marble.
8. narrow sidewalk on 2nd st.
9. no shade on 2nd st.
10. Slanted sidewalk on brown st.
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Numbers continued on back

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- Are crosswalks located where people want to cross?
- At traffic signals, are there pedestrian push buttons? Do they give enough time to cross?
- Are there curb ramps for wheelchairs, strollers, etc.?

Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. No ramps for sidewalk
2. No sidewalk
3. No crosswalk / has drainage issues (same area as #2)
4. No crosswalk
5. Sidewalk width inconsistent / Not visually pleasing
6. No ramps / crosswalks
7. No sidewalk
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Numbers continued on back

What to Look For

Pleasantness of Walk:
- Is the area pleasant for walking with buffers from the street?
- Are there sidewalks on both sides of the street? Are the sidewalks wide or narrow?
- Is the sidewalk shaded by trees?
- Are there resting places for pedestrians?

Maintenance and Obstructions:
- Are sidewalks generally clear of obstructions?
- Is the sidewalk smooth or are there cracks or uneven surfaces?

Wayfinding:
- Are there signs to help pedestrians find important destinations?
- Are street names clearly visible?
- Do signs display a simple and clear message?

Street Crossings & Intersections:
- Is it easy / safe to cross the street?
- Is there a crosswalk? Are the lines well painted and in good condition?
- Are crosswalks located where people want to cross?
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Please Note Driver Behavior:
- Speeding
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Safety / Security:
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- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. SIDEWALK ENDS @ 306 - BROWN
2. TRASH CANS SCATTERED EVERYWHERE
3. TREES + DIRT, NO GRASS
4. LANDSCAPING IN WALK PATH
5. COMFORTABLE BUT UGLY, FEW MINOR DRAINAGE
6. NARROW WALK ~~[illegible]~~ UNEVEN SURFACE
7. VERY LOUD, TRUCKS CLOSE S. OF INTERSECTION
8. NEED CROSSWALK
9. DIFFICULT, FORCES PEOPLE TO 2FT SPOT
10. HOLES IN FRONT OF RECORD STORE
11. NO SIDEWALK OR RAMPS
12. UNCOMFORTABLE TO WALK, UGLY
13. PEOPLE FORCED TO TAKE ALLEY WAY - FAIR AMT OF TRAFFIC
14. LIGHTING OFF BALLARD IS BAD, BRING IN GENERATOR LIGHTS FOR EVENTS
15.
16. SOME UNPAVED ALLEYS IN AREA ☆
17. BULBOUT @ OAK + BALLARD
18. COULD USE MORE STREET SIGNS
19. MARBLE & JACKSON - CROSSWALK NEEDED
20. JACKSON IS HUGE & UNDERUSED

PUBWORKS ACTION PLAN - 2012?
FROM LEFTOVER BOND MONEY

Numbers continued on back

What to Look For

Pleasantness of Walk:
- Is the area pleasant for walking with buffers from the street?
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- Are there curb ramps for wheelchairs, strollers, etc.?

Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

- BALLARD SHUT @ BROWN + 78
- BETTER WAYFINDING LOCALLY + ON 78

☆ WEBINAR ON ROI OF WALKABLE INFRASTRUCTURE

Pieper



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. sidewalk trip hazards / need sidewalks
2. finished out at 306 Jackson / dumpsters
3. and trash 306 / reserfes parking lot at
4. apartments
5. ramps on marble / landscaping / drainage
6. issues at marble and Jackson / no sidewalk
7. crosswalk striping / pole no sign / striping faded
8. tree limbs and bushes over grown
9. gutter are full of debris along Burmingham
10. sidewalk width 3' / code emforcement tree
11. limbs / sidewalk widths 3'-4'-5'-6'
12. businesses and home owner not keeping up with
13. maintence / feel very unsecure walking along
14. S. Ballard / no crosswalks / junk along the curb
15. and gutters S. Ballard / fire hydrent in the
16. middle of sidewalk / poor lighting at
17. night
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Numbers continued on back

What to Look For

Pleasantness of Walk:
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Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
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Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. sidewalk 306 & Brown
2. Ramp @ desired crossing
3. Drainage issue Marble & Jackson
4. sidewalk stoppages
5. lack of shade on sides of Ballard
6.
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Numbers continued on back

What to Look For

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- Are there curb ramps for wheelchairs, strollers, etc.?

Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. Sidewalk ends Brown / Jackson
2. drainage issues
3. trees in RK why / more protected
4. vegetation
5. drainage / sidewalk in RK still
6.
7.
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10.
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Numbers continued on back

What to Look For

Pleasantness of Walk:
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- Are there curb ramps for wheelchairs, strollers, etc.?

Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. No pedestrian walkways or warnings
2. @ Jackson & Marble
3.
4. no SW's or paths to walk
5. safely past the RR tracks to DT
6.
7. Hard to walk on SW's due to
8. foliage & landscaping
9.
10. Elliot & Keefer dead ends
11. with no access to DT
12.
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Numbers continued on back

What to Look For

Pleasantness of Walk:
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- Not yielding to pedestrians
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Please Note Driver Behavior:
- Speeding
- Not yielding to pedestrians
- Excessive pollution / exhaust

Safety / Security:
- Do you feel exposed to traffic?
- Do you feel safe walking in the area?
- Why or why not?

As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. crosswalks
2. lighting
3. sidewalk extins & repairs
4. inlarging downtown
5.
6.
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Numbers continued on back



As you take part in the walk audit within the area indicated in red to the left, please take descriptive notes and write the specific number at the location on the map.

Notes:

1. NO Cross walk or Ped Signs Jackson/marble/OAK
2. Sign letting residents know whats down town and where at
3. Side walks dont go completly to neighbord from downtow
4. City benches for residents to rest.
5. More lighting for area
6. Up grade some of the run down houses close to rail road
7. Elliot Has no easy access to Downtown
8. Extend Downtown to Birmingham
9. Add parking spots on Jackson
10.
11.
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Numbers continued on back

What to Look For

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- Is the area pleasant for walking with buffers from the street?
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Safety / Security:
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- Do you feel safe walking in the area?
- Why or why not?

Appendix B

NOVEMBER 1, 2019

The City of Wylie is located largely within Collins County and has a population of approximately 50,000 people. Its historic Downtown Wylie area is located north of Texas Highway 78 on and around Ballard Avenue, and is home to several churches including the First Baptist Church of Wylie, St. Anthony's Catholic Church, Citipointe Church and the Wylie Bible Church. Parking availability on weekdays during lunchtime and on weekends during Church services and special events Downtown have been identified as an issue by Wylie officials and stakeholders.

The purpose of this deliverable is two-fold:

- To provide Wylie and NCTCOG with a preliminary assessment of existing parking conditions during the weekday lunchtime period on Ballard Avenue, in public off-street parking lots, and in the First Baptist Church's parking lots.
- Provide recommendations for further data collection and analysis, preliminary ideas for managing event parking demand, and a list of potential issues.

PARKING FOCUS AREA

The study area for this effort incudes Ballard Avenue between Jefferson Street and Texas Highway 78, Jefferson Street, Marble Street and Oak Street between Jackson Avenue and 1st Street, striped on-street parking on Jackson Avenue between Jefferson Street and Texas Highway 78 and select off-street parking facilities. Figure 1 shows the study area and the facilities included in the data collection effort.

The delineation of study area blocks was developed as a way to gather information on a more granular level than a full study-area wide analysis would allow. Certain blocks were extended and/or are larger, such as Block 4, to incorporate the entirety of First Baptist Church's off-street parking supply.

NCTCOG's overall study area extends from Brown Street to the north, 2nd Street to the east, Texas Highway 78 to the south and Birmingham Street to the west. The parking focus area boundaries include Jefferson Avenue to the north, 2nd Street to the east Texas Highway 78 to the south and Jackson Avenue to the west. While the City has identified Brown Street as the northern boundary of Downtown Wylie, a smaller parking focus area was selected for data collection as there was little parking activity on the excluded streets during the peak weekday lunchtime timeframe.

Figure 1: Downtown Wylie Parking Study Area



Walker staff visited the study area on Thursday April 4, 2019 to compile an inventory of the on-street parking in the study area as well as publicly-available/First Baptist Church off-street parking within the study area. Additionally, Walker collected an occupancy count during the lunchtime hour. According to stakeholders, the lunch hour is one of the most challenging time periods for parking and mobility and occurs on a daily basis during the week. Other challenging times identified during the week include days when events are held and during times that the First Baptist Church has services.

EXISTING PARKING INVENTORY

One of the challenges identified in the kick-off/stakeholder meeting was that infrequent patrons may not know that certain lots are publicly available due to a lack of clear signage. For example, the First Baptist Church's parking lots have availability on weekdays, and the Church has historically allowed employees and patrons of nearby businesses using their parking facilities during non-peak Church times. Additionally, the City parking lots, on the Northwest corner of the Jackson Avenue/Oak Street intersection, and on the east side of Jackson Avenue

between Marble Street and Oak Street, are not signed in a manner that alerts patrons that they are publicly-available parking facilities.

Figure 2: Study Area Parking Inventory (Number of Parking Spaces)



Source: Walker Consultants, 2019

Overall within the study area, there are 209 striped on-street parking spaces, 85 of which are on Ballard Avenue, and 593 off-street parking spaces. 502 of the spaces belong to First Baptist Church and the remaining 91 are publicly owned.

It should be noted that the 54 off-street parking spaces in Block 2 will be displaced by a planned development project in the near future.

EXISTING PARKING OCCUPANCY AND PARKING CONDITIONS

Walker staff recorded parking occupancy in the study area at 12:30 PM on Thursday, April 4, 2019 to capture typical lunchtime conditions in the Downtown.

Figure 3 summarizes the overall level of occupancy observed by space type, while Figure 4 shows observed occupancy ranges by parking lot/block face.

Figure 3: Overall Study Area Parking Occupancy by Space Type, Thursday April 4, 2019

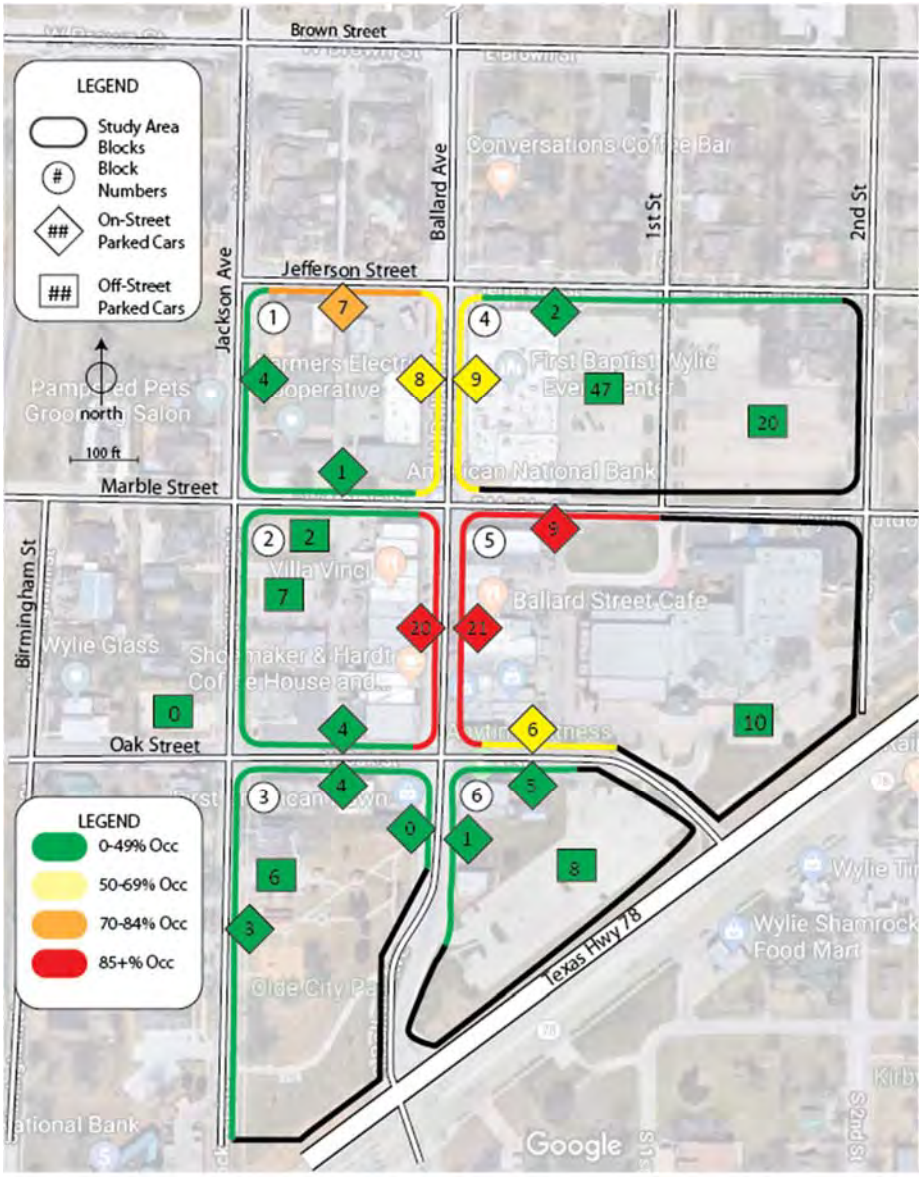
Space Type	Inventory	Occupancy	%
On-Street Total	209	104	50%
Off-Street Total	593	100	17%
First Baptist Lots	502	85	17%
'Public' Lots	91	15	16%

Source: Walker Consultants, 2019

While on-street parking along the core of Ballard Avenue (between Oak and Marble Streets) and Marble Street east of Ballard Avenue are at or approaching full capacity, other on-street parking in the study area was less than 70% full on a block face by block face basis, with the majority of the block faces not on or adjacent to Ballard Avenue having occupancies in the 0-25% range.

Off-street parking in the study area was also lightly utilized, with public parking lots under 20% utilized, and the First Baptist Church lots also under 20% utilized except for the lot adjacent to the First Baptist Wylie Event Center which was 46% utilized. Occupancy totals are depicted in the figure below (Figure 4).

Figure 4: **12:30 PM** Parking Occupancy



Source: Walker Consultants, 2019

Appendix A contains a complete list of the on-street block faces and off-street parking lots at which parking inventory and occupancy data was collected as part of this analysis.

In addition to the parking occupancy counts, Walker staff made the following observations related to parking:

- During the time Walker was in the study area, the parking spaces on Ballard Avenue appeared to turn over indicating that employees of the adjacent businesses are generally parking elsewhere, leaving the closest spaces available for customers.
- There is a lack of public parking signage denoting where public parking is allowed.

- Once off Ballard Avenue, the pedestrian environment becomes more difficult to navigate in some cases; sidewalks are missing in some areas and narrow in others. This challenging pedestrian environment makes parking in underused areas a less attractive option for patrons.

CONCLUSIONS, RECOMMENDATIONS, AND ITEMS FOR CONSIDERATION

Overall, there is adequate parking supply in the Downtown area to accommodate the existing lunchtime (typical peak weekday) parking demand generated by the retail and dining uses along Ballard Avenue and adjacent/parallel streets. However, the most convenient spaces – on-street parking on Ballard Avenue between Marble and Oak – are generally full at lunchtime, while spaces a block or two away sit empty.

Walker reviewed available automated pedestrian counter data collected on Ballard Avenue in Downtown Wylie in June/July 2019. Pedestrian volumes on Saturdays is approximately two times higher than on weekdays, and pedestrian volumes on June 29th, 2019 during the Wylie Bluegrass on Ballard Car and Motorcycle show was approximately 4.5 times higher than the average Saturday.

Walker offers the following recommendations for consideration with respect to areas for additional study, policy, outreach and event management:

- Conduct additional data collection, including collection of parking inventory and occupancy data in Downtown on both a Saturday and a Sunday and during both a City event in the Downtown and a First Baptist Church of Wylie event, as well as parking turnover analysis along Ballard Avenue on a typical weekday and Saturday.
    - Key information to obtain include the extent to which the churches in the study area rely on on-street and public parking facilities for parking during their largest weekend services, and to what extent local events rely on the churches making their parking available to the public during the event.
- Improve signage at and wayfinding to public parking facilities.
    - As unfamiliar users, it was unclear to the Walker team which off-street parking lots are considered public parking. Signage should be provided at each location where public parking is allowed and could even be as simple as a blue “P” parking symbol on the approaches to public facilities. Additionally, wayfinding signs should be placed in strategic locations approaching the Downtown to direct patrons to these facilities. Figures 5 and 6 show two examples of simple, clear parking signage.
    - Signage and wayfinding could also serve as an opportunity to further branding efforts by integrating parking signage packages with a general wayfinding package sharing information about Downtown with visitors.

Figure 5: Parking Signage Example #1



Source: Walker Consultants, 2019

Figure 6: Parking Signage Example #2



Source: Walker Consultants, 2019

- Work with private entities, such as the First Baptist Church of Wylie and St. Anthony's Catholic Church to formalize the allowance of public parking on weekdays.
    - Church uses are predominately weekend uses and they may be amenable to formalizing the allowance of public parking or employee parking in their parking lot during weekdays. Based on discussions during the stakeholder kick-off meeting, this already occurs on an ad-hoc basis with the First Baptist Church of Wylie's parking lots.
    - A formal agreement would also help alleviate concerns Church representatives expressed about allowing regular public parking on their property, including liability concerns and insurance, lot maintenance, and hours of public availability.
- Work with the First Baptist Church of Wylie, St. Anthony's Catholic Church, and other interested participants to develop an event parking plan and event tracking system for Downtown, to be coordinated and maintained by a designated City staff person. Among the goals would be reduced occurrences of conflicting events, and a clear set of procedures, policies and terms for parking use and management during events.

- Event could be grouped into categories depending on size (small, medium, large), with a different protocol for each category
- For small events, the City might elect to have the event host fill out a form identifying the date and time of the event and the expected number of attendees/vehicles associated with the event. The event would remit a small administrative fee based on the number of vehicles anticipated.
- For medium-sized events, the City could again require the completion of a form, along with additional stipulation such as dictating where event flyers/information should direct attendees to parking, and collection of a per vehicle parking fee (surcharge) to help the City cover potential increased costs related to parking lot maintenance, police enforcement and waste removal.
- For large events the City should consider all of the above, and additionally, the event would need to work with the City and, likely, First Baptist Church (assuming the event is not being held by the Church) to identify where event patrons should be directed to park, and if necessary, the assessment and implementation of a shuttle system from remote parking to the event.

CONCEPTUAL ALTERNATIVE PARKING CONFIGURATIONS ON BALLARD (JEFFERSON TO OAK)

The pedestrian environment in Downtown is challenging, both on side-streets which have narrow, discontinuous, and/or missing sidewalks and on Ballard Avenue which has wider sidewalks that are encroached upon by overhanging vehicles as well as sidewalk clutter. This makes surface parking lots, such as the one on the northwest corner of the Oak Street/Jackson Street intersection unappealing and underutilized. A discussion of the current configuration and alternatives is provided below.

CURRENT CONFIGURATION: FRONT-IN ANGLED PARING

- Pros:
  - Angled parking maximizes on-street parking inventory,
  - Angled parking is easier to pull into/out of than parallel parking.
  - Leaving the configuration at the status quo is the lowest cost option.
- Cons:
  - Vehicles overhang the curb on Ballard Avenue reducing the functional width of the sidewalk.
  - Angled spaces are typically 18 feet deep (parallel spaces are typically 8 feet wide) consuming a larger portion of the roadway cross-section.
  - Front-in angled parking is generally considered the least complementary option for alternative modes and has the highest potential for vehicle to vehicle conflict, given the width needed to accommodate it and the need for vehicles exiting to back into the travel lane.

ALTERNATIVE CONFIGURATION: PARALLEL PARKING ON BOTH SIDES OF STREET

- Pros:
  - Parallel parking on both sides of the street could potentially reduce the curb to curb cross section by up to 20 feet (10 feet on each side). This space could be used to widen sidewalks and/or to provide a protected bicycle lane on each side of the street.
  - Vehicles cannot overhang the curb when parked in a parallel configuration.
  - Pedestrian conditions on this segment of Oak Street could be improved, providing a better linkage between the parking lot on the northwest corner of the Oak Street/Jackson Street intersection and Ballard Avenue.
  - Parallel parking maximizes speed reduction on the roadway, if that is a goal

- Cons:
  - Conversion to parallel parking would reduce on-street parking inventory. Ballard Avenue between Jefferson Street and Oak Street currently has 50 angled spaces. Based on preliminary review, assuming a 22-foot stall length, if converted to parallel parking there would be room for approximately 28 parking spaces, a reduction of 22 spaces. Based on the fieldwork Walker performed, the loss of on-street parking could easily be accommodated on side streets and on off-street parking facilities that are currently underutilized.
  - Parallel parking spaces can be more difficult to enter and exit particularly on a busy street. Need to determine corridor priorities.

ALTERNATIVE CONFIGURATION: PARALLEL PARKING ON ONE SIDE WITH FRONT-IN ANGLED PARKING ON OTHER

- Pros:
  - Parallel parking on side of the street could potentially reduce the curb to curb cross section by up to 10 feet. This space could be used to widen sidewalks on one or both side of the street.
  - Splits the difference in terms of the amount of parking inventory lost versus parallel on both sides.
  - Creates a chicane effect (traffic calming measure).
- Cons:
  - Loss of parking spaces where angled parking is converted to parallel parking. Based on the fieldwork Walker performed, the loss of on-street parking could easily be accommodated on side streets and on off-street parking facilities that are currently underutilized.
  - Potential arguments over which side of the street to convert to parallel parking. It should be noted there are examples of communities where the parking 'jogs' in that on one block, for example, the east side will be angled and the west side parallel, and then on the next block the east side will be parallel, and the west side angled.
  - Parallel parking spaces can be more difficult to enter and exit particularly on a busy street. Need to determine corridor priorities.

ALTERNATIVE CONFIGURATION: ONE-WAY CONVERSION

Note that this option would require further traffic analysis and determination of the appropriate parallel street to convert to one-way in the other direction to complete the couplet. The discussion below assumes Ballard would have only a single travel lane.

- Pros:
  - Could maintain angled parking on both sides of the street No reduction in available parking supply.
  - Reduction to one travel lane would provide 8-10 feet of roadway width that could instead be used for wider sidewalks on both sides of the street,
  - Would slow traffic through the downtown core.
- Cons:
  - Additional traffic on parallel streets, including the potential for a street to become a by-pass for vehicles trying to avoid Ballard Avenue altogether.
  - Reduced roadway capacity – which is not necessarily a con depending on the goals of the community.

ADDING INVENTORY THROUGH ABOVE-GRADE PARKING STRUCTURE

Another option for increasing parking capacity in Downtown would be to construct an at-grade parking garage. Given Walker's observations related to parking occupancy in the study area, the addition of a parking structure to Downtown would not necessarily be highly utilized nor address the core behavioral issue related to parking, which would be best addressed through management of existing parking spaces.

However, given there is a level of interest in understanding the general costs, benefits and tradeoffs of a parking structure, Walker has provided the following commentary:

STRUCTURE COSTS

A basic (limited architectural elements and façade) above-grade parking structure would cost around $16,000 per space, excluding land acquisition costs, for an efficient long-span parking structure. The minimum footprint required for an efficient structure of this type is typically 120-125 feet wide by 160 feet long for a two-bay garage. A smaller structure would be less efficient, and therefore cost more per space since more of the area would be devoted to ramping and turns.

Based on Walker's field review of the area, the most likely sites for an efficient structure would be the following:

- West half of the block bounded by Marble Street, Ballard Avenue, Oak Street and Jackson Avenue (Block 2 in the figures).
    - This area is already slated for a future development, which would inhibit the selection of this site.
- On the surface parking lot behind the First Baptist Wylie Event Center.
    - This would require a public-private partnership between the City and the Church as well as execution of a use agreement.

It should be noted that since both options would eliminate existing surface parking, the cost per net new space would be higher than $16,000.

The benefits of a parking structure would be the additional capacity it would provide during events and on Sundays. However, it would likely sit empty throughout the day and evening on weekdays and would not be the first choice of patrons of Downtown businesses. There would still be a tendency for patrons to fill put the most convenient on-street parking first, and the perception of inadequate parking may still remain even with the construction of a structure. A parking structure may also be out of place/out of character with the rest of Downtown Wylie, although this could be ameliorated through architectural elements.

APPENDIX A – LIST OF ON AND OFF-STREET PARKING FACILITY INVENTORY AND OCCUPANCY COUNTS

On-Street Parking Facilities

Block	Facility	Stall Type	Inventory	Occupancy 12:30 PM	%
1	On-Street: Jefferson	Unrestricted	10	7	70%
1	On-Street: Ballard	Unrestricted	12	8	67%
1	On-Street: Marble	Unrestricted	4	1	25%
1	On-Street: Marble	ADA	1	0	0%
1	On-Street: Jackson	Unrestricted	22	4	18%
1	On-Street: Jackson	ADA	1	0	0%
2	On-Street: Ballard	Unrestricted	22	20	91%
2	On-Street: Ballard	ADA	2	0	0%
2	On-Street: Oak	Unrestricted	11	4	36%
3	On-Street: Oak	Unrestricted	15	4	27%
3	On-Street: Ballard	Unrestricted	2	0	0%
3	On-Street: Jackson	Unrestricted	12	3	25%
3	On-Street: Jackson	ADA	2	0	0%
4	On-Street: Jefferson	Unrestricted	12	2	17%
4	On-Street: Ballard	Unrestricted	18	9	50%
5	On-Street: Marble	Unrestricted	9	9	100%
5	On-Street: Oak	Unrestricted	11	6	55%
5	On-Street: Ballard	Unrestricted	24	21	88%
5	On-Street: Ballard	ADA	2	0	0%
6	On-Street: Oak	Unrestricted	14	5	36%
6	On-Street: Ballard	Unrestricted	3	1	33%

Off-Street Parking Facilities

Block	Facility	Reference Letter on Figure 1	Stall Type	Inventory	Occupancy 12:30 PM	%
4	First Baptist Lot	E	Off-Street	103	47	46%
4	First Baptist Lot	F	Off-Street	183	20	11%
5	First Baptist Lot	G	Off-Street	75	10	13%
6	First Baptist Lot	H	Off-Street	141	8	6%
2	Gravel Lot	B	Off-Street	22	2	9%
2	Paved Lot	C	Off-Street	32	7	22%
3	Park Lot	D	Off-Street	16	6	38%
	NEC Oak/Jackson	A	Off-Street	21	0	0%

Appendix C

North Central Texas Council of Governments

Downtown Wylie Survey

Thank you for choosing to participate in this survey about Downtown Wylie! This survey will support development of the Downtown Wylie Vision Plan. The survey will take approximately 5 minutes to complete. All questions are optional. For the purposes of this survey, please consider "Downtown Wylie" as the area outlined in the map below.

Downtown Wylie



1. Please select all that apply:

- [ ] I live in Wylie
- [ ] I work in Wylie
- [ ] I shop in Wylie
- [ ] I visit Wylie

2. How often do you visit Downtown Wylie?

- ◯ Daily
- ◯ Weekly
- ◯ At least once a month
- ◯ A few times a year
- ◯ Never

3. When do you typically visit Downtown Wylie? (Select all that apply)

- [ ] Weekday morning or afternoon
- [ ] Weekday evening
- [ ] Friday morning or afternoon
- [ ] Friday evening
- [ ] Saturday morning or afternoon
- [ ] Saturday evening
- [ ] Sunday morning or afternoon
- [ ] Sunday evening
- [ ] Only during special events
- [ ] Never

4. When visiting Downtown Wylie, what is typically the purpose of your visit? (Select all that apply)

- [ ] Dining
- [ ] Shopping
- [ ] Work
- [ ] Attending church/religious service
- [ ] Special events
- [ ] Other (please specify)

5. When visiting Downtown Wylie, how often do you visit destinations that are located on streets other than Ballard Avenue? (See map above for reference)

- ◯ Always
- ◯ Usually
- ◯ Sometimes
- ◯ Rarely
- ◯ Never

6. How do you typically get to Downtown Wylie?

- ◯ Walk
- ◯ Ride bicycle
- ◯ Drive
- ◯ Uber / Lyft / taxi
- ◯ Other (please specify)

7. How often do you attend events in Downtown Wylie?

- ◯ Always (I attend all events in Downtown Wylie)
- ◯ Usually (I attend almost all events in Downtown Wylie)
- ◯ Sometimes (I attend about half of the events in Downtown Wylie)
- ◯ Rarely (I do not attend events in Downtown Wylie very often)
- ◯ Never (I generally do not attend events in Downtown Wylie)

North Central Texas Council of Governments

Downtown Wylie Survey

8. If you answered “rarely” or “never” to the previous question, please indicate why. (Select all that apply)

- [ ] Parking downtown is too difficult
- [ ] The events do not interest me
- [ ] I am too busy to attend the events
- [ ] I am not aware of the events
- [ ] Other (please specify)

9. What is your opinion of the amount of public outdoor seating in Downtown Wylie?

- ○ I would like to see more public outdoor seating
- ○ I would like to see less public outdoor seating
- ○ I am satisfied with the current amount of public outdoor seating

10. When driving to Downtown Wylie, how far are you willing to park from your destination?

- Adjacent / in front of destination
- Less than 1 block from destination
- No further than 2 blocks from destination
- As far as necessary to find a parking spot
- I do not typically drive to Downtown Wylie
- Other (please specify)

11. When crossing Ballard Avenue in Downtown Wylie, how often do you use a crosswalk?

- Always
- Usually
- Sometimes
- Rarely
- Never
- I'm not sure

12. Do you feel safe crossing streets in Downtown Wylie?

- ◯ Always
- ◯ Usually
- ◯ Sometimes
- ◯ Rarely
- ◯ Never
- ◯ I'm not sure

13. Please provide a description of any experience you have had where you felt unsafe due to vehicles or traffic in Downtown Wylie.

14. What is your opinion of the directional signage in Downtown Wylie? (Select all that apply)

- ☐ There is plenty of signage downtown
- ☐ I don’t believe there is enough signage downtown
- ☐ Signage is clear and helpful
- ☐ Signage is confusing
- ☐ I am unaware of any signage in downtown

15. Do you travel through Downtown Wylie during rush hour? (7 – 9 a.m. or 4 – 6 p.m.)

- ◯ Yes
- ◯ No, I do not need to travel through the area during rush hour
- ◯ No, I choose to bypass downtown during rush hour

16. What do you like most about Downtown Wylie? (Select all that apply)

- [ ] Charm / character
- [ ] Historic buildings
- [ ] Special events
- [ ] Local businesses
- [ ] Other (please specify)

17. What do you think could be improved about Downtown Wylie that would encourage you to visit more? (Select all that apply)

- [ ] Greater diversity of businesses
- [ ] Making it more enjoyable to walk around
- [ ] Appearance of the buildings
- [ ] Parking
- [ ] Feeling of personal safety
- [ ] More restaurant options
- [ ] Other (please specify)

18. Please indicate your age range.

- ◯ Under 18
- ◯ 18 - 34
- ◯ 35 - 65
- ◯ 65+

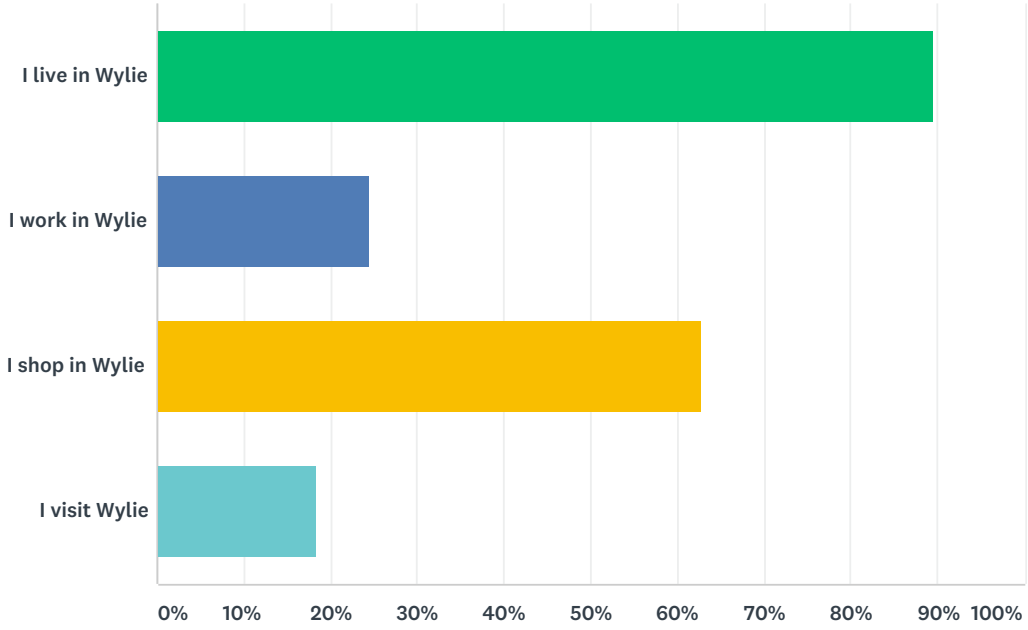
19. Please provide the zip code of where you live. (Optional)

20. Please provide the zip code of where you work. (Optional)

21. Please provide your email address if you would like to be informed about activities related to the development of the Downtown Wylie Vision Plan. (Optional)

Q1 Please select all that apply:

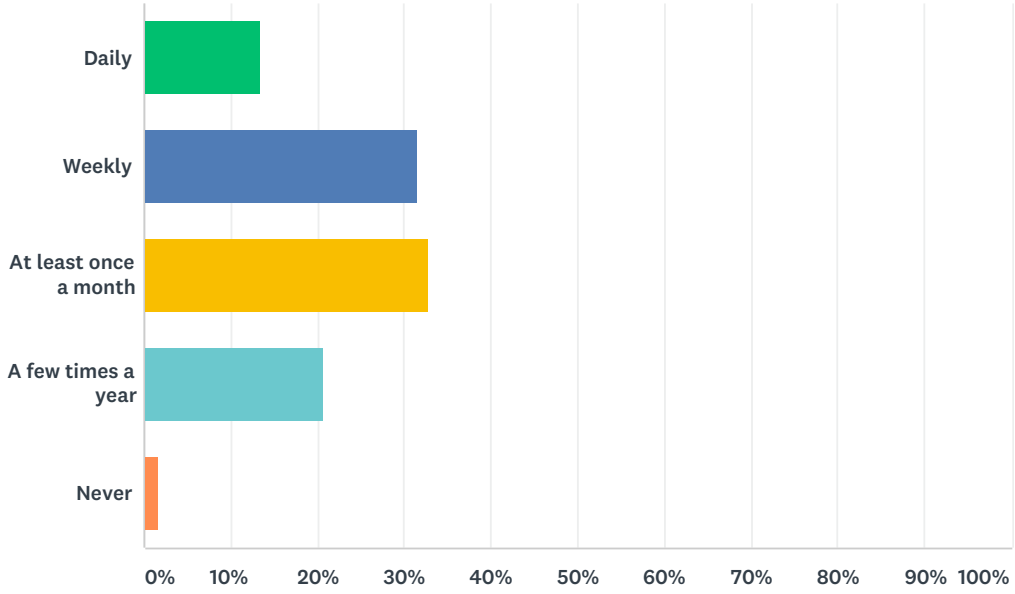
Answered: 558 Skipped: 2



ANSWER CHOICES	RESPONSES	
I live in Wylie	89.61%	500
I work in Wylie	24.55%	137
I shop in Wylie	62.72%	350
I visit Wylie	18.46%	103
Total Respondents: 558		

Q2 How often do you visit Downtown Wylie?

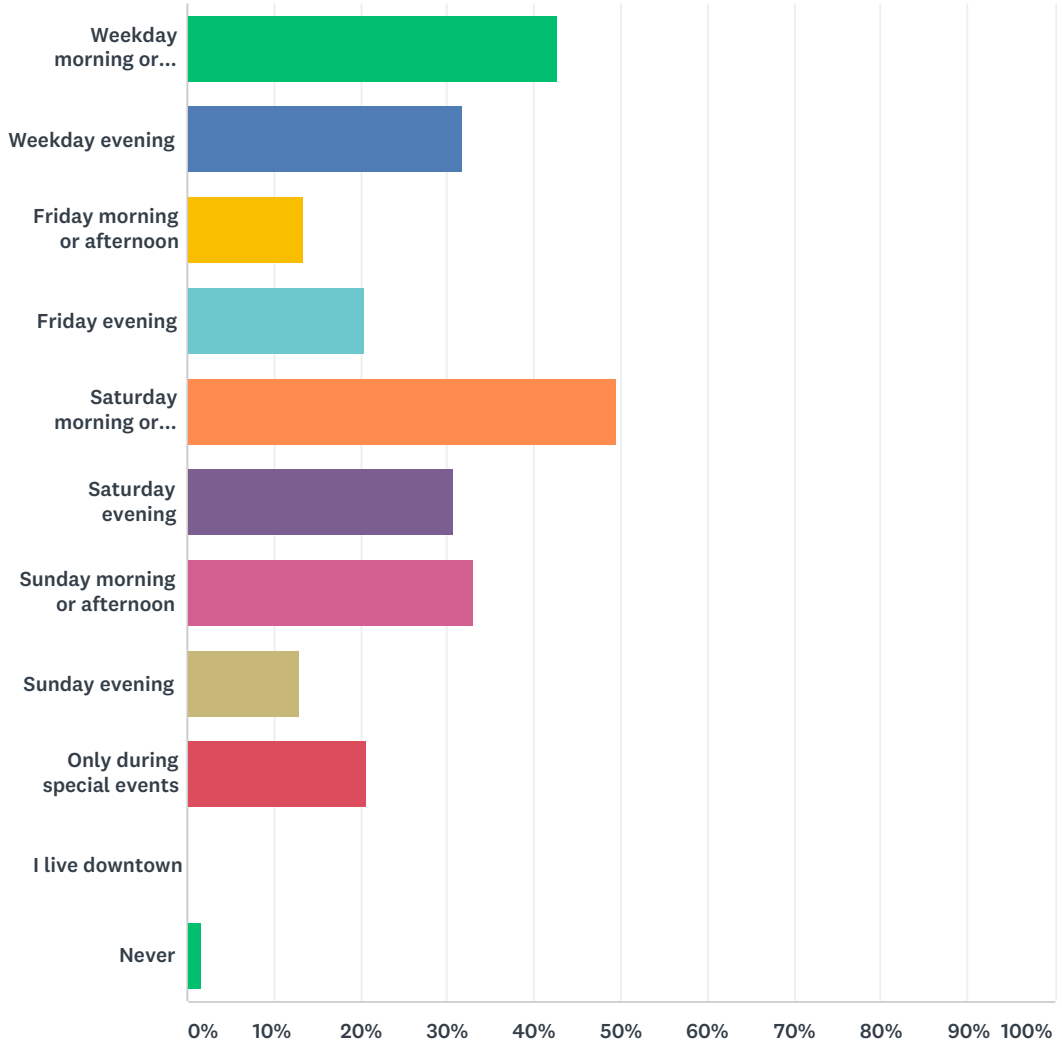
Answered: 558 Skipped: 2



ANSWER CHOICES	RESPONSES	
Daily	13.44%	75
Weekly	31.54%	176
At least once a month	32.80%	183
A few times a year	20.61%	115
Never	1.61%	9
TOTAL		558

Q3 When do you typically visit Downtown Wylie? (Select all that apply)

Answered: 558 Skipped: 2

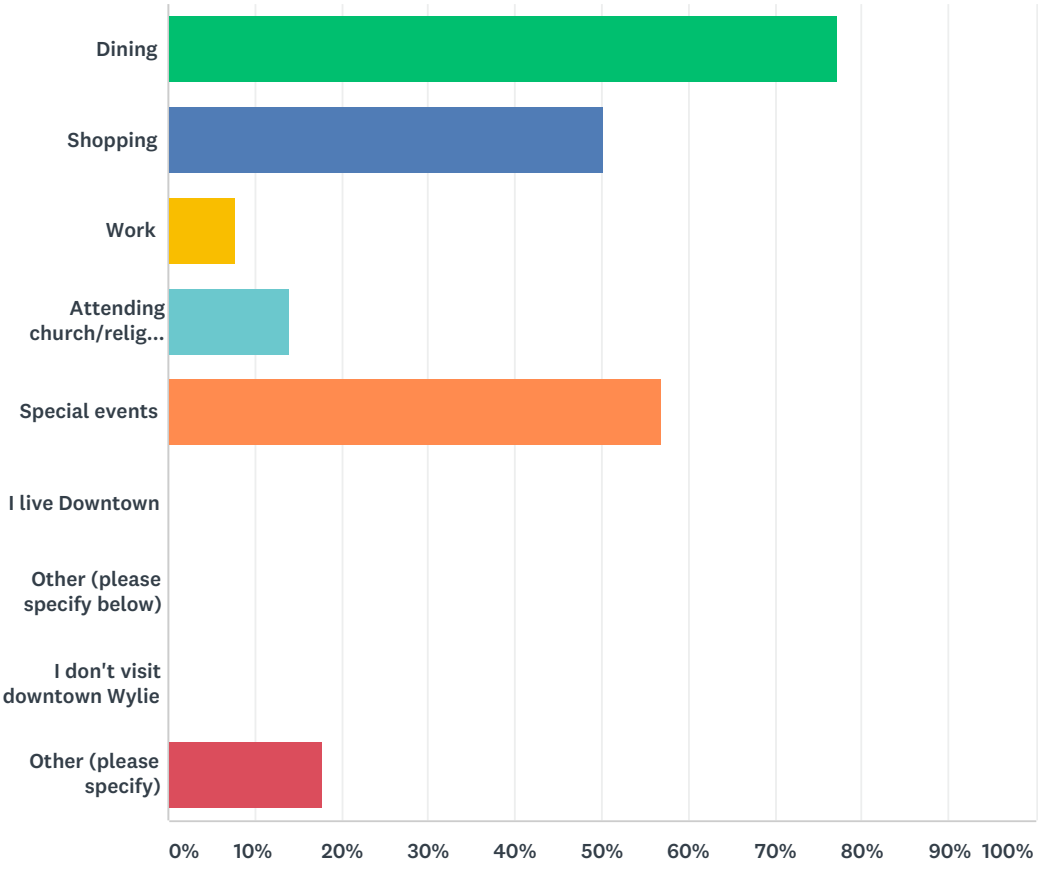


ANSWER CHOICES	RESPONSES	
Weekday morning or afternoon	42.65%	238
Weekday evening	31.72%	177
Friday morning or afternoon	13.44%	75
Friday evening	20.43%	114
Saturday morning or afternoon	49.64%	277
Saturday evening	30.82%	172
Sunday morning or afternoon	33.15%	185
Sunday evening	12.90%	72
Only during special events	20.79%	116
I live downtown	0.00%	0

Never	1.61%	9
Total Respondents: 558		

Q4 When visiting Downtown Wylie, what is typically the purpose of your visit? (Select all that apply)

Answered: 557 Skipped: 3



ANSWER CHOICES	RESPONSES	
Dining	77.20%	430
Shopping	50.27%	280
Work	7.72%	43
Attending church/religious service	14.00%	78
Special events	56.91%	317
I live Downtown	0.00%	0
Other (please specify below)	0.00%	0
I don't visit downtown Wylie	0.00%	0
Other (please specify)	17.77%	99
Total Respondents: 557		

#	OTHER (PLEASE SPECIFY)	DATE
1	Special events at 1st Baptist properties. School and WAG	10/16/2019 8:45 AM

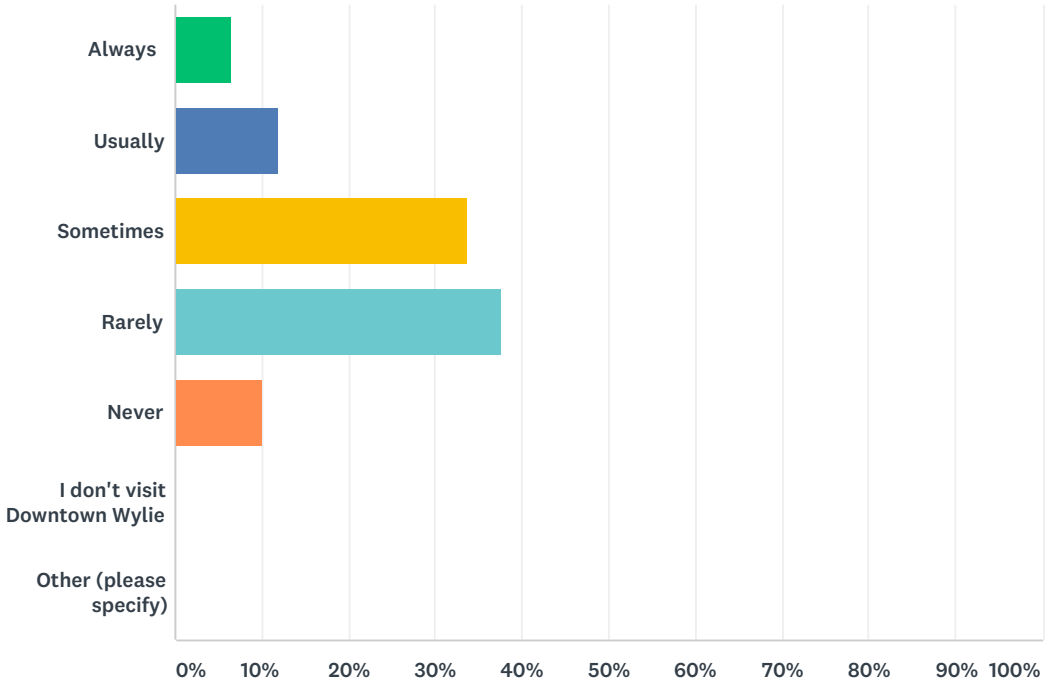
2	I own and conduct business along this area.	10/6/2019 11:43 AM
3	Landon	10/2/2019 1:02 PM
4	just walking around, loitering, other shenanigans...	10/2/2019 12:53 PM
5	Take the kids to play at the park	10/2/2019 10:56 AM
6	Hair cut	9/27/2019 8:47 AM
7	Take my kids to the park.	9/25/2019 11:04 AM
8	Park	9/22/2019 6:04 PM
9	Wylie Opry music venue . Every saturday night.	9/22/2019 3:07 PM
10	Conversations	9/22/2019 9:26 AM
11	Dr. appt.	9/22/2019 7:21 AM
12	Guitar lessons	9/22/2019 7:16 AM
13	Passing through	9/22/2019 6:15 AM
14	Park	9/22/2019 6:13 AM
15	Daycare	9/21/2019 11:50 PM
16	Eye Doctor	9/21/2019 10:08 PM
17	Playground	9/21/2019 10:06 PM
18	Park, walking, kids pokemon	9/21/2019 9:33 PM
19	Chiropractor	9/21/2019 8:05 PM
20	eye care	9/21/2019 6:27 PM
21	Haircuts	9/21/2019 4:47 PM
22	Hair salon	9/21/2019 4:30 PM
23	Family & church	9/21/2019 4:29 PM
24	Haircut	9/21/2019 3:56 PM
25	Banking	9/21/2019 2:22 PM
26	Picking up my son from day care	9/21/2019 12:42 PM
27	I rarely go to downtown	9/21/2019 12:15 PM
28	Kid activities	9/21/2019 12:13 PM
29	Play Ground	9/21/2019 11:57 AM
30	Also driving through it daily to get to where we need to go.	9/21/2019 11:51 AM
31	Chiropractor	9/21/2019 11:08 AM
32	Services - hair	9/21/2019 10:42 AM
33	Barber	9/21/2019 10:31 AM
34	Show out of town visitors	9/21/2019 10:28 AM
35	Hair appointment	9/21/2019 9:52 AM
36	Dr appt	9/21/2019 9:19 AM
37	Meeting with friends	9/21/2019 9:03 AM
38	Hairdresser	9/21/2019 8:38 AM
39	Drive through	9/21/2019 8:09 AM
40	walking	9/21/2019 8:05 AM
41	Playground	9/21/2019 8:03 AM
42	Salon	9/21/2019 8:01 AM

43	Winery	9/21/2019 7:56 AM
44	Preschool	9/21/2019 7:55 AM
45	Hair salon	9/21/2019 7:55 AM
46	Eye Dr appointments	9/21/2019 7:50 AM
47	Playground	9/21/2019 7:37 AM
48	Pokémon go and dining	9/21/2019 7:19 AM
49	Eye Dr. Appointments	9/21/2019 7:14 AM
50	Parades	9/20/2019 11:43 PM
51	Bored	9/20/2019 11:12 PM
52	Pokemon	9/20/2019 11:05 PM
53	Park	9/20/2019 10:27 PM
54	Hair appointment	9/20/2019 10:21 PM
55	Walk	9/20/2019 10:13 PM
56	Landon Winery or Ice Cream	9/20/2019 9:38 PM
57	coffee, desserts	9/20/2019 9:05 PM
58	Attend Wylie High school events, kids attend WISD	9/20/2019 8:56 PM
59	Doctor appointments	9/20/2019 8:10 PM
60	Hair cur	9/20/2019 8:01 PM
61	Hair salon	9/20/2019 7:10 PM
62	Landon Winery	9/20/2019 6:55 PM
63	Gym and coffee	9/20/2019 6:52 PM
64	Meeting friends	9/20/2019 6:28 PM
65	Park and maybe a coffee	9/20/2019 5:20 PM
66	Doctors appointment	9/20/2019 5:12 PM
67	Camp Gladiator	9/20/2019 4:52 PM
68	I don't. Nothing worth going downtown for.	9/20/2019 4:41 PM
69	Holiday events	9/20/2019 4:33 PM
70	Coffee	9/20/2019 4:29 PM
71	Hair/Nail salon	9/20/2019 4:13 PM
72	Dr	9/20/2019 3:48 PM
73	Dr	9/20/2019 3:46 PM
74	Winery	9/20/2019 3:31 PM
75	Wylie Acting Group rehearsals and performances	9/20/2019 3:31 PM
76	Coffee at Shoemaker & Hardt	9/20/2019 3:17 PM
77	Dining	9/20/2019 3:17 PM
78	Treats donut, ice cream, etc	9/20/2019 3:02 PM
79	Coffee	9/20/2019 2:04 PM
80	Meeting with people.	9/20/2019 1:14 PM
81	Eye doctor	9/20/2019 12:54 PM
82	Bluegrass festival and December craft fair	9/20/2019 12:49 PM
83	I don’t because of lack of parking and lack of safe sidewalks	9/20/2019 12:48 PM

84	Eye doctor & dental appointments	9/20/2019 12:45 PM
85	Pokemon	9/20/2019 12:39 PM
86	Leisure	9/20/2019 12:03 PM
87	Eye doctor	9/20/2019 12:01 PM
88	Just getting out.	9/20/2019 11:27 AM
89	Playground, picnic	9/20/2019 11:25 AM
90	Using medical provider	9/20/2019 11:23 AM
91	Eye doctor visit.	9/20/2019 11:16 AM
92	Haircut	9/20/2019 10:59 AM
93	Pokémon go	9/20/2019 10:57 AM
94	Birthday cake from Say it with Sugar	9/20/2019 10:50 AM
95	Appointments	9/20/2019 10:45 AM
96	Pass through	9/20/2019 10:38 AM
97	Playground	9/20/2019 10:35 AM
98	Visit the city park	9/20/2019 10:32 AM
99	test test	9/6/2019 6:01 PM

Q5 When visiting Downtown Wylie, how often do you visit destinations that are located on streets other than Ballard Avenue? (See map above for reference)

Answered: 557 Skipped: 3

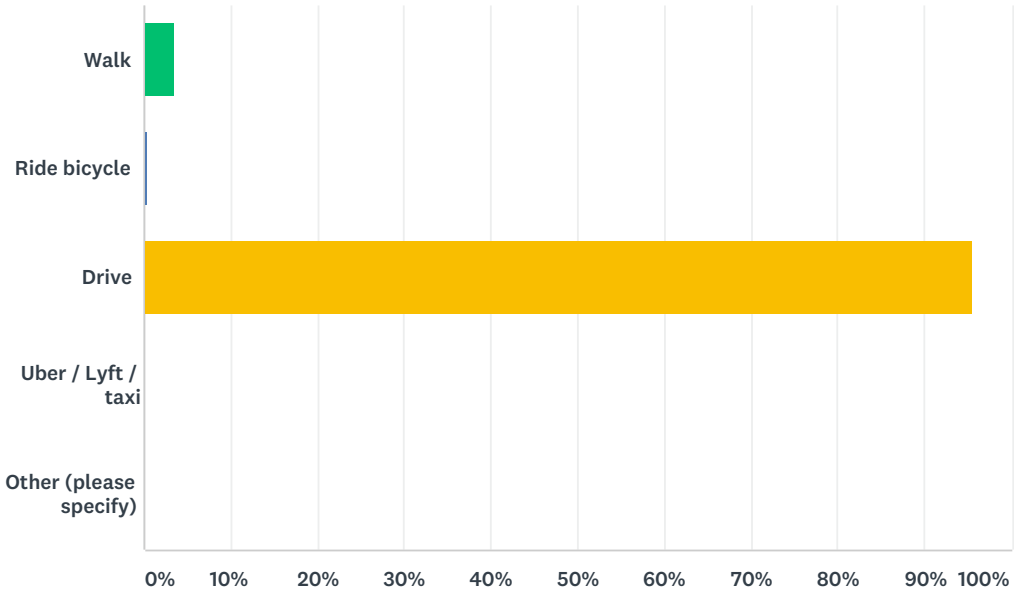


ANSWER CHOICES	RESPONSES	
Always	6.46%	36
Usually	11.85%	66
Sometimes	33.75%	188
Rarely	37.70%	210
Never	10.05%	56
I don't visit Downtown Wylie	0.00%	0
Other (please specify)	0.18%	1
TOTAL		557

#	OTHER (PLEASE SPECIFY)	DATE
1	Scooters would be awesome!	8/27/2019 5:16 PM

Q6 How do you typically get to Downtown Wylie?

Answered: 548 Skipped: 12

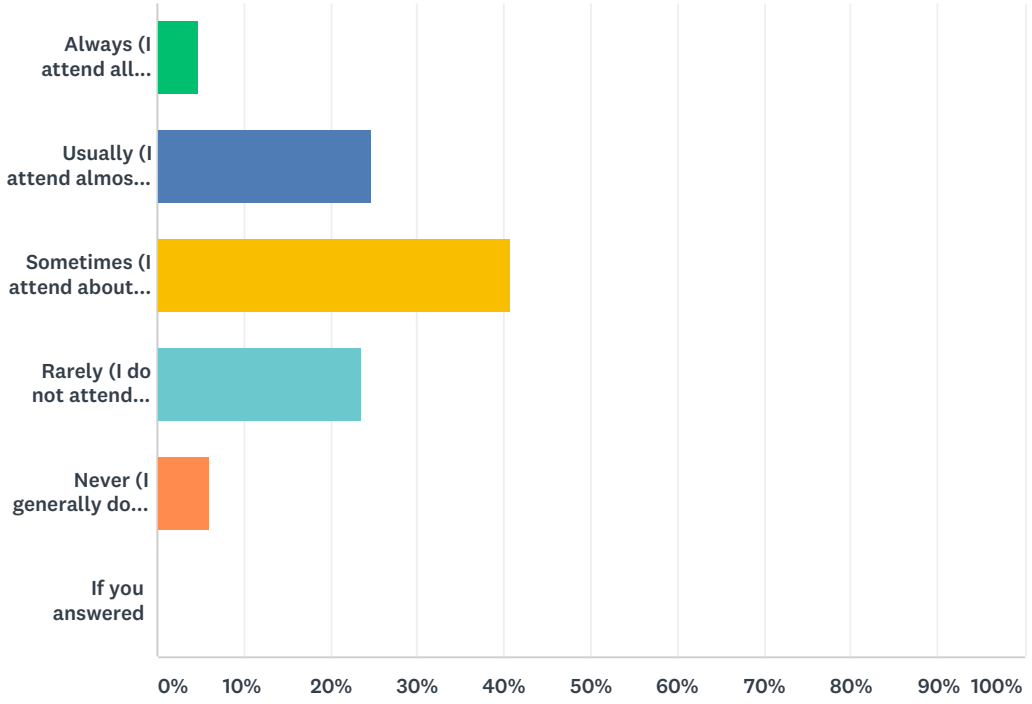


ANSWER CHOICES	RESPONSES	
Walk	3.65%	20
Ride bicycle	0.36%	2
Drive	95.62%	524
Uber / Lyft / taxi	0.18%	1
Other (please specify)	0.18%	1
TOTAL		548

#	OTHER (PLEASE SPECIFY)	DATE
1	If I went, I would drive, but parking is an issue and pick up trucks and large vehicles shouldn't be parking on the main street.	9/20/2019 4:41 PM

Q7 How often do you attend events in Downtown Wylie?

Answered: 560 Skipped: 0

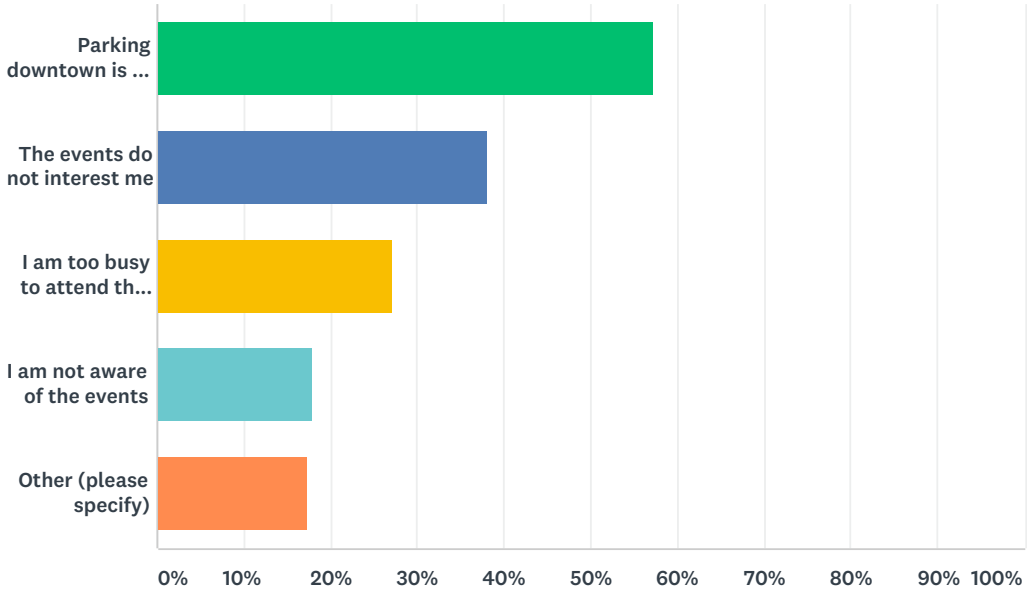


ANSWER CHOICES	RESPONSES	
Always (I attend all events in Downtown Wylie)	4.82%	27
Usually (I attend almost all events in Downtown Wylie)	24.64%	138
Sometimes (I attend about half of the events in Downtown Wylie)	40.89%	229
Rarely (I do not attend events in Downtown Wylie very often)	23.57%	132
Never (I generally do not attend events in Downtown Wylie)	6.07%	34
If you answered	0.00%	0
TOTAL		560

#	IF YOU ANSWERED	DATE
	There are no responses.	

Q8 If you answered “rarely” or “never” to the previous question, please indicate why. (Select all that apply)

Answered: 155 Skipped: 405



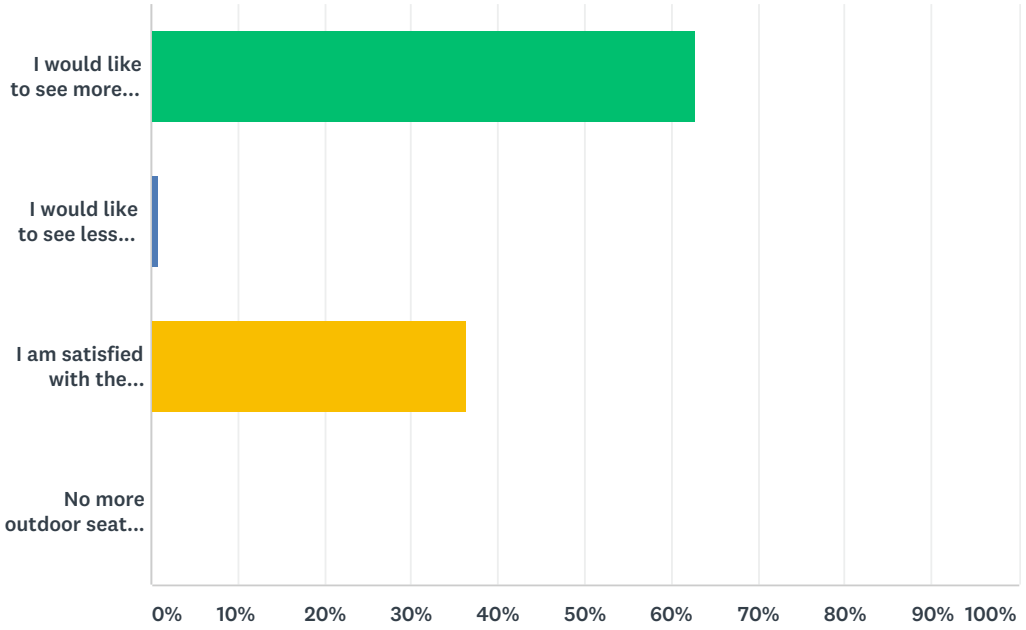
ANSWER CHOICES	RESPONSES	
Parking downtown is too difficult	57.42%	89
The events do not interest me	38.06%	59
I am too busy to attend the events	27.10%	42
I am not aware of the events	18.06%	28
Other (please specify)	17.42%	27
Total Respondents: 155		

#	OTHER (PLEASE SPECIFY)	DATE
1	During my work hours.	9/25/2019 11:08 AM
2	My work hours are not conducive to attending most of the time. I also have difficulty with crowds.	9/22/2019 6:32 PM
3	Need more focus on adults.	9/22/2019 4:01 PM
4	I have disabilities walking more than a block. Finding parking, then walking through the event is too much for me.	9/22/2019 7:25 AM
5	I tend to find that the events are super crowded and the lack of structure to the event makes it hard to get around. Boo on Ballard is a prime example. Growing up the line had a structure. Started in one place and ended in another. I also miss the July jubilee like it used to be, a full week of activities including a carnival.	9/22/2019 7:08 AM
6	There’s not enough space for the amount of people who show up.	9/22/2019 6:20 AM
7	Parking and a lot of the events are held during the hot months of the year.	9/21/2019 11:52 PM
8	Senior citizen living alone	9/21/2019 8:22 PM
9	Most are "family friendly" (young families). My household consists of retired people. The holiday craft fair is the one event I attend regularly.	9/21/2019 4:38 PM

10	I live close enough to walk yet no safe way to get there	9/21/2019 2:41 PM
11	Don’t like crowds	9/21/2019 10:30 AM
12	Too crowded. Hard to enjoy anything when you can't move. Boo on Ballard especially. Wish there was a way to keep this for Wylie residents only.	9/21/2019 10:07 AM
13	It’s too hot in the summer to enjoy the events	9/21/2019 9:05 AM
14	Events are too crowded now. The small town feeling is gone.	9/21/2019 8:16 AM
15	Usually everything & every one are crammed onto Ballard & it’s just too crowded. For example, Boo on Ballard is body-to-body!	9/20/2019 8:15 PM
16	Most of the events are geared to families with small kids. We don't have small kid anymore.	9/20/2019 8:04 PM
17	Things like boo on Ballard are too crowded	9/20/2019 4:48 PM
18	The summer ones are just too hot	9/20/2019 3:24 PM
19	Not usually good for my kids	9/20/2019 2:48 PM
20	Too many people	9/20/2019 1:40 PM
21	I am disabled & rarely go where crowds are.	9/20/2019 1:37 PM
22	We are in our 70’s and crowds are not always easy to deal with.	9/20/2019 12:06 PM
23	Too crowded	9/20/2019 11:15 AM
24	Too crowded	9/20/2019 11:10 AM
25	These events are fun for families or groups with typically functioning individuals. People and children with special needs (like autism) can be overwhelmed and uncomfortable by too many things going on, too many people, loud sounds, bright lights, ect. We have decided to not participate because our special needs child would not enjoy the environment.	9/20/2019 10:56 AM
26	Too crowded.	9/20/2019 10:31 AM
27	I answered 'sometimes'	8/27/2019 4:30 PM

Q9 What is your opinion of the amount of public outdoor seating in Downtown Wylie?

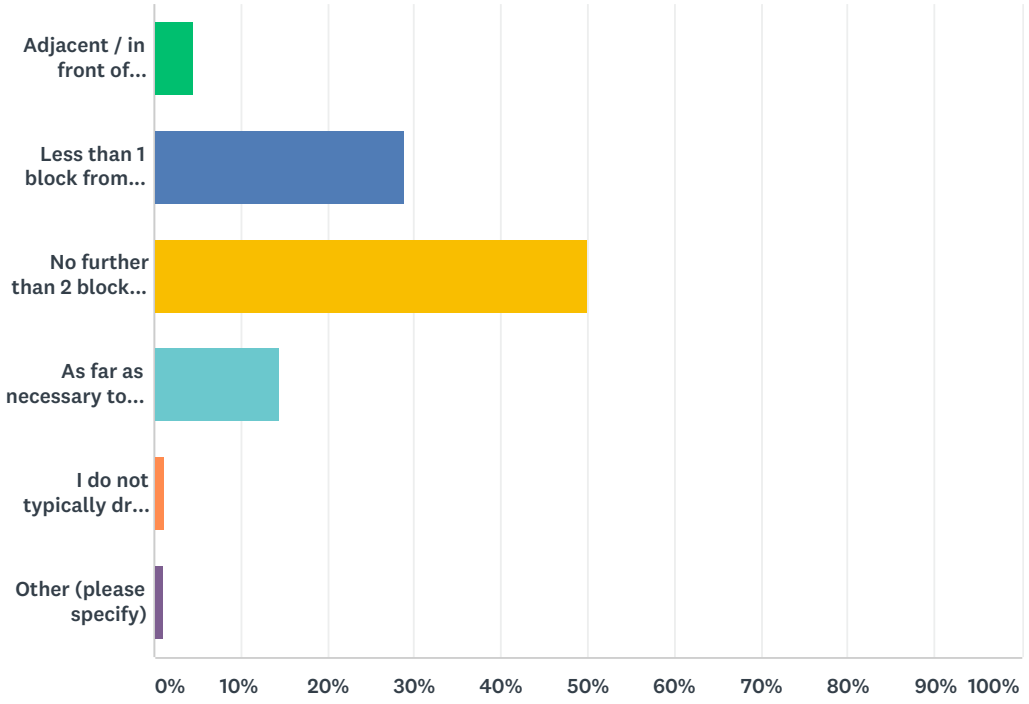
Answered: 517 Skipped: 43



ANSWER CHOICES	RESPONSES	
I would like to see more public outdoor seating	62.67%	324
I would like to see less public outdoor seating	0.77%	4
I am satisfied with the current amount of public outdoor seating	36.36%	188
No more outdoor seating is needed	0.19%	1
TOTAL		517

Q10 When driving to Downtown Wylie, how far are you willing to park from your destination?

Answered: 519 Skipped: 41



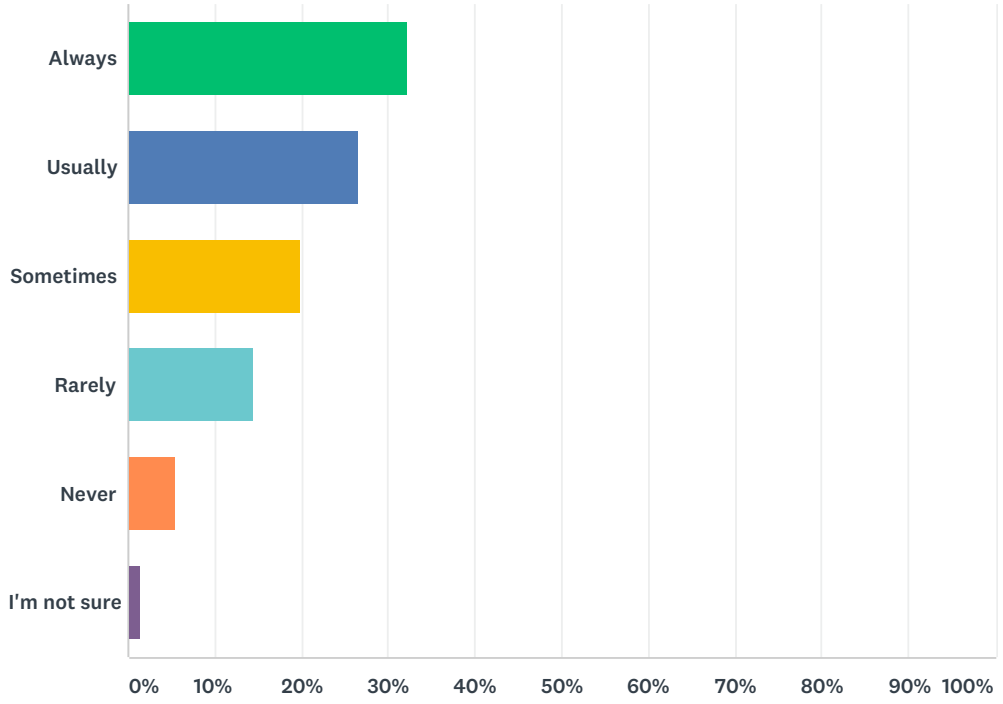
ANSWER CHOICES	RESPONSES	
Adjacent / in front of destination	4.62%	24
Less than 1 block from destination	28.90%	150
No further than 2 blocks from destination	49.90%	259
As far as necessary to find a parking spot	14.45%	75
I do not typically drive to Downtown Wylie	1.16%	6
Other (please specify)	0.96%	5
TOTAL		519

#	OTHER (PLEASE SPECIFY)	DATE
1	It depends on whether it is a visit to eat or shop or if it is for an event. I will park further for an event.	10/6/2019 12:17 PM
2	Depends if it is Summer or Winter. Winter I will walk blocks, if it is Summer, within a block or two at the most.	9/22/2019 6:32 PM
3	I drive through and don't park. Parking is a hazard. People pulling out and unable to see. People walking	9/21/2019 2:41 PM
4	I am willing to park where I need to park, but if the weather is nice, I walk to avoid the parking issue.	9/21/2019 11:10 AM

5	As far as necessary to find a parking spot, but a parking structure would greatly reduce this issue. From a development standpoint, parking doesn't generate taxable value. Not to mention most parking lots are empty across the county unless it's a special event or holiday. Structured parking would be a huge solution now, but it would greatly reduce the "parking burden" for future developments. Please maximize the limited space downtown.	8/27/2019 5:16 PM

Q11 When crossing Ballard Avenue in Downtown Wylie, how often do you use a crosswalk?

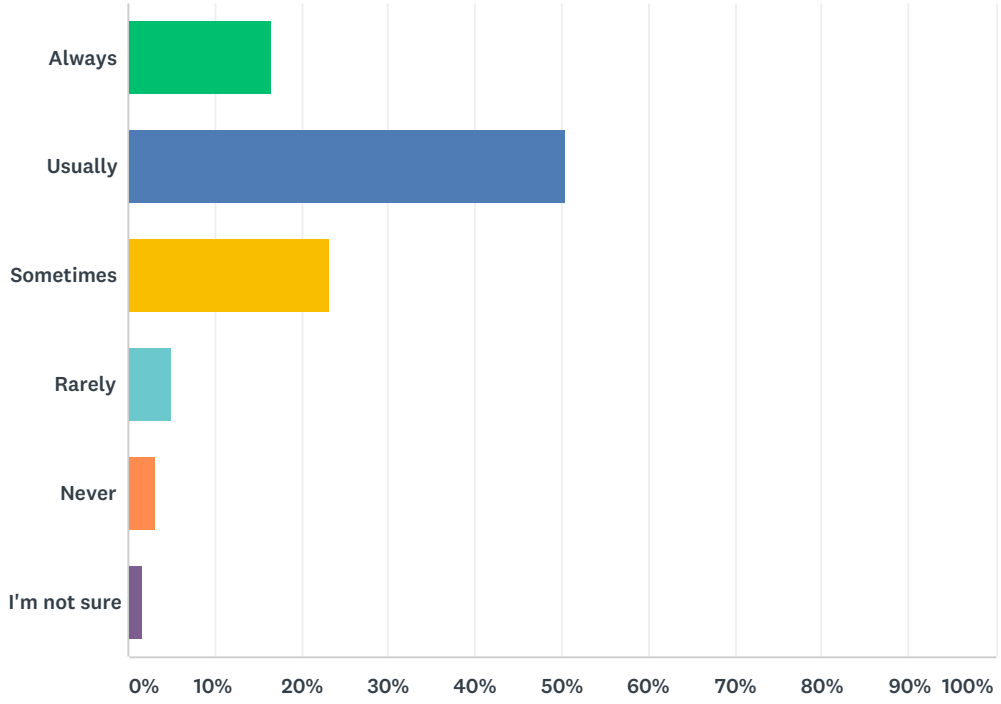
Answered: 519 Skipped: 41



ANSWER CHOICES	RESPONSES	
Always	32.18%	167
Usually	26.59%	138
Sometimes	19.85%	103
Rarely	14.45%	75
Never	5.39%	28
I'm not sure	1.54%	8
TOTAL		519

Q12 Do you feel safe crossing streets in Downtown Wylie?

Answered: 510 Skipped: 50



ANSWER CHOICES	RESPONSES	
Always	16.47%	84
Usually	50.39%	257
Sometimes	23.14%	118
Rarely	5.10%	26
Never	3.14%	16
I'm not sure	1.76%	9
TOTAL		510

Q13 Please provide a description of any experience you have had where you felt unsafe due to vehicles or traffic in Downtown Wylie.

Answered: 327 Skipped: 233

#	RESPONSES	DATE
1	Its good	10/16/2019 4:25 PM
2	None	10/6/2019 9:54 PM
3	Traffic slows considerably and becomes more threatening when vehicles are attempting to pull out from parking spaces, especially when big trucks block the view of the driver pulling out. Anything longer than a normal sized pickup truck has no business parking along the historical street. I often see dually trucks which should be prohibited from parking downtown.	10/6/2019 12:17 PM
4	N/A	10/4/2019 11:42 AM
5	Only twice once on the street near the eye doctor going towards 78 Baptist church had the road completely blocked with vehicles.. The other time was going to parking lot behind flower shop lighting dem	10/3/2019 3:06 PM
6	Today: I couldn't se around the parked cars as I entered the Cross walk and had to very timid. The oncoming traffic cannot see me and I could not see them. Also When driving the parking situation + the oncoming traffic + people backing up and the amount of room on the street make navigating very difficult and dangerous.	10/3/2019 1:10 PM
7	Even when crossing IN the crosswalk, vehicles frequently fail to yield to pedestrians. This happens at least once a week or more, and I see it all the time from my place of business.	10/3/2019 12:48 PM
8	Hard to see oncoming traffic in either direction	10/3/2019 8:04 AM
9	the only times I've felt uneasy is when a butthole driver is speeding or long/big trucks are parked sticking out too far	10/2/2019 1:12 PM
10	n/a	10/2/2019 1:04 PM
11	When people don’t stop for crosswalk	10/2/2019 12:48 PM
12	Large trucks	10/2/2019 12:28 PM
13	The cross streets don't have very good sight paths if there are any cars parked. It's often very hard to see if traffic is coming on Ballard.	10/2/2019 11:37 AM
14	N/A	10/2/2019 11:36 AM
15	I usually cross at crosswalks and this happened in a cross walk just before the signs went up a NTMWD pick up truck almost hit me. He missed me by less than a foot. My best guess is he was distracted as he seemed to be as shocked to see me (when he finally noticed) as I was to be almost hit. The signs have made a huge difference, although you still have some drivers speed up to try and beat the pedestrian in the crosswalk.	10/2/2019 11:30 AM
16	none	10/2/2019 11:14 AM
17	It is VERY hard to see around several of the larger trucks when they are parked in spots close to the corners. They should not be allowed to park in certain areas.	10/2/2019 11:01 AM
18	I think the lights in the street that can light up like the ones in front of Wylie HS would be a good addition	10/2/2019 10:59 AM
19	When drivers don't stop for the crosswalk. When large trucks travel downtown.	10/2/2019 10:52 AM
20	None	9/29/2019 8:57 PM
21	-	9/29/2019 9:50 AM
22	Traffic doesn’t always yield to crosswalks. Speeding motorists not watching the road.	9/26/2019 2:51 PM
23	None	9/25/2019 11:08 AM

24	When parked on Ballard it's hard to back out if there are large vehicles parked next to you and you can't see oncoming traffic.	9/25/2019 9:25 AM
25	Cars drive too fast	9/24/2019 7:04 AM
26	Visibility can be limited sometimes due to parked cars	9/23/2019 11:33 PM
27	Speeding cars	9/23/2019 9:31 PM
28	None	9/23/2019 8:24 PM
29	I have never felt unsafe	9/23/2019 6:34 PM
30	Na	9/23/2019 1:45 PM
31	Pulling out of a parking space on Ballard is frightful — especially if you are parked by a big truck. Would it be possible to designate spaces for cars only? During heavy traffic hours, it's almost impossible to cross the street without feeling unsafe. Anytime I am in the downtown area and have to contend with an 18-wheeler, I feel unsafe.	9/23/2019 1:27 PM
32	Backing out can be difficult	9/23/2019 6:07 AM
33	don't recall	9/22/2019 9:04 PM
34	Speeding vehicles, tha I am unsure will stop to let me cross. Hard to back out of a parking space, visibility poor.	9/22/2019 8:19 PM
35	When big trucks go through there because they to wide to stay on one side of the road	9/22/2019 7:02 PM
36	Because of the cars parked in front of the stores, you have to walk a bit into the street to check for oncoming traffic. The parked cars block the view of traffic.	9/22/2019 6:24 PM
37	Hard to back out of parking spaces with oncoming traffic.	9/22/2019 5:28 PM
38	Never. People are friendly and let you cross the street.	9/22/2019 4:01 PM
39	Just folks not paying attention	9/22/2019 2:05 PM
40	I stopped in my car to allow a pedestrian to cross on the crosswalk. Oncoming traffic didn't even slow down for her.	9/22/2019 1:34 PM
41	I Haven't had this problem.	9/22/2019 12:41 PM
42	baking up from downtown parking; cars go too fast through there; why are over sized vehicles allowed on that narrow street?	9/22/2019 11:37 AM
43	Weekend nights you need to be extra careful	9/22/2019 10:50 AM
44	People not paying attention and do not yield to pedestrians!	9/22/2019 9:53 AM
45	Sometimes people just don't look where they are driving	9/22/2019 9:28 AM
46	NA	9/22/2019 9:01 AM
47	Any time I park on Ballard and am pulling out, it's an awful situation and very unsafe for Parker's and drivers. That block should be shut off to traffic and made into a green space/park/outdoor area instead.....it'd be functional and aesthetically pleasing	9/22/2019 8:33 AM
48	When there is a lot going on	9/22/2019 8:25 AM
49	Big trucks parked along Ballard, hard to see other cars backing out. Speed limit should be lowered on Ballard.	9/22/2019 8:24 AM
50	NA	9/22/2019 8:14 AM
51	The current speed limit is too fast. I only drive 15mph down Ballard to watch for people and cars.	9/22/2019 7:25 AM
52	Blind spots near the crosswalk near Wylie Eye.	9/22/2019 7:20 AM
53	Cars don't want to stop to let people cross at the cross walks. You have to walk partially out in the street to see around the cars parked and it can create issues for drivers and pedestrians	9/22/2019 7:08 AM
54	The more cars parked in Ballard the harder it is to see if cars are comming.	9/22/2019 6:52 AM
55	Sometimes walking across the street near the winery and omg ice cream feels unsafe because the vehicles parked by the winery block the driving vehicles view of anyone crossing, at night one time there were people speeding at this point and my husband and I were worried about crossing.	9/22/2019 6:20 AM

56	none	9/22/2019 5:57 AM
57	...	9/22/2019 5:56 AM
58	Walking behind vehicle to load trunk or cross is pretty unsafe feeling. I usually peak my head out past parked vehicle to make sure I won't get hit. The cars are usually going pretty slow but still tight roads make it so it's hard to see who's going where.	9/22/2019 5:36 AM
59	N/A	9/22/2019 5:30 AM
60	Never truly safe not using a crosswalk.	9/22/2019 2:05 AM
61	Dont stop for pedestrians	9/21/2019 11:44 PM
62	People aren't always aware of what's going on around / in front of them.	9/21/2019 10:57 PM
63	When walking on the crosswalk sometimes the drivers do not yield or stop so you have to by hyper vigilant. Especially on weekend mornings when everyone is downtown.	9/21/2019 10:47 PM
64	Drivers not yielding to pedestrians	9/21/2019 10:17 PM
65	Other than a couple of times where I saw cars pulling up from a parking spot on Ballard nearly getting hit by oncoming traffic, I do not recall other issues.	9/21/2019 10:15 PM
66	Fast drivers sometimes	9/21/2019 10:08 PM
67	I haven't felt unsafe.	9/21/2019 9:40 PM
68	None	9/21/2019 9:06 PM
69	Speed of cars	9/21/2019 8:52 PM
70	Large pickups driving fast.	9/21/2019 8:22 PM
71	Na	9/21/2019 7:01 PM
72	longer vehicles that stick more into the roadway from the parking spaces drive me crazy. I have to stop if a car is other direction or go into other lane. I don't like people darting out between cars to cross the street. Should enforce using the crosswalks	9/21/2019 6:32 PM
73	Anytime Saturday mornings	9/21/2019 6:28 PM
74	When I cross I always feel like cars will not see me.	9/21/2019 6:16 PM
75	People not paying attention to their surroundings	9/21/2019 5:20 PM
76	.	9/21/2019 4:38 PM
77	None	9/21/2019 4:22 PM
78	Na	9/21/2019 4:17 PM
79	You cannot see to cross over and people do not like to help you out.	9/21/2019 3:21 PM
80	Can't really see cars coming unless you step out a bit to look due to the parked cars in Ballard. So unsafe and annoying	9/21/2019 2:25 PM
81	When trying to back out of parking spaces it can be difficult to see.	9/21/2019 2:13 PM
82	Drivers are going too fast	9/21/2019 2:11 PM
83	X	9/21/2019 1:45 PM
84	People not paying attention. Playing that dumb Pokémon game.	9/21/2019 1:32 PM
85	None	9/21/2019 12:59 PM
86	N/a	9/21/2019 12:53 PM
87	Na	9/21/2019 12:44 PM
88	Never	9/21/2019 12:16 PM
89	Blind spots for traffic. Needs more lighting in evening.	9/21/2019 12:15 PM
90	Walking really isn't an issue. Backing up out of parking spaces can be difficult at times because of blind spots.	9/21/2019 11:54 AM

91	I was in Shoemaker when a truck crashed into the building next door several years ago, but other than that I have never felt unsafe.	9/21/2019 11:10 AM
92	Lack of sight from vehicles pulling out of parking spots	9/21/2019 11:04 AM
93	I have witness someone almost get hit by a car in the crosswalk	9/21/2019 10:59 AM
94	Backing out of a parking spot on Ballard is scary when people are speeding. They won't slow down, but you're backing out blindly if you're next to bigger cars.	9/21/2019 10:47 AM
95	None	9/21/2019 10:23 AM
96	Don't have an unsafe story.	9/21/2019 10:23 AM
97	Drivers failing to yield to a pedestrian in a crosswalk. Drivers driving too fast on Ballard St.	9/21/2019 10:22 AM
98	N/A	9/21/2019 10:18 AM
99	Even with reduced speed limit, cars still go to fast. Also, the extended bed trucks make it so hard to see around them for both pedestrians and oncoming traffic.	9/21/2019 10:07 AM
100	Crossing the streets are interesting when there are alot of cars parked (using crosswalks)	9/21/2019 10:04 AM
101	None. Most people are aware of pedestrians and are very accommodating	9/21/2019 9:56 AM
102	N/a	9/21/2019 9:54 AM
103	none	9/21/2019 9:45 AM
104	Was starting to walk in a crosswalk, and two cars didn't slow down for us to cross.	9/21/2019 9:32 AM
105	N/A	9/21/2019 9:27 AM
106	None that I recall.	9/21/2019 9:19 AM
107	None	9/21/2019 9:17 AM
108	Na	9/21/2019 9:17 AM
109	People fly down Ballard	9/21/2019 9:06 AM
110	Around lunchtime, the volume of cars driving through Ballard is much heavier. Most people speed through.	9/21/2019 9:05 AM
111	they are going too fast	9/21/2019 9:04 AM
112	Have not had one	9/21/2019 8:43 AM
113	Never	9/21/2019 8:40 AM
114	It's usually when trying to back out of my parking spot. But also when my kids are getting into the car.. some cars just drive too fast down Ballard.	9/21/2019 8:39 AM
115	None	9/21/2019 8:37 AM
116	No e	9/21/2019 8:27 AM
117	When trucks park in front of businesses, they stick out into traffic, making it difficult to pass safely while staying in my own lane.	9/21/2019 8:27 AM
118	It's hard to cross sometimes with how fast cars drive through	9/21/2019 8:26 AM
119	Sometimes traffic cones are on Ballard close to cross walks to reinforce drivers to slow down. If they are not there it can be dicey.	9/21/2019 8:21 AM
120	Always use crosswalk at Ballard. Never confident anyone will stop or is even paying attention.	9/21/2019 8:19 AM
121	Backing out of parking spaces is always a risk because you can't see traffic coming.	9/21/2019 8:14 AM
122	Pulling out of a parking spot it's hard to see. Cars like to speed so it's difficult backing up at times.	9/21/2019 8:14 AM
123	Can't see cars coming due to the cars parked on the roads Too many blind spots	9/21/2019 8:11 AM
124	People driving to fast	9/21/2019 8:07 AM
125	Depending on where cars are parked it's hard to see the oncoming traffic	9/21/2019 8:07 AM
126	Not really ever, as I pay attention. The only time I get anxious is when I have my kids, cause they dont pay as much attention and they are smaller and harder to see	9/21/2019 8:04 AM

127	Never	9/21/2019 8:03 AM
128	Every time I try to back out of parking. The on coming vehicles don’t slow down.	9/21/2019 8:03 AM
129	Vehicles often ignore crosswalk	9/21/2019 8:02 AM
130	Fast driver flying by	9/21/2019 7:58 AM
131	None	9/21/2019 7:58 AM
132	NA	9/21/2019 7:58 AM
133	Many cars still drive too fast. You have to be half way into the cross walk to be seen around parked cars	9/21/2019 7:57 AM
134	The street is too narrow and there is two way traffic.	9/21/2019 7:56 AM
135	Speeders	9/21/2019 7:54 AM
136	Not all the car yield to pedestrians	9/21/2019 7:53 AM
137	Cars parked in front of shops are tightly packed and difficult to se obstruction	9/21/2019 7:53 AM
138	N/a	9/21/2019 7:52 AM
139	Sometimes people drive too fast going down Ballard . Also, you can be out of line of sight for drivers going down Ballard due to shallow parking spots	9/21/2019 7:43 AM
140	NA	9/21/2019 7:40 AM
141	Non3	9/21/2019 7:27 AM
142	N/a	9/21/2019 7:22 AM
143	The street lined parking, which I like for convenience, makes for blindspots.... which is my fault for not wanting to use the crosswalk.	9/21/2019 7:19 AM
144	None	9/21/2019 7:19 AM
145	N/A	9/21/2019 6:54 AM
146	Cant see cars backing out	9/21/2019 6:42 AM
147	Sometimes cars drive too fast.	9/21/2019 6:28 AM
148	NA	9/21/2019 4:51 AM
149	Traffic cannot see you	9/21/2019 3:21 AM
150	I always feel unsafe when backing car out of parking space onto the street.	9/21/2019 2:42 AM
151	During busy traffic times pmts add in cars backing out, makes for dangerous crossing	9/21/2019 2:30 AM
152	Heavy traffic times	9/21/2019 1:46 AM
153	Longer trucks stick out into the street. Have to drive slow and share the street with on coming traffic	9/21/2019 12:49 AM
154	I was using the crosswalk and cars wouldn’t slow down or would get impatient	9/21/2019 12:42 AM
155	Lunch or dinner times	9/21/2019 12:12 AM
156	There has been a lot of school kis involved in accidents so we need to come up with better security measures at a city level	9/21/2019 12:03 AM
157	Never	9/20/2019 11:59 PM
158	N/a	9/20/2019 11:50 PM
159	A	9/20/2019 11:45 PM
160	Occasional speeder	9/20/2019 11:28 PM
161	Almost every day because I work in downtown Wylie people drive way too fast, I cant tell you how many times I have been almost rear ended or ran over because of people driving too fast. Also I really wish there was a different way that the city could do something about the parking in downtown Wylie it's not safe I hear people complain every single day about it.	9/20/2019 11:22 PM
162	Cars going to fast and no walk ways in the middle	9/20/2019 11:15 PM

163	Only when there are speeders present	9/20/2019 11:09 PM
164	None	9/20/2019 11:08 PM
165	Crossing the street at oak & Ballard	9/20/2019 10:36 PM
166	Traffic was heavy	9/20/2019 10:33 PM
167	I	9/20/2019 10:32 PM
168	The cross walk at Ballard and oak street is sometimes scary to cross. Especially if people are driving fast from 78.	9/20/2019 10:30 PM
169	Backing out of spaces on Ballard can be stressful	9/20/2019 10:26 PM
170	I have no understanding of why drive right through the cross walks when they are so clearly marked. Maybe just one day of street dressed officer standing off, reporting cars in violation when people are attempting to cross.	9/20/2019 10:18 PM
171	Traffic moves fast thru downtown and people don't pay attention.	9/20/2019 10:06 PM
172	Cars backing out of parking spots often cannot see when a vehicle is approaching. I've seen this from personal experience and watching other cars.	9/20/2019 10:06 PM
173	None really	9/20/2019 10:04 PM
174	Speed of cars not obeying limits	9/20/2019 10:02 PM
175	Crossing for restaurants	9/20/2019 9:59 PM
176	Cars driving too fast. No one pays attention to the cross walk. No police to monitor the “race track” down Ballard ave.	9/20/2019 9:50 PM
177	Backing out of parking spaces on Ballard can be tricky at times. It’s difficult to see oncoming traffic.	9/20/2019 9:37 PM
178	It’s hard to get across and not convenient to walk to a crosswalk. You’re going in between cars.	9/20/2019 9:23 PM
179	Hard to see around parked cars	9/20/2019 9:15 PM
180	Sometimes cars don't see people coming from in between parked cars	9/20/2019 9:08 PM
181	none	9/20/2019 9:07 PM
182	Trying to back a car out on Ballard can be dangerous	9/20/2019 9:07 PM
183	None	9/20/2019 8:44 PM
184	20-25mph looks very fast on Ballard. Parked cars block view when crossing street, you often have step a few feet into the street to check that it’s clear. Blocked view and vehicle speed can make it a bit scary, especially with kids.	9/20/2019 8:25 PM
185	Needs more pedestrian spaces	9/20/2019 8:19 PM
186	It’s hard to be certain that drivers will actually stop when you’re in the crosswalk.	9/20/2019 8:15 PM
187	Never felt unsafe.	9/20/2019 8:08 PM
188	Never	9/20/2019 8:04 PM
189	N/a	9/20/2019 8:02 PM
190	The cars drive so fast and it's hard to see around, back up. The road is also so narrow and long trucks park and come very close to hitting their tow hitch	9/20/2019 7:42 PM
191	People not paying attention	9/20/2019 7:36 PM
192	Backing out of a parking spot into oncoming traffic	9/20/2019 7:15 PM
193	Corners are blind spots for drivers and they don’t stop or slow down because they can’t see pedestrians.	9/20/2019 6:55 PM
194	Sometimes visibility is difficult during certain times of the day.	9/20/2019 6:54 PM
195	Always drivers usually are very nice.	9/20/2019 6:40 PM
196	Trying to park during an event. Trying to back out on Ballard when super busy.	9/20/2019 6:30 PM

197	None	9/20/2019 6:27 PM
198	Parking is a cross the shopping area (so we have to cross to the shop.)	9/20/2019 5:57 PM
199	The cars go way to fast down Ballard	9/20/2019 5:43 PM
200	I can't see whether cars are coming past the parked cars. Also, only half the cars stop for people at crosswalks	9/20/2019 5:23 PM
201	I avoid driving downtown because it's so crowded with cars backing out.	9/20/2019 5:18 PM
202	Most vehicles don’t stop despite driving slow. Those yield signs does nothing to prevent speed. Also when cars back out of parking spaces, it’s unsafe.	9/20/2019 5:16 PM
203	Drivers not paying attention	9/20/2019 5:14 PM
204	Parking on ballad is a major concern as you cannot see backing into traffic	9/20/2019 5:10 PM
205	When vehicles are speeding or not paying attention to pedestrians.	9/20/2019 4:55 PM
206	Non	9/20/2019 4:54 PM
207	None	9/20/2019 4:48 PM
208	Most people drive too fast downtown and backing out is really hard with line of sight issues.	9/20/2019 4:46 PM
209	Only once someone wasn’t paying attention.	9/20/2019 4:44 PM
210	Cant see around the SUVs and trucks and usually there is someone speeding down the street.	9/20/2019 4:43 PM
211	Limited visibility	9/20/2019 4:36 PM
212	Na	9/20/2019 4:31 PM
213	Speed	9/20/2019 4:30 PM
214	The two way traffic Nd parking on both sides makes it hard to get clear line of sight when backing out of parking spots	9/20/2019 4:28 PM
215	n/a	9/20/2019 4:27 PM
216	Vehicle parking spaces and width of roadway make it difficult to see past mid to fill size vehicles.	9/20/2019 4:16 PM
217	People are not always watching. We have too many people looking at their phones and not paying attention. Or they are just too impatient to give right of way to crosswalk	9/20/2019 4:14 PM
218	Driving faster than posted speed	9/20/2019 4:11 PM
219	Na	9/20/2019 4:03 PM
220	People don't pay attention	9/20/2019 4:01 PM
221	Sometimes when cars are backing out of a parking space on Ballard Street.	9/20/2019 4:01 PM
222	NA	9/20/2019 3:58 PM
223	None	9/20/2019 3:57 PM
224	Often when trying to pull out of a Ballard Street parking place. Vehicle sometimes speed and do not pay attention. There are also very many huge pick-up trucks which can be a challenge when attempting to pull out of a space next to a large truck.	9/20/2019 3:57 PM
225	Speed and hard to see	9/20/2019 3:52 PM
226	Na	9/20/2019 3:49 PM
227	Vehicles don’t stop for pedestrians	9/20/2019 3:44 PM
228	Sometimes the sight lines are problematic	9/20/2019 3:32 PM
229	None	9/20/2019 3:27 PM
230	People ignore you trying to cross. Needs a stoplight to protect walkers	9/20/2019 3:27 PM
231	None	9/20/2019 3:27 PM
232	sometimes there is not much of a break in traffic to wait for and it is hard to find an open space to cross	9/20/2019 3:24 PM

233	There is low visibility for oncoming cars and their speed tends to be a little high.	9/20/2019 3:24 PM
234	Some people drive too fast and aren’t paying attention, so you have to be aware when trying to cross.	9/20/2019 3:23 PM
235	Cars not stopping for pedestrians	9/20/2019 3:19 PM
236	People drive WAY to fast down Ballard Street and aren't looking for folks/kids coming out from between cars	9/20/2019 3:19 PM
237	None	9/20/2019 3:15 PM
238	Speeders at Ballard near OMG	9/20/2019 3:15 PM
239	N/a	9/20/2019 3:13 PM
240	I feel okay crossing in downtown but not from 78 to downtown	9/20/2019 3:13 PM
241	When drivers fail to yield at the crosswalk	9/20/2019 3:09 PM
242	Sometimes cars are in a rush.	9/20/2019 3:08 PM
243	None	9/20/2019 3:06 PM
244	Visibility with cars sometimes is hard	9/20/2019 3:06 PM
245	The parking on Ballard needs to be fixed, can’t see around cars and hard for cars to exit parking spaces	9/20/2019 2:57 PM
246	Drivers not seeing me	9/20/2019 2:56 PM
247	I was trying to cross the street from Mr. Jim's and someone was speeding and if I wasn't paying attention they would have hit me.	9/20/2019 2:44 PM
248	Never	9/20/2019 2:44 PM
249	Anytime it is. Use, too many people just sit. Pay attention while driving	9/20/2019 2:19 PM
250	Because of the street parking, it creates a blind spot for when you want to cross the road. Cars can’t see you, and you can’t see cars.	9/20/2019 2:09 PM
251	Speeding	9/20/2019 1:44 PM
252	Sometimes it is hard to see to back out of parking spaces on Ballard. Vehicles don't always drive the speed limit.	9/20/2019 1:40 PM
253	My Girl Scouts & I were trying to cross the street in crosswalk by the Pawn shop, walking towards the TCBY. I had to step all the way out into the crosswalk because a large dually truck was park in the corner parking spot & I could not see around w/out putting myself in the street. No one was slowing down for us to cross until another parent saw this & both she & I stood in the walk, arms extended to stop traffic going North & South. That corner parking spot should be rounded or taken out so a line of sight can be used to look N & S w/out putting ourselves in harms way. Also people cut across the main street all the time almost getting hit because they are not using crosswalk.	9/20/2019 1:38 PM
254	It's really congested between traffic & vehicles pulling out of parking spots, pedestrians and all at the same time. The road is too narrow to accomodate parking & through traffic.	9/20/2019 1:37 PM
255	With the high traffic for the local high school homecoming parades, it makes it difficult to cross streets with all the cars and foot traffic.	9/20/2019 1:18 PM
256	Crossing Ballard can be tricky.	9/20/2019 1:16 PM
257	Distracted drivers.	9/20/2019 1:11 PM
258	Sometimes when large vehicles park next to the crosswalk. It's hard to see and be seen.	9/20/2019 12:57 PM
259	None	9/20/2019 12:53 PM
260	Ballard is extremely narrow through downtown and with the current parking setup creates visual obstructions for both drivers and pedestrians. As a pedestrian, you have to walk out past vehicles parked in order to see oncoming traffic which means you’re almost standing out in the street. As a driver, many times pedestrians have just walked out into traffic (typically not in the crosswalks)	9/20/2019 12:47 PM
261	Driver driving too fast	9/20/2019 12:46 PM
262	None	9/20/2019 12:41 PM

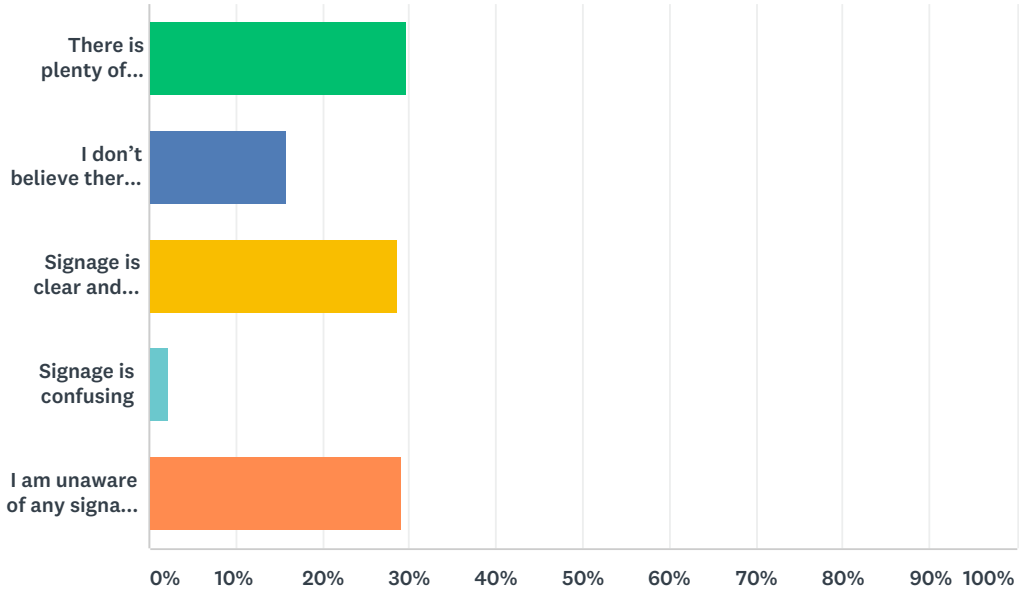
263	It’s a bit hard to take a left on to Ballard from side roads with construction	9/20/2019 12:36 PM
264	Not a problem, look both ways before crossing. Don't like to park on Ballard, backing into traffic is unsafe.	9/20/2019 12:36 PM
265	Just cautious that oncoming traffic is seeing me, no actual incidents thankfully	9/20/2019 12:34 PM
266	.	9/20/2019 12:26 PM
267	Hard to see around parked cars to look for oncoming cars	9/20/2019 12:24 PM
268	It is sometimes hard to see cars coming due to the parked cars in the way. So crossing halfway into the street to be able to see cars coming is not safe	9/20/2019 12:23 PM
269	When parking or trying tompark it's hard to see around the other parked cars to know if its safe to proceed.	9/20/2019 12:21 PM
270	Cars drive way too fast going through downtown. You take your life in your hands when attempting to cross the street and especially trying to back out of a parking spot	9/20/2019 12:21 PM
271	diagonal street parking often makes seeing oncoming traffic difficult since everyone insists on owning large trucks and SUV's.	9/20/2019 12:11 PM
272	because of the way cars park, you have to step into road and lean out to see if cars are coming in order to cross street. Some cars are driving very fast. Also if i park on Ballard, backing up to leave is a crap shoot! you just have to slowly start backing up and pray no one is coming or they see you and slow down/stop.	9/20/2019 12:10 PM
273	Just make Ballard walking only and bring in street car vendors (food and merchandise). Think German village downtown. Also more sidewalks to get around Wylie. We only drive from Wylie Lakes cause there is no sidewalk down 78 or any other path.	9/20/2019 12:06 PM
274	NA	9/20/2019 12:00 PM
275	N/A	9/20/2019 11:58 AM
276	Big trucks can obstruct view of oncoming traffic when parked on ballard	9/20/2019 11:52 AM
277	drivers seem to be courteous toward pedestrians	9/20/2019 11:49 AM
278	Due to angles of the parking spaces it’s difficult to see traffic and pedestrians.	9/20/2019 11:47 AM
279	People not using crosswalks. Just stepping out into traffic.	9/20/2019 11:40 AM
280	Cars do not slow down or stop at crosswalks	9/20/2019 11:39 AM
281	While crossing cars sometimes dont see me because of parking to close to cross walks	9/20/2019 11:38 AM
282	My son was almost hit by a driver speeding through downtown on Ballard.	9/20/2019 11:38 AM
283	It can be difficult to back out of parking spaces bc people drive too fast down Ballard. When I’m driving thru downtown on Ballard, I always slow WAY down, like literally 10 mph, bc people can’t see, don’t pay attention, and walk out or back their car ohh into traffic.	9/20/2019 11:33 AM
284	People drive to fast and distracted. Most of the time even if in the crosswalk people keep on driving or go faster to get through.	9/20/2019 11:33 AM
285	Speeding cars	9/20/2019 11:33 AM
286	Cars on ballard backing out of parking spots or ppl darting from btwn cars to cross Ballard	9/20/2019 11:28 AM
287	None	9/20/2019 11:27 AM
288	some drivers don't look like they are placing close attention to the road and so I don't want to walk out in between cars and be hit by one.	9/20/2019 11:26 AM
289	Drivers don't always slow down, even at the crosswalk	9/20/2019 11:24 AM
290	People don’t yield	9/20/2019 11:21 AM
291	Speeding cars and the inability to see ncoming traffic around parked cars when crossing.	9/20/2019 11:20 AM
292	It is a little congested.	9/20/2019 11:17 AM
293	Hard for cars to see you when backing out	9/20/2019 11:17 AM

294	I have almost been hit by vehicles speeding through the aare and not yielding to pedestrians in the crosswalks.	9/20/2019 11:17 AM
295	People arent typically paying attention to pedestrians	9/20/2019 11:15 AM
296	Cars backing out of spaces	9/20/2019 11:15 AM
297	Backing out of parking spots on Ballard can be stressful sometimes.	9/20/2019 11:14 AM
298	na	9/20/2019 11:13 AM
299	Pulling out of parking spaces is dangerous. Pulling out if cross streets is dangerous.	9/20/2019 11:08 AM
300	Due to how the parking is laid out on each side of Ballard, I don't feel like passing traffic can easily see pedestrians.	9/20/2019 11:07 AM
301	They have the signs to yield or stop and driver's do not abide	9/20/2019 11:03 AM
302	There's a lot of traffic, and there's not adequate parking for the business on Ballard. The on-street parking looks terrible, and makes it unsafe. Lots of people running across the street. It's unsafe to drive on Ballard, and to walk across	9/20/2019 11:02 AM
303	People don't always stop for people in the cross walk.	9/20/2019 11:01 AM
304	All good!	9/20/2019 11:00 AM
305	Wylie has serious issues with distracted drivers, speeding and uncourteous individuals as seen by the recent school zone incidents in our city. I would feel more comfortable if Ballard was more pedestrian and less vehicular.	9/20/2019 10:56 AM
306	None	9/20/2019 10:52 AM
307	NA	9/20/2019 10:52 AM
308	i think they do a good job keeping it safe	9/20/2019 10:50 AM
309	The speed at which some folks drive	9/20/2019 10:48 AM
310	None	9/20/2019 10:47 AM
311	It's tough to back out of the angled parking spaces on Ballard when traffic comes by so fast and vision is blocked by other cars.	9/20/2019 10:47 AM
312	Sometimes traffic won’t stop	9/20/2019 10:45 AM
313	bad driver	9/20/2019 10:44 AM
314	Can't see when cars are backing out. Pedestrians not crossing properly. Bicycles and pedestrians rarely can cross safely anywhere. Cars driving too fast through there. Cars can't see to cross the street. Cars too fast past park. Too dark to walk during events. Too many people downtown during special events. Not safe with that many people. Parking across 78 and can't cross 78 safely at anytime.	9/20/2019 10:43 AM
315	Occasional speeder	9/20/2019 10:39 AM
316	The slanted parking spots and the width of the street makes it ripe for backing out wrecks. Also, people tend to not use cross walks and dart out from behind cars. Again too close to traffic. The street is just not wide enough to be safe.	9/20/2019 10:38 AM
317	never happened	9/20/2019 10:37 AM
318	Traffic going to fast sometimes	9/20/2019 10:35 AM
319	None	9/20/2019 10:32 AM
320	With such tight lashes and parking, it's hard to see cars/pedestrians	9/20/2019 10:31 AM
321	None	9/20/2019 10:26 AM
322	Speed and congestion on Ballard	9/20/2019 10:22 AM
323	Driving too fast	8/30/2019 9:48 AM
324	Backing out of the front-in parking is always difficult. Front-in parking reduces visibility (upon departure) which is further complicated if you are parked next to a big Texas truck. Additionally, people drive very fast through there, treating it more like a highway than downtown pedestrian area.	8/28/2019 8:21 AM

325	NA	8/27/2019 5:16 PM
326	Backing into traffic from a diagonal parking spot on Ballard is dangerous.	8/27/2019 4:30 PM
327	test	8/27/2019 10:17 AM

Q14 What is your opinion of the directional signage in Downtown Wylie? (Select all that apply)

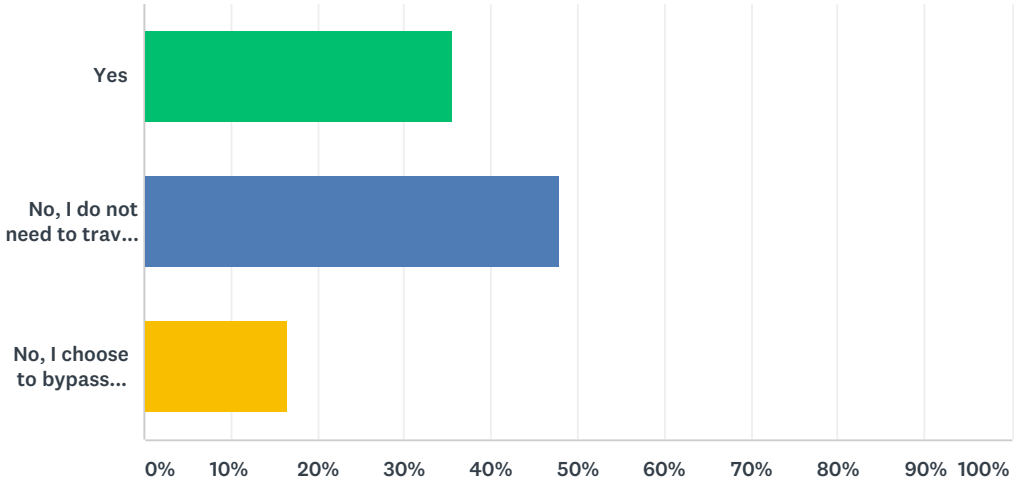
Answered: 511 Skipped: 49



ANSWER CHOICES	RESPONSES	
There is plenty of signage downtown	29.75%	152
I don't believe there is enough signage downtown	15.85%	81
Signage is clear and helpful	28.57%	146
Signage is confusing	2.35%	12
I am unaware of any signage in downtown	29.16%	149
Total Respondents: 511		

Q15 Do you travel through Downtown Wylie during rush hour? (7 – 9 a.m. or 4 – 6 p.m.)

Answered: 517 Skipped: 43



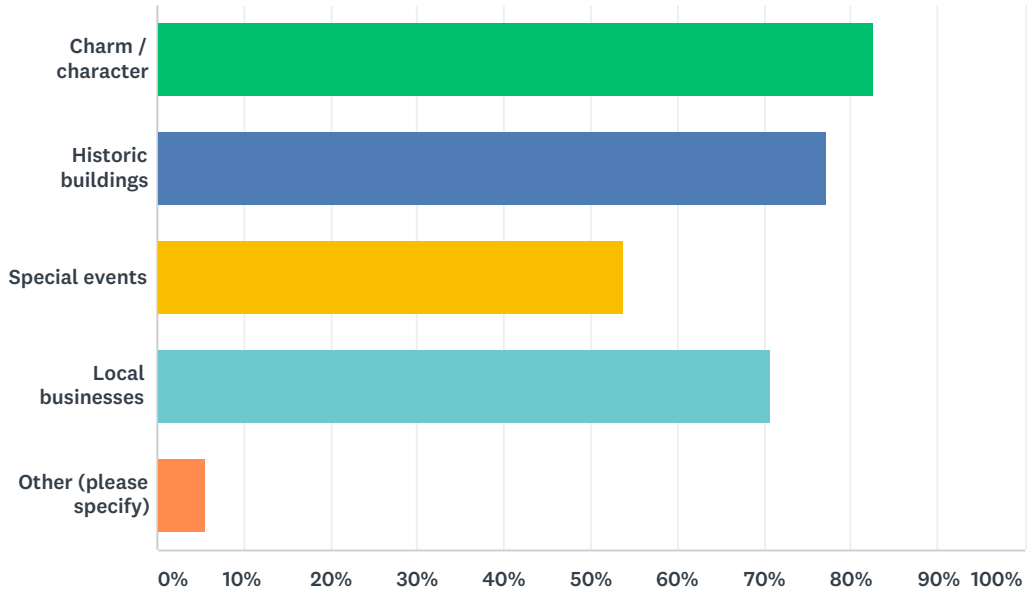
ANSWER CHOICES	RESPONSES	
Yes	35.59%	184
No, I do not need to travel through the area during rush hour	47.97%	248
No, I choose to bypass downtown during rush hour	16.44%	85
TOTAL		517

Q16 What do you like most about Downtown Wylie? (Select all that apply)



Q16 What do you like most about Downtown Wylie? (Select all that apply)

Answered: 518 Skipped: 42



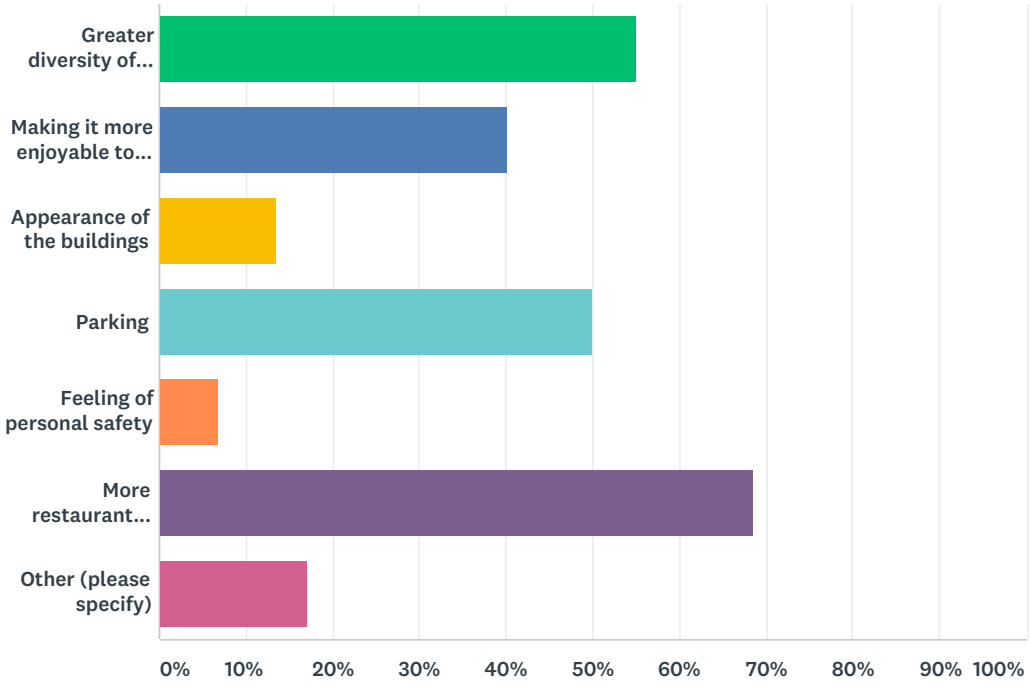
ANSWER CHOICES	RESPONSES	
Charm / character	82.63%	428
Historic buildings	77.22%	400
Special events	53.86%	279
Local businesses	70.66%	366
Other (please specify)	5.60%	29
Total Respondents: 518		

#	OTHER (PLEASE SPECIFY)	DATE
1	I enjoy and take advantage of the small town feel and the convenience to my personal residence for eating, shopping, eye doctor, meeting with friends, events, and classes.	10/6/2019 12:17 PM
2	it's Wylie	10/2/2019 1:12 PM
3	Olde City Park	10/2/2019 11:30 AM
4	Park	10/2/2019 11:01 AM
5	the people	9/23/2019 6:07 AM
6	Schumaker & Hardt, Wylie Flower Shop, Hair Salon, La Flor	9/22/2019 9:04 PM
7	Mom and Pop shops	9/22/2019 6:32 PM
8	Small town feel, but growing businesses. Coffee, lunch, dinner and drinks. I will like it even more when I can live and work downtown. Make it a destination.	9/22/2019 4:01 PM
9	Restaurants and Wylie Opry.	9/22/2019 3:07 PM
10	appreciate the businesses that attempt to restore existing buildings to keep downtown thriving	9/22/2019 11:37 AM
11	Music	9/22/2019 7:20 AM
12	More Restaurants	9/22/2019 6:15 AM

13	N/a	9/21/2019 7:34 PM
14	I like that they haven't tried to modernize all of the old buildings downtown,	9/21/2019 10:22 AM
15	Playground	9/21/2019 8:14 AM
16	None	9/21/2019 8:12 AM
17	Small town feel, feeling of community	9/21/2019 8:09 AM
18	Wish there would be a bit more modernization. Needs a parking garage and a few more restaurants like garland. Make it fun for the residents. Maybe a nice bar.	9/21/2019 8:04 AM
19	I love to meet friends at Landon’s. I like Ricks, Ballard’s cafe and the florist.	9/21/2019 8:03 AM
20	Restuarants	9/20/2019 11:09 PM
21	I love all of it! The old buildings, the food the charm of a small town.	9/20/2019 5:43 PM
22	I like seeing new restaurants come in to give more reason to go.	9/20/2019 4:28 PM
23	I'm proud to bring people to downtown Wylie!	9/20/2019 3:57 PM
24	Park, gazebo	9/20/2019 12:53 PM
25	Playground. Needs a local bar	9/20/2019 12:41 PM
26	It is kept very clean!	9/20/2019 12:10 PM
27	sorry, but not much. Maybe if there were more open public spaces for people to walk around and enjoy a night, that would be nice. Like the open plazas they have in Mexico.	9/20/2019 11:26 AM
28	Only very specific businesses... Doughnuts, BBQ and Ice Cream.	9/20/2019 10:38 AM
29	There is a good mix, but we need more office and residential.	8/27/2019 5:16 PM

Q17 What do you think could be improved about Downtown Wylie that would encourage you to visit more? (Select all that apply)

Answered: 511 Skipped: 49



ANSWER CHOICES	RESPONSES	
Greater diversity of businesses	54.99%	281
Making it more enjoyable to walk around	40.12%	205
Appearance of the buildings	13.50%	69
Parking	49.90%	255
Feeling of personal safety	6.85%	35
More restaurant options	68.69%	351
Other (please specify)	17.22%	88
Total Respondents: 511		

#	OTHER (PLEASE SPECIFY)	DATE
1	I would like to see more inclusiveness of the additional blocks to the north, south, and west of what seems to be the main downtown area. Whether by adding more seating, flowers, visible signs, or other objects of charm, it would be pleasant to be invited beyond the few blocks between Oak and Marble....things that might draw the eye of a visitor to walk further north, south, or west of those two blocks. Perhaps another inviting mural or a beautiful, wrought iron over-street bridge to the main entrance and exit at the end of the designated, historical district... or something to pull a visitor toward Jackson besides a street. Things provided such as lights and flowers and charm are confined to a two block area although the entire historical district could be highlighted and an asset. Even a piece of sculpture such as those the city has installed throughout Wylie could find a perfect home near Wylie's only art gallery.	10/6/2019 12:17 PM
2	PLEEEEEASE more/better restaurant options.	10/2/2019 1:04 PM

3	Better upkeep of buildings (specifically the building on Oak St adjacent to chiropractor)	10/2/2019 12:48 PM
4	Some of the events are attracting out of city visitors and they are not always the best looking for making folks feel safe. City ordinance to ban sagging pants maybe?	10/2/2019 11:01 AM
5	Restaurants that serve alcohol. Also a map so I know what if any shops are on the side streets.	9/29/2019 8:57 PM
6	Encourage spread to adjacent streets. Less low-volume retail, more night life. Open alcohol containers like downtown Rockwall. Find a way to move the church even center away from Ballard. That's 1/4 of the main section totally dead.	9/24/2019 12:54 AM
7	Businesses open in the evenings — and perhaps a freshening up of The Wylie Opry!	9/23/2019 1:27 PM
8	outdoor seating or rooftop at the restaurants or coffee shops would be fun. That is what is missing most of all.	9/22/2019 9:04 PM
9	More antique or one of a kind shops vs. eye care or insurance.	9/22/2019 6:32 PM
10	Make it a destination, adult friendly events, live downtown, work downtown.	9/22/2019 4:01 PM
11	Extended pick up truck parking should be restricted. Difficult to see around.	9/22/2019 3:07 PM
12	More festivals or craft shows. Farmers market	9/22/2019 2:05 PM
13	Eliminate all parking on street, buy up land behind buildings to convert to parking, make that one block area of Ballard Street to park/green space	9/22/2019 8:33 AM
14	Making sure residence know what businesses are there and what they have to offer.	9/22/2019 7:08 AM
15	A bar or two	9/22/2019 6:18 AM
16	Outdoor seating at restaurants, newer buildings changed to look like the older styles	9/22/2019 5:30 AM
17	More parking for large events	9/21/2019 11:17 PM
18	None	9/21/2019 10:57 PM
19	Alcohol sales permitted	9/21/2019 10:06 PM
20	More small quaint shops and restaurants, and less business type, i.e. vision care, tile stores.	9/21/2019 8:22 PM
21	N/a	9/21/2019 7:34 PM
22	Everything seems to close by the evening. I'd love to see more businesses stay open later.	9/21/2019 6:16 PM
23	Make adjacent blocks as charming as the main blocks on Ballard. Bring in new businesses in new buildings that look like Ballard street; get rid of the aluminum and glass, move the gas company to make room for retail/restaurants. Encourage offices to relocate or move upstairs so that first floors, facing the streets, are retail. Block out one parking spot in the middle of each block as a "drop off point" - make it easier for the handicapped and older folks to not walk so far to a restaurant or shop. (My mom is 97 - and no drop points is why we didn't frequent restaurants in downtown Plano before we moved out here.)	9/21/2019 4:38 PM
24	Take away the parking and make it more walker friendly. Ballard doesn't need to have such dangerous parking and fast driving through without regard of those trying to back out or walk	9/21/2019 2:25 PM
25	I've always said an old time swinging door saloon. But now I don't drink.	9/21/2019 12:59 PM
26	More events	9/21/2019 12:14 PM
27	The area down by the gas station could improve it's appearance to match the rest of Ballard. Some stores like the tanning place make it harder to walk around and spend time shopping there. I'd rather have more of a quaint downtown feel than places you don't visit regularly.	9/21/2019 10:47 AM
28	Can't think of anything	9/21/2019 9:56 AM
29	Splash park at the park downtown	9/21/2019 9:54 AM
30	More custom boutique shops	9/21/2019 8:39 AM
31	It's great	9/21/2019 8:27 AM
32	More bar and drinking options. A brewery or tap house would be nice	9/21/2019 8:22 AM

33	At least 1 chain sort of restaurant. There are enough local restaurants there - if there was at least 1 chain restaurant it would draw more folks in to the area. Something like a Gloria's / Mi Cocina. As an example, look at the Gloria's on lower Greenville ave in Dallas - it's location is in a similar setting	9/21/2019 8:21 AM
34	Streets need to be converted to one way. Between oak and brown, Ballard going north, Jackson going south	9/21/2019 8:14 AM
35	More buisnessss open especially on sundays	9/21/2019 8:14 AM
36	None	9/21/2019 8:12 AM
37	Bar! Parking garage. More things to do.	9/21/2019 8:04 AM
38	Turn protection from Ballard to Brown	9/21/2019 8:03 AM
39	It would be great if it were one way. This would also open the other one way to have more traffic for shops.	9/21/2019 8:03 AM
40	.	9/21/2019 7:59 AM
41	A bar with outdoor seating on the rooftop or ground level would be awesome. Not a franchise but a locally owned would be preferable.	9/21/2019 7:58 AM
42	Our free time is limited so it's not usually a destination for us regardless of offerings.	9/21/2019 7:47 AM
43	Most of the businesses are dated. Lots of opportunity to make our downtown great with good food and culture.	9/21/2019 3:50 AM
44	Sunday afternoon hours. Most stores are closed on Sunday. We get brunch after church and then want to wLk around and shop.	9/21/2019 2:30 AM
45	added night life activities / options	9/21/2019 12:12 AM
46	My personal opinion on the businesses that are going in should be either boutiques or restaurants or something like that instead of insurance agencies and such too me that doesnt bring people to the downtown are they want a different variety of shops.	9/20/2019 11:22 PM
47	Museums for early Wylie	9/20/2019 10:36 PM
48	Downtown Wylie really needs a Brewery/restaurant. One that has a space with outdoor seating and nice lighting for the evenings and live music. I really do believe it would bring in a whole new wave of people and the locals would visit a lot more often. Maybe something similar to Intrinsic in Downtown Garland. Also, we need games for adults and kids near the playground--cornhole, giant connect four etc.	9/20/2019 10:06 PM
49	Make traffic one way on Ballard	9/20/2019 10:04 PM
50	More options	9/20/2019 9:08 PM
51	Opening a Trader's Joe near downtown would make me go every week there! ;)	9/20/2019 8:44 PM
52	More LGBT friendly	9/20/2019 8:19 PM
53	Downtown needs to be more for retail/dining. The financial planning and random business don't really feel like they belong.	9/20/2019 8:02 PM
54	More adult events.	9/20/2019 7:15 PM
55	More restaurants or a pub would be great!	9/20/2019 6:57 PM
56	Better quality restaurants, more retail, rooftop patio, and event spaces... building updates/renovations for both structural and appearance to increase the charm and restore Wylie's history	9/20/2019 6:54 PM
57	I enjoy the old town feel.	9/20/2019 6:40 PM
58	I wish there were more spots to eat outside on a nice day	9/20/2019 5:43 PM
59	A classy/romantic place to go during the evening	9/20/2019 4:56 PM
60	Farmers market on weekends. Close Ballard down and put vendors there or a few streets over (like Rockwall's). Also Music and/or entertainment options perhaps similar to backyard on 5th	9/20/2019 4:28 PM
61	I like it the way it is!	9/20/2019 4:27 PM

62	Outdoor dining	9/20/2019 4:11 PM
63	I'm happy as is. If I had a magic wand, Ballard Street would not be a (somewhat) major thoroughfare for so many drivers. I don't know what can be done about that though.	9/20/2019 3:57 PM
64	longer hours for shops. most close around 6pm during th week	9/20/2019 3:19 PM
65	Parking for events. It’s really a great place to shop and eat! Thank you!	9/20/2019 3:15 PM
66	I’ve counseled Wylie City government before about needing to create more entertainment, shopping, event, restaurant draws downtown. They chose to take the few ideas and immediately implement them which definitely helped but I haven’t seen them do anything since I’ve been impressed with. I’m irritated at the level businesses they’re bringing to Wylie especially in the downtown area. Whoever is making these decisions is way out of their depths for offering true economic growth for downtown. I’m always available to help. Martha Brown 9726320461	9/20/2019 2:44 PM
67	Better shopping. Other than a few restaurants, it’s all limited selection overpriced boutiques. Livelier businesses are needed (like the ice cream store) and better signage for the ones that are off Ballard so they can be seen. I would love to see a higher end steakhouse and bar come in. Make it a destination that people from other towns come to wylie for. We need more ways to attract those from outside of Wylie.	9/20/2019 2:09 PM
68	Nothing. Leave it the way it is.	9/20/2019 12:57 PM
69	I would have to live within walking distance!	9/20/2019 12:54 PM
70	Outdoor Cafe's and mingling points	9/20/2019 12:39 PM
71	.	9/20/2019 12:26 PM
72	Just make Ballard walking only and bring in street car vendors (food and merchandise). Think German village downtown. Also more sidewalks to get around Wylie. We only drive from Wylie Lakes cause there is no sidewalk down 78 or any other path.	9/20/2019 12:06 PM
73	I think it is fine the way it is- keeps that 'small town' feel	9/20/2019 12:00 PM
74	More night life options.	9/20/2019 11:58 AM
75	diverse offerings	9/20/2019 11:49 AM
76	Block Ballard off and make it walking only.	9/20/2019 11:29 AM
77	More awareness of what's there	9/20/2019 11:27 AM
78	The entire city of Wylie needs more sit-down, family style restaurants. No more chicken and no more fast food!	9/20/2019 11:24 AM
79	Pubs/restaurants that serve alcohol and have live music.	9/20/2019 11:20 AM
80	More businesses to interact with and that stay open after the average resident is home.	9/20/2019 11:17 AM
81	I know that we like to say that Downtown Wylie is “historic” and “charming”. It’s not. It’s old, sure. But it’s boring and ugly. No trees. No vegetation. There’s no “square”, it’s just a block of older buildings, and a whole bunch of church. Wylie in general is not a pretty are a to look at. Take a drive around any of the nicer towns. Medians and roadways have vegetation landscaping and trees. Most of Wylie’s medians are flat, empty and full of weeds. Ever. The trees that we have are crepe myrtles...a glorified bush. Downtown suffers from this as well. I love Wylie. But it needs to do better. Stop letting the church take over downtown, plant some trees, build some neat looking buildings and we’d be on the right track.	9/20/2019 11:15 AM
82	More retail shops (antique with vendor booths)	9/20/2019 11:13 AM
83	Downtown Wylie is nothing spectacular. It's a row of old buildings with terrible traffic and parking. It needs to be completely revitalized. First Baptist Wylie monopolizes all of the Events on Ballard, and there needs to be greater separation of Church and State with regards to the relationship between the church and the city government.	9/20/2019 11:02 AM
84	The stores in downtown seem to cater to an older demographic. Different restaurants, a bar, clubs, shops that would bring in the younger people would help drive more visitors. We aren't all 50+ old ladies - give us alcohol!	9/20/2019 10:56 AM
85	Outdoor restaurant seating, more clothing stores, card shop	9/20/2019 10:47 AM

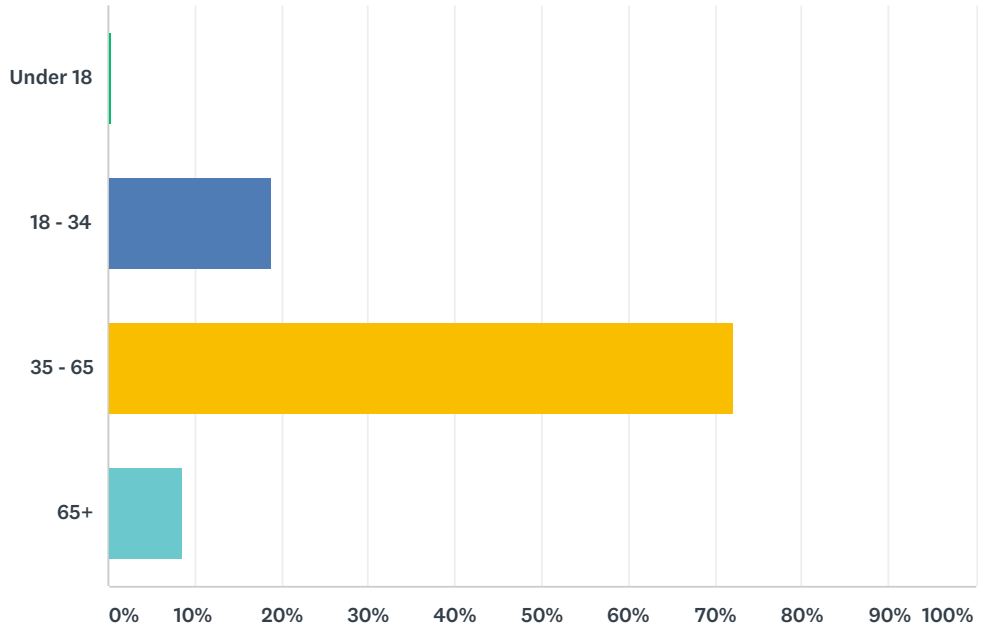
86	Replace the pastor at a downtown church who thinks he controls the city. Shameful. He alone give Wylie a bad taste in my mouth.	9/20/2019 10:38 AM
87	The addition of office product, event/meeting space, collaborative space, rooftops, reduced street width with front patios on Ballard (think lower Greenville)	8/27/2019 5:16 PM
88	Close Ballard to traffic and make it a courtyard.	8/27/2019 4:30 PM

Q19 Please provide the zip code of where you live. (Optional)

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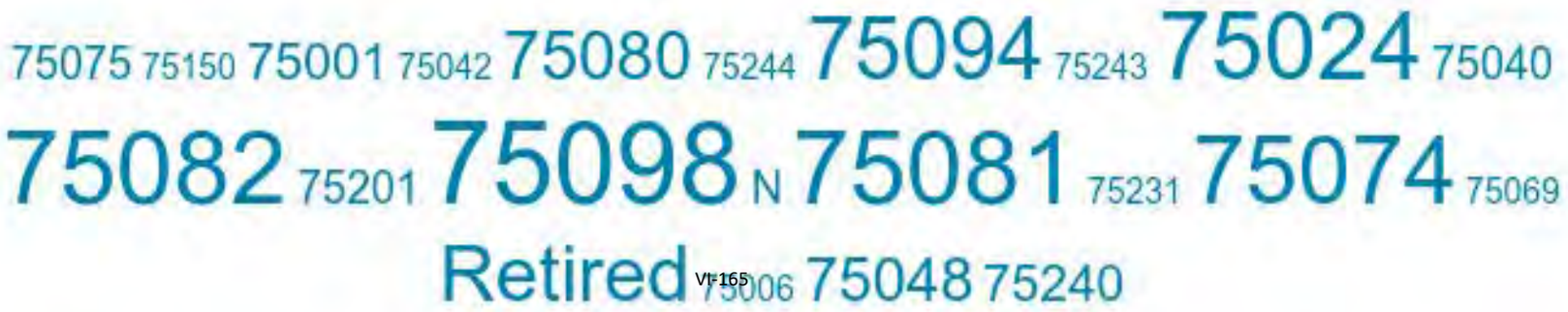
Q18 Please indicate your age range.

Answered: 521 Skipped: 39



ANSWER CHOICES	RESPONSES	
Under 18	0.38%	2
18 - 34	18.81%	98
35 - 65	72.17%	376
65+	8.64%	45
TOTAL		521

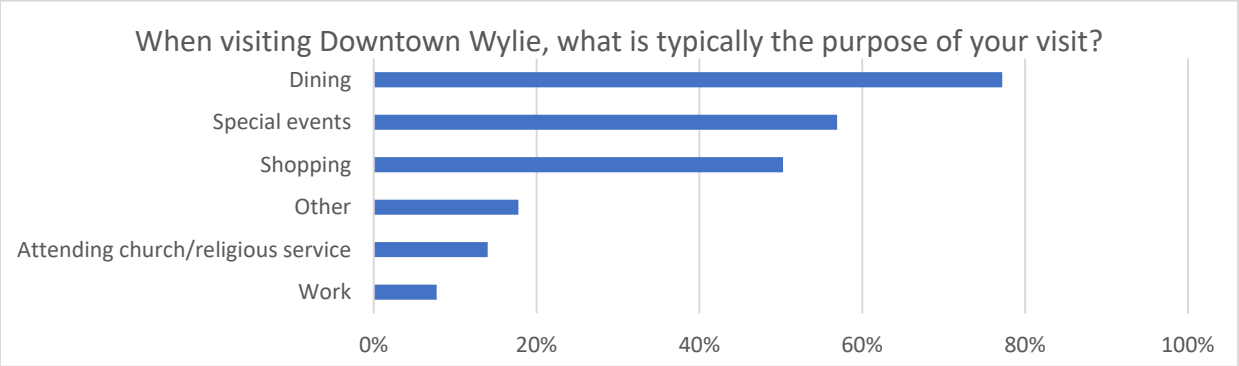
Q20 Please provide the zip code of where you work. (Optional)



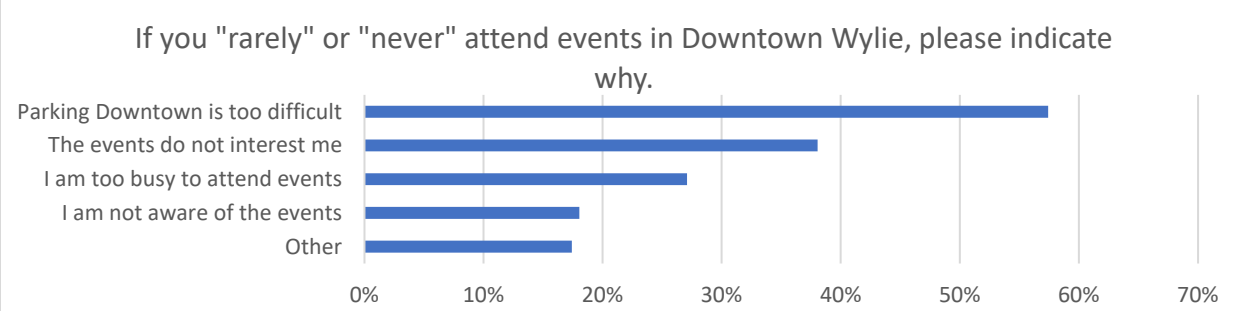
Historic Downtown Wylie Vision Plan – Select Online Survey Results

The online survey was live from September 11, 2019 – October 31, 2019. There was a total of 586 complete survey responses from Wylie residents, visitors, business owners and employees.

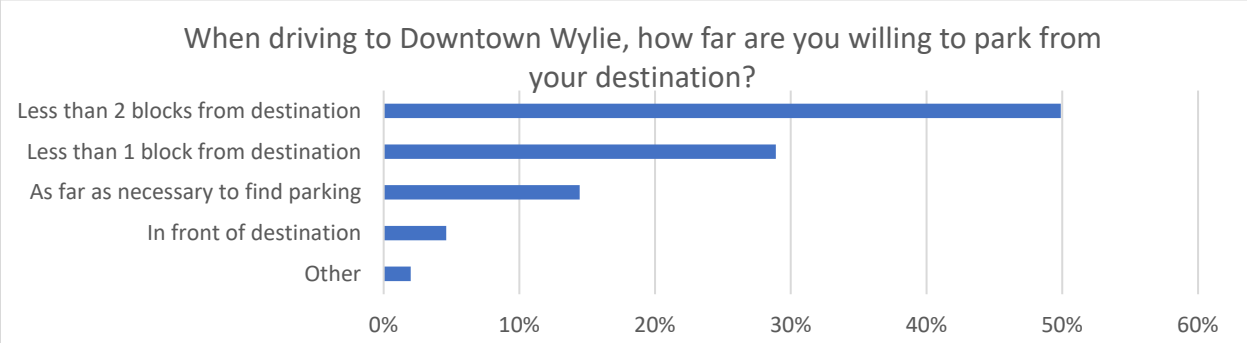
The following is a summary of select responses for various survey questions.

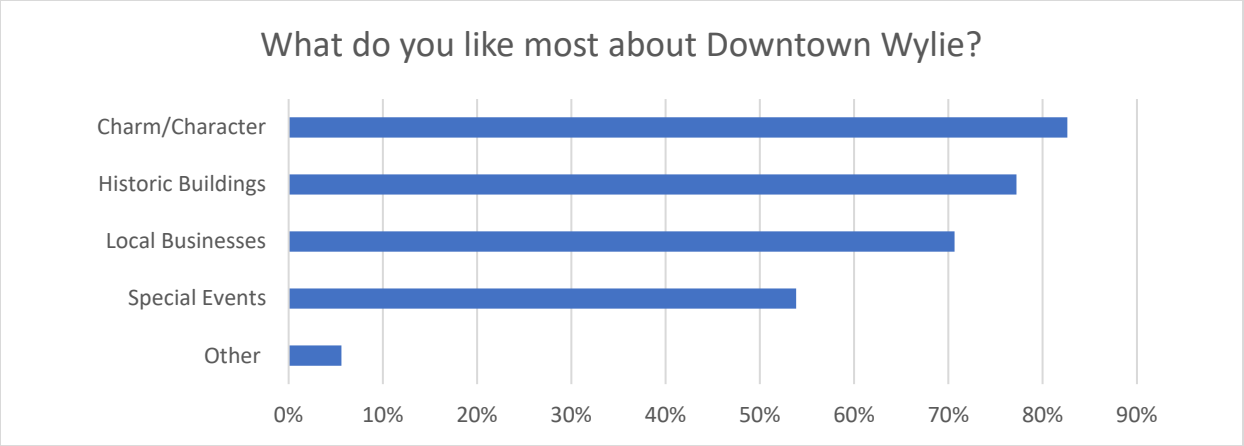


Other reasons for visiting downtown include entertainment such as the Opry, recreational activity like walking and visiting the park, and services such as a salon/spa, doctor, and daycare.

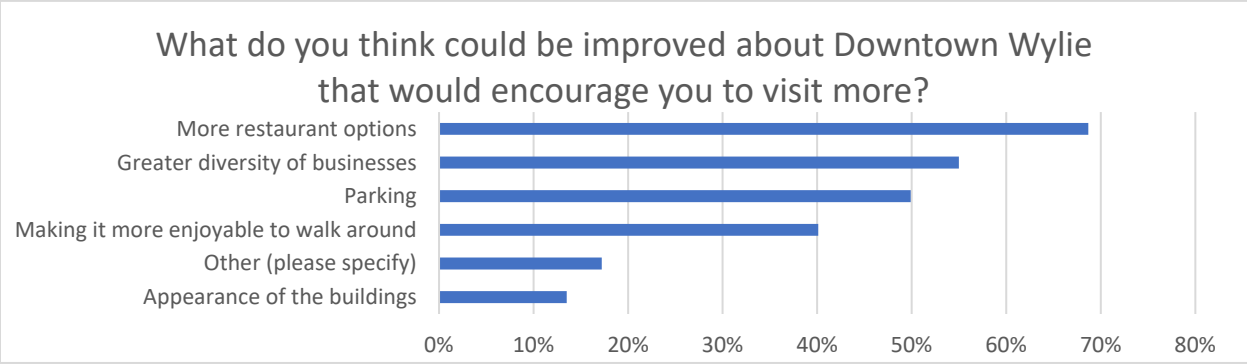


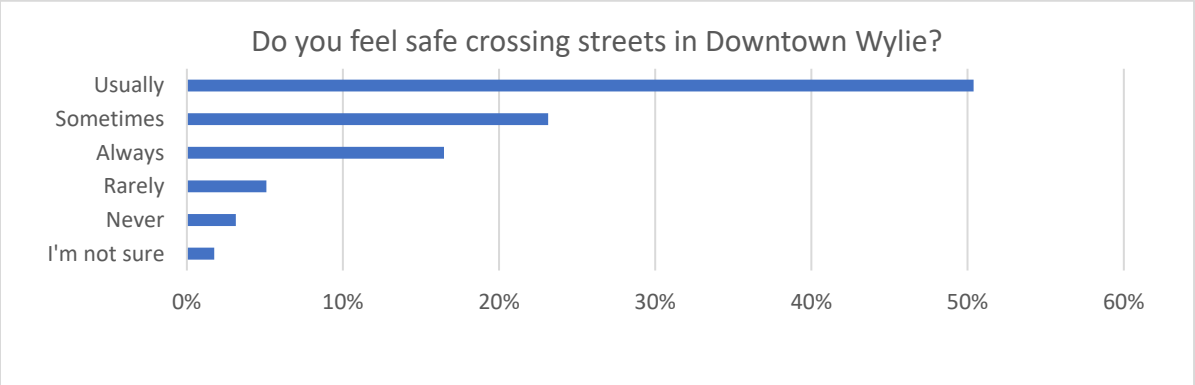
Survey participants mentioned difficulty maneuvering through events on foot and limited ADA access as a reason for not attending events.





Survey participants also mentioned they like the Olde City Park.





<u>Open Ended Survey Question: Please provide a description of any experience you have had where you felt unsafe due to vehicles or traffic in Downtown Wylie.</u>

Survey participants indicated dangerous driver behavior such as high speed, failing to stop or yield to pedestrians in the crosswalk, driver inattention, and the hazard of backing out of parking spaces contributed to the feeling of an unsafe experience due to motor vehicles. Similarly, participants also mentioned the built environment negatively impacts driver and pedestrian visibility due to large vehicles, lighting, and parking configuration.

Appendix D

Table 7-1. Best Practices for Curb Ramp Design

Best Practice	Rationale
Provide a level maneuvering area or landing at the top of the curb ramp.	Landings are critical to allow wheelchair users space to maneuver on or off of the ramp. Furthermore, people who are continuing along the sidewalk will not have to negotiate a surface with a changing grade or cross slope.
Clearly identify the boundary between the bottom of the curb ramp and the street with a detectable warning.	Without a detectable warning, people with vision impairments may not be able to identify the boundary between the sidewalk and the street.
Design ramp grades that are perpendicular to the curb.	Assistive devices for mobility are unstable if one side of the device is lower than the other or if the full base of support (e.g., all four wheels on a wheelchair) are not in contact with the surface. This commonly occurs when the bottom of a curb ramp is not perpendicular to the curb.
Place the curb ramp within the marked crosswalk area.	Pedestrians outside of the marked crosswalk are less likely to be seen by drivers because they are not in an expected location.
Avoid changes of grade that exceed 11 percent over a 610 mm (24 in) interval.	Severe or sudden grade changes may not provide sufficient clearance for the frame of the wheelchair causing the user to tip forward or backward.
Design the ramp that doesn't require turning or maneuvering on the ramp surface.	Maneuvering on a steep grade can be very hazardous for people with mobility impairments.
Provide a curb ramp grade that can be easily distinguished from surrounding terrain; otherwise, use detectable warnings.	Gradual slopes make it difficult for people with vision impairments to detect the presence of a curb ramp.
Design the ramp with a grade of 7.1 ± 1.2 percent. [Do not exceed 8.33 percent (1:12).]	Shallow grades are difficult for people with vision impairments to detect but steep grades are difficult for those using assistive devices for mobility.
Design the ramp and gutter with a cross slope of 2.0 percent.	Ramps should have minimal cross slope so users do not have to negotiate a steep grade and cross slope simultaneously.
Provide adequate drainage to prevent the accumulation of water or debris on or at the bottom of the ramp.	Water, ice, or debris accumulation will decrease the slip resistance of the curb ramp surface.
Transitions from ramps to gutter and streets should be flush and free of level changes.	Maneuvering over any vertical rise such as lips and defects can cause wheelchair users to propel forward when wheels hit this barrier.
Align the curb ramp with the crosswalk, so there is a straight path of travel from the top of the ramp to the center of the roadway to the curb ramp on the other side.	Where curb ramps can be ahead, people using wheelchairs often build up momentum in the crosswalk in order to get up the curb ramp grade (i.e., they "take a run at it"). This alignment may be useful for people with vision impairments.
Provide clearly defined and easily identified edges or transitions on both sides of the ramp to contrast with sidewalk.	Clearly defined edges assist users with vision impairments to identify the presence of the ramp when it is approached from the side.

Appendix E

	OBJECTIVES					TYPE OF PARKING FACILITY		
	Design sites such that vehicles are not the dominant feature	Provide parking without large expanses of pavement	Minimize runoff from parking facilities	Encourage vibrant street level activity	Create a safe and comfortable environment	On-Street Parking	Parking Lot	Parking Structure
Locate facility behind building	X			X	X		X	X
Integrate facility into site topography	X	X	X				X	X
Screen facility through landscaping or architectural treatments	X			X			X	X
Landscape interior parking areas	X	X	X				X	
Provide on-street parking		X		X	X	X		
Construct parking structures	X	X						X
Build automated parking structures	X	X						X
Reduce stall dimensions		X	X			X	X	X
Provide compact car spaces		X	X			X	X	X
Incorporate tandem/stacked or valet parking		X	X				X	X
Use alternative pavers		X	X				X	
Break up large parking lots	X	X	X				X	
Utilize open sections		X	X				X	
Incorporate vegetative swales and bioretention areas on-site		X	X				X	
Construct a green roof			X					X
Incorporate retail and commercial uses	X			X				X
Limit curb cuts				X	X		X	X
Provide clearly defined pedestrian corridors					X		X	X
Enhance bicycle and pedestrian entrances	X				X		X	X
Provide bicycle parking facilities					X	X	X	X
Implement a parking guidance system					X		X	X
Utilize low-angle, cut-off lighting					X	X	X	

Appendix F

APPENDIX F: REFERENCES

Planning and Design Guidance and Standards Resources

Guide for the Planning, Design, and Operation of Pedestrian Facilities. American Association of State Highway and Transportation Officials. 2004. Retrieved from: https://safety.fhwa.dot.gov/ped_bike/docs/designsafety.pdf

Highway Safety Manual. American Association of State Highway and Transportation Officials. 2010.

Roadway Lighting Design Guide. American Association of State Highway and Transportation Officials. October 2018. Retrieved from: https://store.transportation.org/Common/DownloadContentFiles?id=1787

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach. Federal Highway Administration. Retrieved from: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm#d2

Zegeer, C., Seiderman, C., Lagerway, P., Cynecki, M., Ronkin, M., and Schneider, R. *FHWA Pedestrian Facilities Users Guide – Providing Safety and Mobility.* Federal Highway Administration. 2002.

Proven Safety Countermeasures. Federal Highway Administration. 2017. Retrieved from: https://safety.fhwa.dot.gov/provencountermeasures/

Alta Planning and Design, Small Urban and Rural Livability Center, and National Association of Counties. *Small Town and Rural Multimodal Networks.* Federal Highway Administration. December 2016.

FBCI Codes for Communities. Form-Based Codes Institute/Smart Growth America. Retrieved from: https://formbasedcodes.org/codes-for-communities/

Zegeer, C. and Traffic Engineering Council Committee TENC-5A-5. *Design and Safety of Pedestrian Facilities.* Institute of Transportation Engineers. March 1998. Retrieved from: https://safety.fhwa.dot.gov/ped_bike/docs/designsafety.pdf

Urban Street Design Guide. National Association of City Transportation Officials. September 2013. Retrieved from: https://nacto.org/publication/urban-street-design-guide/

Harkey, D., Carter, D., Bentzen, B., and Barlow, J. *Accessible Pedestrian Signals: A Guide to Best Practices*. Transportation Research Board - National Cooperative Highway Research Program. November 2009. Retrieved from: http://www.trb.org/Publications/Blurbs/164696.aspx

Manual on Uniform Traffic Control Devices for Streets and Highways. Federal Highway Administration. 2009. Retrieved from: 2009 Edition with Revisions No. 1 and 2 Incorporated, dated May 2012 (PDF) - FHWA MUTCD (dot.gov)

Planning Advisory Service. *PAS Essential Info Packet: Parking Solutions.* American Planning Association. September 2009. Retrieved from: https://planning-org-uploaded-media.s3.amazonaws.com/document/product_EIP_E_IP24.pdf

DRAFT

Wylie City Council

AGENDA REPORT

Department: City Manager **Account Code:**

Prepared By: City Secretary

Subject

Interview applicants for Board of Ethics vacancies for a term to begin July 1, 2021 and end June 30, 2023.

Recommendation

No action taken.

Discussion

Per Ordinance No. 2014-19, prospective Board of Ethics applicants will be interviewed by the entire City Council.

Applicants:
Joe Chandler
Aaron Coleman
Jal Dennis
James Koch
Michelle Langloys (interview 6/8)
Fernando Martinez
Lori Villarreal

Board of Ethics Application

Personal Information

First Name * Joe

Last Name * Chandler

DOB * [redacted]

Please provide your full legal first and last name.

Registered Voter * Are you a registered voter?

- (•) Yes
- ( ) No

Voter Registration County * What County are you registered in?

Collin

Board/Commission Service

* Do you currently serve on a board/commission?

- ( ) No
- (•) Yes

* Please select the board/commission you currently serve on.

Historic Review Commission

* How long have you served on the board/commission?

4 years

* Please indicate briefly why you would like serve as a Board of Ethics member:

I love to serve the community and have done so for the last 4 years.

Contact Information

[redacted]

* How long have you been a Wylie resident?

8 years

You must be a Wylie resident to serve on this board.

Employment Information

Occupation Marketing Professional

Code of Ethics Acknowledgement

Please read the below ordinance

Acknowledgment & Signature

Board of Ethics Application

Personal Information

First Name * Aaron

Last Name * Coleman

DOB * [redacted]

Please provide your full legal first and last name.

Registered Voter * Are you a registered voter?

- (•) Yes
- ( ) No

Voter Registration County * What County are you registered in?

Collin

Board/Commission Service

* Do you currently serve on a board/commission?

- (•) No
- ( ) Yes

* Please indicate briefly why you would like serve as a Board of Ethics member:

Strong ethics are an essential attribute of governing. As a resident/citizen of Wylie I am invested in the success of our local council and this board represents an opportunity for me to be actively involved and contribute. My role as a parent of students in WISD, spouse, resident and both educational and professional experience have all been conduits me to demonstrate my individual ethical standards. Would love to be involved.

Contact Information

[redacted]

* How long have you been a Wylie resident?

I've been a Wylie resident since November 2015

You must be a Wylie resident to serve on this board.

Employment Information

Occupation Assistant Vice President Business Marketing - AT&T

Code of Ethics Acknowledgement

Please read the below ordinance

Board of Ethics Application

Personal Information

First Name * Jal

Last Name * Dennis

DOB * [redacted]

Please provide your full legal first and last name.

Registered Voter * Are you a registered voter?

- (•) Yes
- ( ) No

Voter Registration County * What County are you registered in?

Collin

Board/Commission Service

* Do you currently serve on a board/commission?

- (•) No
- ( ) Yes

* Please indicate briefly why you would like serve as a Board of Ethics member:

My experience as an ethics/compliance officer in the securities industry makes me very qualified to serve. Without a strong ethics board and policies, corruption will always be present and will dominate and political bullying will prevail.

Contact Information

[redacted]

* How long have you been a Wylie resident?

20 years

You must be a Wylie resident to serve on this board.

Employment Information

Occupation Semi Retired / Financial Consultant

Code of Ethics Acknowledgement

Please read the below ordinance

Acknowledgment & Signature

I have reviewed Ordinance No. 2014-19, City of Wylie Code of Ethics, above as required in Section 10(A) of the Ordinance.

Board of Ethics Application

Personal Information

First Name * James

Last Name * Koch

DOB * [redacted]

Please provide your full legal first and last name.

Registered Voter * Are you a registered voter?

- (•) Yes
- ( ) No

Voter Registration County * What County are you registered in?

Collin

Board/Commission Service

* Do you currently serve on a board/commission?

- (•) No
- ( ) Yes

* Please indicate briefly why you would like serve as a Board of Ethics member:

I would like to contribute by promoting ethical behavior throughout the cities organizations. An attempt to make a difference in today's society.

Contact Information

[redacted]

* How long have you been a Wylie resident?

5.5 years

You must be a Wylie resident to serve on this board.

Employment Information

Occupation Insurance Fraud Investigator

Code of Ethics Acknowledgement

Please read the below ordinance

Acknowledgment & Signature

I have reviewed Ordinance No. 2014-19, City of Wylie Code of Ethics, above as required in Section 10(A) of the Ordinance.

If appointed, I agree to serve a two year term to the Board of Ethics. I am aware of the meeting dates and times of the Board of Ethics. I am aware that I may not serve on any other council appointed board or commission during my term on

Board of Ethics Application

Personal Information

First Name * Fernando

Last Name * Martinez

DOB * [redacted]

Please provide your full legal first and last name.

Registered Voter * Are you a registered voter?

- (•) Yes
- ( ) No

Voter Registration County * What County are you registered in?

Collin

Board/Commission Service

* Do you currently serve on a board/commission?

- (•) No
- ( ) Yes

* Please indicate briefly why you would like serve as a Board of Ethics member:

Ethics is very important in government because it is what keeps its people assured of its integrity and I believe my background has provided me a great foundation in ethics.

Contact Information

[redacted]

* How long have you been a Wylie resident?

3 years

You must be a Wylie resident to serve on this board.

Employment Information

Occupation Civil Rights Analyst

Code of Ethics Acknowledgement

Please read the below ordinance

Acknowledgment & Signature

I have reviewed Ordinance No. 2014-19, City of Wylie Code of Ethics, above as required in Section 10(A) of the Ordinance.

If appointed, I agree to serve a two year term to the Board of Ethics. I am aware of the meeting dates and times of the Board of Ethics. I am aware that I may not serve on any other council appointed board or commission during my term on

Board of Ethics Application

Personal Information

First Name * Lori

Last Name * Villarreal

DOB * [redacted]

Please provide your full legal first and last name.

Registered Voter * Are you a registered voter?

- (•) Yes
- ( ) No

Voter Registration County * What County are you registered in?

Collin

Board/Commission Service

* Do you currently serve on a board/commission?

- (•) No
- ( ) Yes

* Please indicate briefly why you would like serve as a Board of Ethics member:

Our family has developed a philosophy, “Care for what is yours.” This holds true for physical assets, relationships, and our community where we can. If I can be of value, I’d like to be considered. The Ethics Committee is particularly interesting to me because it offers confidence to our residents that there is a peer review when necessary and reminds that we are all in this – responsible and ethical growth - together. Respectfully, Lori

Contact Information

[redacted]

* How long have you been a Wylie resident?

20 years

You must be a Wylie resident to serve on this board.

Employment Information

Occupation Executive Director, Wylie ISD Education Foundation

Code of Ethics Acknowledgement

Please read the below ordinance

ORDINANCE NO. 2014-19

AN ORDINANCE OF THE CITY OF WYLIE, TEXAS, ESTABLISHING A CODE OF ETHICS; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING FOR REPEALING, SAVINGS AND SEVERABILITY CLAUSES; PROVIDING FOR AN EFFECTIVE DATE OF THIS ORDINANCE; AND PROVIDING FOR THE PUBLICATION OF THE CAPTION HEREOF.

WHEREAS, the City of Wylie desires for all of its citizens to have confidence in integrity, independence, and impartiality of those who act on their behalf in government; and

WHEREAS, this proposed Code of Ethics to define the bounds of reasonable ethical behavior by the City Council and all appointed City Offices.

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS that this Ordinance be adopted in order to promote confidence in the government of the City of Wylie, and thereby enhance the City's ability to function effectively.

Section 1. Definitions.

In this article:

Administrative Board means any board, commission, or other organized body: (1) That has, by law, final decision-making authority on matters within its jurisdiction and that is either: (a) established under the City Charter or by city ordinance, or (b) whose members are all council members or are appointed or confirmed by the City Council; or, (2) Created as a non-profit economic development corporation by the City Council under the authority of the Development Corporation Act of 1979, as amended.

Advisory Board means a board, commission, or other organized body other than an Administrative Board, that was created by an act of the City Council whose members are appointed or confirmed by the City Council and are charged with making recommendations to the City Council on matters within its jurisdiction.

City Official means a member of the City Council, an Administrative Board, or an Advisory Board.

Economic Interest means a legal or equitable property interest in land, chattels, and intangibles, and contractual rights having a value of more than fifty thousand dollars ($50,000.00). Service by a City Official as an Officer, director, advisor, or otherwise active participant in an educational, religious, charitable, fraternal, or civic organization does not create for that City Official an "Economic Interest" in the

property of the organization. "Economic Interest" does not include the contract and/or business relationship that the City Manager, City Secretary, City Attorney and/or his law firm, and/or the Municipal Court Judges and Magistrates and/or their respective law firms have with the City."

Official Action means:

(1) any affirmative act (including the making of a recommendation) within the scope of, or in violation of, an Official's duties; or
(2) any failure to act, if the Official is under a duty to act and knows that inaction is likely to affect substantially an Economic Interest of the Official.

Review Panel means the body charged with reviewing and acting on complaints and requests for declaratory relief filed under this article.

Section 2. Covered officials.

The rules of ethical conduct contained below apply generally to City Officials unless otherwise specified.

Section 3. Officials required to comply with both state and local law.

Where a City Official's conduct is regulated by a provision of this article and a similar provision of state law, and it is possible to comply with the requirements of both, a City Official shall comply with both.

Section 4. Education.

The City shall provide training and educational materials to City Officials on their ethical obligations under state law and this article. Such training shall include at least one formal classroom session in each calendar year. All City Officials shall must annually attend the formal training session offered by the City or equivalent training sessions conducted by the Texas Municipal League or similar organizations. The City also shall prepare and distribute written materials on the subject to each City Official at the time of his or her election or appointment to office.

Section 5. Ethical values.

It is the official policy of the City that:

(A) City Officials shall be independent, impartial, and responsible to the citizens of the City;

(B) City Officials shall not have a financial interest, and shall not engage in any business, transaction, or professional activity, or incur any obligation that conflicts with the proper discharge of their duties for the City in the public interest.

(C) The principles of personal conduct and ethical behavior that should guide the behavior of City Officials include:

1. A commitment to the public welfare;

2. Respect for the value and dignity of all individuals;

3. Accountability to the citizens of the City;

4. Truthfulness; and

5. Fairness.

(D) Under such principles of conduct and ethical behavior, City Officials should:

1. Conduct themselves with integrity and in a manner that merits the trust and support of the public;

2. Be responsible stewards of the taxpayers' resources; and

3. Take no official actions that would result in personal benefit in conflict with the best interests of the City.

(E) To implement the principles of conduct and ethical behavior set out above, the City Council has determined that it is advisable to enact rules of ethical conduct to govern City Officials. It is the purpose and intent of City Council to assure a fair opportunity for all of the City's citizens to participate in government, to adopt standards of disclosure and transparency in government, and to promote public trust in government.

Section 6. Rules of Ethical Conduct for City Officials.

The rules of ethical conduct contained below, are intended not only to serve as a guide for official conduct, but also as a basis for discipline of City Officials who do not abide by them.

(A) Appearance on behalf of private interests of others.

(1) A member of the City Council shall not appear before the City Council, an Administrative Board or an Advisory Board for the purpose of representing the interests of another person or entity. However, a member of the City Council may, to the extent as otherwise permitted by law, appear before any such body to represent the member's own interests or the interests of the member's spouse or minor children.

(2) A City Official who is not a member of the City Council shall not appear before the body on which he or she serves for the purpose of representing the interests of another person or entity, and shall not appear before any other body for the purpose of representing the interests of another person or entity in connection with an appeal from a decision of the body on which the City Official serves. However, the City Official may, to the extent as otherwise permitted by law, appear before any such body to represent the City Official's own interests or the interests of the City Official's spouse or minor children.

(B) Misuse and disclosure of confidential information.

(1) It is a violation of this ethics code for a City Official to violate V.T.C.A., Penal Code, § 39.06 (Misuse of Official Information), as amended.

(2) A City Official shall not disclose to the public any information that is deemed confidential under any federal, state, local law, or council rules, unless required by law.

(C) Restrictions on political activity and political contributions.

(1) No City Official or candidate for City Council shall meet with any employee or group of employees of the City for political campaign purposes while such employees are on duty.

(2) No City Official shall, directly or indirectly, coerce or attempt to coerce any City employee to:

(a) Participate in an election campaign, contribute to a candidate or political committee, or engage in any other political activity relating to a particular party, candidate, or issue; or

(b) Refrain from engaging in any lawful political activity.

(3) The following actions by City Officials are not prohibited by this section:

(a) The making of a general statement encouraging another person to vote in an election;

(b) A solicitation of contributions or other support that is directed to the general public or to an association or organization; and

(c) The acceptance of a campaign contribution from a City employee.

(4) No City Official shall use, request, or permit the use of City facilities, personnel, equipment, or supplies for the creation or distribution of materials to be used in a political campaign or for any other purpose in support of a political campaign. However, meeting rooms and other City facilities that are made available for use by the public may be used for political purposes by City Officials under the same terms and conditions as they are made available for other public uses

(D) Use of cell phones or electronic devices during meetings.

City Officials shall refrain from using cell phones or electronic devices during a meeting unless it is for the purpose of accessing agendas and information relevant to the agenda. Cell phones shall be turned off or put on vibrate during meetings. Should it be necessary to use a cell phone, City Officials shall step out of the meeting. Text messaging, emails and other written communications shall not be sent during a meeting unless it is an emergency.

(E) Use of City letterhead and logo.

The City's name, letterhead and logo are not to be used for non-City business or purposes. City Officials shall not use the City letterhead or other materials for personal correspondence, in connection with non-City business such as personal fund raising for charitable causes, endorsements, or other types of personal business.

Section 7. Board of Ethics.

(A) Creation and appointment.

There is hereby created a Board of Ethics to consist of five members and two alternates. The purpose of the Board shall be to issue advisory opinions and waivers on ethical issues arising under this article and to hear inquiries or complaints and issue findings and recommendations regarding alleged violations of this article.

Prospective Board of Ethics members shall be interviewed by the entire City Council.

(B) Qualifications.

(1) All members must live within the city of Wylie city limits.

(2) Members may not serve on any other Council appointed Board or Commission during their term on the Board of Ethics.

(3) No City of Wylie employee can be on the Code of Ethics Board.

(C) Terms of appointment.

No Board of Ethics member may serve more than two (2) consecutive years (with the exception of the inception to achieve staggered terms.)

(D) Removal.

The unexcused absence of any member of the Board of Ethics from three (3) consecutive meetings, unless the Board has excused the absence for good and sufficient reasons as determined by the Board, shall constitute a resignation from the Board.

A member may be removed for inappropriate conduct before the expiration of the member's term. Before removing a member, the Board of Ethics shall specify the cause for a recommendation of removal and shall give the member the opportunity to make a personal explanation. Then the recommendation shall be brought to the City Council for an official vote by Council. If the recommendation is regarding a City Council member that member shall be exempt from the vote.

E. Consultation with city attorney.

The Board of Ethics may consult with the city attorney or a designee of the city attorney regarding legal issues which may arise in connection with this article and may request advisory assistance from the city attorney in conducting hearings on inquiries during any stage of the process.

F. Advisory opinions and waivers.

(1) Any current elected officials or board/commissions member or anyone seeking to become an elected officials or board/commissions member may submit a written request to the Board of Ethics for advisory opinions on whether any conduct by that person would constitute a violation of the Code of Ethics. The Board of Ethics shall render an advisory opinion pursuant to written rules adopted by the Board, but in no case shall the Board take longer than six (6) weeks from the time it received the request to issue an advisory opinion or to give written notice explaining the reason for delay and stating an expected issuance date.

(2) Any current elected officials or board/commissions member or anyone seeking to become an elected officials or board/commissions member may submit a written request for a waiver of any provision of the Code of Ethics. The Board of Ethics is empowered to grant a waiver if it finds that the waiver will serve the best interests of the City. The Board shall issue appropriate notice of its meeting on the waiver and its meeting shall be open to the public. The Board shall

either issue or deny the waiver within six (6) weeks of receiving the request.

G. Complaints or inquiries to the Board of Ethics.

Any person may file an official written complaint or inquiry with the Board of Ethics asking whether a current elected officials or board/commissions member has failed to comply with this code of ethics.

Prior to review by the Board of Ethics, the city attorney shall first determine the following:

(1) If the Board of Ethics has jurisdiction over the alleged violation, and;

(2) If the alleged violation, if true, would or would not constitute a violation of this article.

Subject to the rules adopted by the Council pursuant to section 7.H., the Board of Ethics shall:

(1) Conduct a hearing in a meeting, which shall be open to the public on all official written complaints or inquiries which have not been dismissed pursuant to paragraph G of section 7 or resolved under paragraph F of section 7.

(2) Except as otherwise provided in this article, make public written findings and recommendations, if any, on complaints or inquiries. Board findings should characterize the seriousness of the violation, if any.

(3) The City Manager or the City Attorney shall inform the person who is the subject of the complaint or inquiry and the person who submitted the complaint or inquiry of the Boards' findings, and recommendations; and

(4) If the Board feels corrective action may be necessary, it must make its recommendations to the City Council in writing. The Board may propose actions appropriate to the finding, ranging from a recommendation that the person abstain from further action on the matter or seek a waiver, to adopting a resolution reprimanding the person.

(H) Procedures for complaints or inquiries.

The City Council shall adopt written rules to govern the Board of Ethics in order to create a process that is fair both to the person who submitted the complaint or

inquiry and the person who is the subject of the complaint or inquiry. In addition to rules which the Board may in its discretion adopt, the rules shall:

(1) Establish time lines for all aspects of its handling of complaints or inquiries. The time lines shall be sufficiently long to enable a person who is the subject of a complaint or inquiry to have adequate time to understand the complaint or inquiry and prepare a response. The rules shall allow the Board to alter the time lines upon a request of the subject of a complaint or inquiry for more time to prepare;

(2) Require the complaint or inquiry to be in writing on a form approved by the Board, to be signed, and to show the home or business address and telephone number of the person who submitted it. The form shall contain a statement that must be signed and which states that, to the best of the person's knowledge, information, and belief formed after reasonable reflection, the information in the complaint or inquiry is true. The rules shall require the complaint or inquiry to describe the facts that constitute the violation of this Code of Ethics in sufficient detail so that the Board and the person who is the subject of the complaint or inquiry can reasonably be expected to understand the nature of any offense that is being alleged;

(3) Prohibit the Board from accepting complaints or inquiries about actions that took place or became known to the complainant more than six (6) months prior to the date of filing;

(4) Require the Board to notify the person who is the subject of the complaint or inquiry that a complaint or inquiry has been filed. The rules shall require the Board to provide the notification in a timely manner, but no more than five (5) days from the day the complaint or inquiry was filed. The rules shall require the notification to include a copy of the full complaint or inquiry; a copy of any portion of this article that is alleged to have been or that may be violated; and the Board's rules for dealing with complaints or inquiries;

(5) Require the Board to provide the subject of the complaint or inquiry with a copy of the complaint or inquiry before it provides copies to any other parties. The rules shall recognize that distribution to the public of a complaint or inquiry prior to screening by the Board as required in below could harm the reputation of an innocent person and is contrary to the public interest; therefore, the rules shall prohibit the public release of the complaint or inquiry until the screening process in below has been completed;

(6) Require the Board or a committee of the Board to meet within thirty-one (31) days of receiving a complaint or inquiry to screen the

complaint or inquiry. The rules shall allow the Board to immediately dismiss a complaint or inquiry if:

a. The alleged violation is a minor or de minimis violation;

b. The complaint or inquiry is, on its face, frivolous, groundless, or brought for purposes of harassment;

c. The matter has become moot because the person who is the subject of the complaint or inquiry is no longer an elected officials or board/commissions member;

d. The person who is the subject of the complaint or inquiry had obtained a waiver or an advisory opinion under section 7.F. permitting the conduct.

The rules shall require the dismissal and the reason for dismissal to be in writing and available to the public.

(7) Require the Board to have hearings at meetings, which are open to the public on complaints or inquiries, which have not been dismissed pursuant to paragraph G of this section or resolved under paragraph F of this section.

(8) Allow any person who is the subject of a complaint or inquiry to designate a representative if he or she wishes to be represented by someone else, to present evidence, and to cross-examine witnesses. The rules shall allow the person who submitted the complaint or inquiry and the subject of the complaint or inquiry sufficient time to examine and respond to any evidence not presented to them in advance of the hearing;

(9) Require deliberations on complaints or inquiries to be conducted in open session;

(10) Allow the Board to dismiss a complaint or inquiry without a finding for or against the subject of the complaint or inquiry if the person committed the violation due to oversight and comes into voluntary compliance;

(11) Allow the Board to dismiss a complaint or inquiry if the person who submitted it does not appear at hearing and if, in the opinion of the Board, it would be unfair to the subject of the complaint or inquiry not to have the opportunity to examine the person. The rules shall, however, require the Board to schedule the hearing at a time that is reasonably convenient to both the person who submitted the complaint or inquiry and the subject of the complaint or inquiry;

(12) Require the Board to base a finding of a violation upon [clear and convincing evidence];

(13) Require the Board to inform the person who submitted the complaint or inquiry and the subject of the complaint or inquiry in writing if it believes a complaint or inquiry is frivolous, groundless, or brought for purposes of harassment;

(14) Prohibit members who have not been present for the hearing from participating in a recommendation;

(15) Require that findings and recommendations be made only by a majority of the Board;

(16) Allow the Board to consider, when it makes findings and recommendations, the severity of offense; the presence or absence of any intention to conceal, deceive, or mislead; whether the violation was deliberate, negligent, or inadvertent; and whether the incident was isolated or part of a pattern;

(17) Allow the Board to issue an advisory opinion in response to a complaint or inquiry, in lieu of making findings and recommendations, where deemed appropriate by the Board.

Section 8. Other Obligations.

This Code of Ethics is cumulative of and supplemental to applicable state and federal laws and regulations. Compliance with the provisions of this Code shall not excuse or relieve any person from any obligation imposed by state or federal law regarding ethics, financial reporting, lobbying activities, or any other issue addressed herein.

Even if a City Official is not prohibited from taking official action by this Code of Ethics, action may be prohibited by duly promulgated personnel rules, which may be more stringent.

Section 9. Effective Date.

This Code of Ethics shall take effect on May 28, 2014, following its adoption and publication as required by law. Every person shall be provided reasonable opportunity to review this Code of Ethics as a condition of their candidacy and/or application to be a City Official. Individuals seated as City Officials on the effective date of this Ordinance shall be bound by it and shall sign a written acknowledgement of receipt and understanding of this Code within 30 days of the effective date. All City Officials elected, appointed or retained following the effective date of this Code shall sign a written acknowledgement of receipt and understanding of this Code before performing any of the duties or functions of the City Official's position.

Section 10. Distribution and Training.

(A) At the time of application for a position of City Official, every applicant shall be furnished with a copy of this Code of Ethics. No application shall be considered complete without a signed acknowledgement of receipt and understanding of this Code by the applicant.

(B) The City Attorney or City Manager as designated by the City Council shall develop educational materials and conduct educational programs for the City Officials on the provisions of this Code of Ethics, Article XI of the City Charter, and Chapters 171 and 176 of the Texas Local Government Code. Such materials and programs shall be designed to maximize understanding of the obligations imposed by these ethics laws.

Section 11. Severability.

If any provision of this Code is found by a court of competent jurisdiction to be invalid or unconstitutional, or if the application of this Code to any person or circumstances is found to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the other provisions or applications of this Code which can be given effect without the invalid or unconstitutional provision or application.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS, on this 20th day of May, 2014.

Eric Hogue, Mayor

ATTESTED AND CORRECTLY RECORDED:

Carole Ehrlich, City Secretary

DATES OF PUBLICATION: May 28, 2014 in the Wylie News

C&S media

The Farmersville Times • Murphy Monitor • The Princeton Herald • The Sachse News • THE WYLIE NEWS

#62.66

STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned authority, on this day personally appeared Chad Engbrock, publisher of C & S Media, dba *The Wylie News*, a newspaper regularly published in Collin County, Texas and having general circulation in Collin County, Texas, who being by me duly sworn, deposed and says that the foregoing attached:

City of Wylie
Ordinance No. 2014-19
was published in said newspaper on the following dates, to-wit:
May 28, 2014

Chad Engbrock, Publisher

Subscribed and sworn before me on this, the 1 day of June, 2014 to certify which witness my hand and seal of office.

Sonia A. Duggan
Commission Expires
09-02-2016

Notary Public in and for
The State of Texas

My commission expires 9/2/16

ORDINANCE NO. 2014-19

AN ORDINANCE OF THE CITY OF WYLIE, TEXAS, ESTABLISHING A CODE OF ETHICS; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; PROVIDING FOR REPEALING, SAVINGS AND SEVERABILITY CLAUSES; PROVIDING FOR AN EFFECTIVE DATE OF THIS ORDINANCE; AND PROVIDING FOR THE PUBLICATION OF THE CAPTION HEREOF.

3-1t-26-339

Wylie City Council

AGENDA REPORT

Department: Parks and Recreation **Account Code:**

Prepared By: Rob Diaz

Subject

Discuss Lavon Lake and Aquatics Study – Joint work session with Parks and Recreation Board.

Recommendation

Discussion

In 2020, the City Council adopted the newest Parks, Recreation, and Open Space Plan. The plan identified priorities for parks and recreation facility development based on citizen, City Council, Parks and Recreation Board, and staff input. Two areas of development identified are various aquatics amenities and park development in and around Lavon Lake.

CITY OF WYLIE | PARKS, RECREATION & OPEN SPACE MASTER PLAN

Wylie Priority Rankings

Rank	Action Plan	High	Moderate	Low
1	Hike/bike/walk trails that are connected throughout the city	◆		
2	Sprayground	◆		
3	Expand amenities at Lavon Lake (fishing, picnicking, swim beach)	◆		
4	Hike/bike/walk nature trails along the lake/dam	◆		
5	Aquatic Center (indoor – leisure area and lap lanes)	◆		
6	Aquatic Center (outdoor – leisure area and lap lanes)	◆		
7	Special events in parks	◆		
8	Additional lighting in parks	◆		
9	Multipurpose sports fields (football, soccer, baseball, softball)	◆		
10	Additional practice fields (football, soccer, baseball, softball)	◆		

The two studies are currently funded in the FY 2020-2021 Budget. Both studies will be performed by Dunaway Associates, they were the consultants that completed the adopted Master Plan in 2020.

The May 25, 2021 work session will update the City Council and Parks and Recreation Board on the latest findings from the consultants based on feedback they received at the first two work sessions in January and April 2021. This work session will provide an opportunity for both the Council and Board to review final concept plans of the proposed Lavon Lake and aquatic

facilities. For the Lavon Lake study some preliminary construction/operational budgets and potential revenues will be presented. For the Aquatics Study final construction/operational budgets and revenue projections will be presented based on final concept designs.

The information from both studies will then be passed to the Bond Committee currently reviewing possible bond projects.

CITY OF WYLIE

Aquatic Feasibility Study

Council Work Session

May 25, 2021

DUNAWAY with Counsilman-Hunsaker

Process



Project Initiation & Program..... December - January

Concept Plans..... February - April

- ❑ Concept Plan Alternatives
- ❑ Opinion of Probable Cost
- ❑ Park Board Update / Council Work session
- ❑ Final Concept Plan (Consensus Plan)

Cost Analysis & Feasibility Study..... March - June

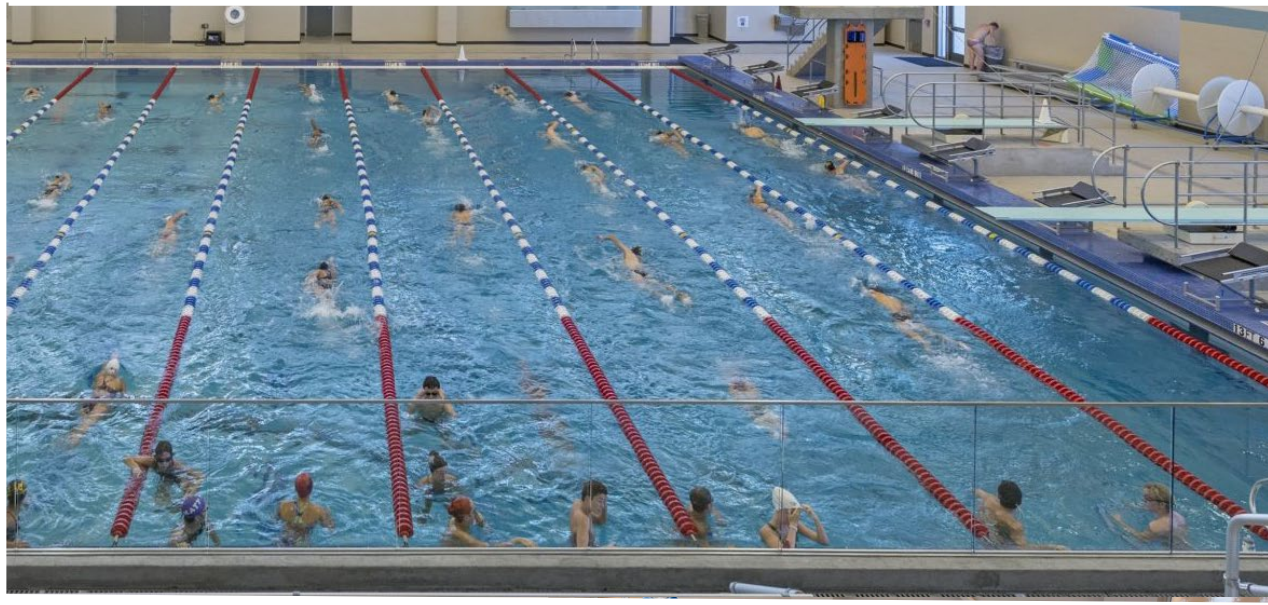
- ❑ Preliminary Aquatics Feasibility Study..... May
- ❑ Steering Committee Meeting.....May
- ❑ Final Aquatics Feasibility Study..... June

Outdoor Family Aquatic Center





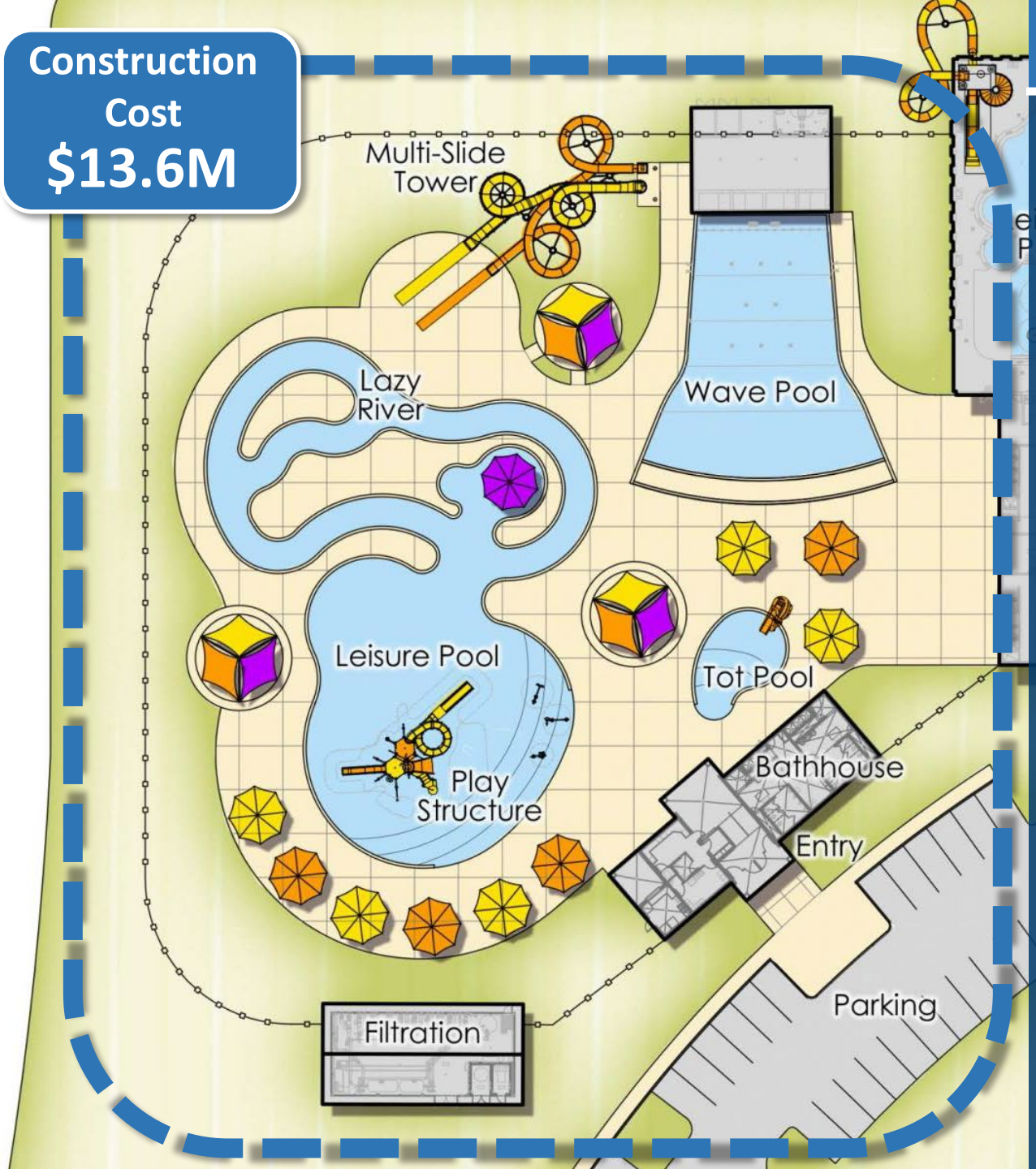
Natatorium & Indoor Leisu





Outdoor Family Aquatic

Construction Cost
$13.6M



Program:

Total Water Surface Area: 18,000 SF

- Leisure Pool– 7,250 sf
- Lazy River – 5,000 sf
- Wave Pool – 5,000 sf
- Tot Pool – 800 sf

Features:

- Family Water Slide Tower
- Large Play Structure
- Water Sprays and Toys
- Three Group Shelters
- 10 Large Shade Umbrellas

4,500 SF Bath House

- Concessions
- Lifeguard Room
- Manager Office
- Concessions Stand

2,500 SF Filtration Enclosure

Natatorium & Indoor Leisu

Construction Cost
$15.4M



Program:

Total Building Footprint: 27,250 sf

Natatorium: 17,000 SF
Total Water Surface Area: 7,585 SF

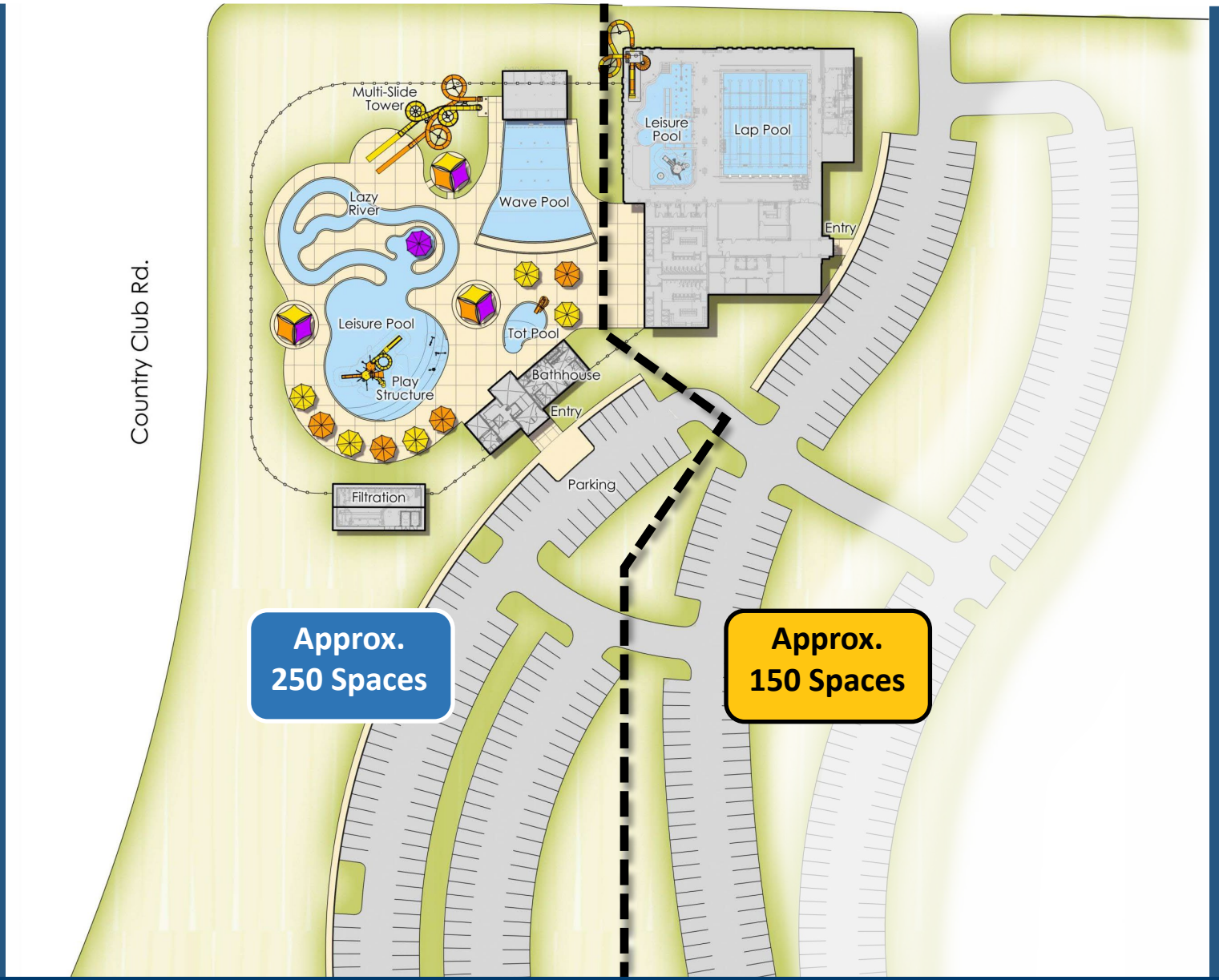
- Leisure Pool – 3,085 SF
- 8 Lane Lap Pool – 4,500 SF

Support Spaces:

- Locker Rooms 4,500 sf
- Offices – 2,500 sf
- Aqua Mgr. Office – 500 sf
- Lobby – 750 sf
- Party / Classrooms – 750 sf
- Filtration – 1,250 sf

Outdoor Family Aquatic Center

Natatorium & Indoor Leisu



Potential Project Phasing



Financial Analysis

Indoor / Outdoor Aquatic Operations

	Indoor Aquatics	Outdoor Aquatics
Operating Schedule	Year-round	Seasonal
Operating Hours	12-15 hours per day	8-10 hours per day
Aquatic Program Offerings	Swim team, fitness classes, swim lessons, recreational swimming, swim meets	Recreational swimming, swim lessons
Admission Categories	Daily, monthly, annual	Daily, season pass
Rental Opportunities	Swim team, birthday party room	Cabanas, shade pavilions, after-hours buyouts
Personnel	Full-time, part-time	Full-time, part-time, seasonal
Cost recovery	50% to 60%	80% to 100%

Expense Analysis

Personnel

$526,770

$664,663

Direct Expenses

$147,728

$156,224

Utilities

$111,307

$273,349

Programs

$80,951

$158,974

Direct Facility Expense Budget		
	Outdoor	**Indoor**
Facility Staff		
Facility Supervisor	$50,000	$50,000
Aquatic Programmer	$40,000	$80,000
Maintenance Technician	$40,000	$40,000
Full Time Benefits	$52,000	$68,000
Part-Time Management	$16,530	$20,184
Lifeguard Personel	$258,757	$301,202
Front Desk Personnel	$57,502	$80,578
Personnel Equipment Cost	$3,981	$4,698
Training	$8,000	$20,000
Total Labor	**$526,770**	**$664,663**
Direct Facility Expenses		
Insurance	$57,356	$52,845
Repair and Maintenance	$34,100	$38,600
Credit Card Fees	$7,134	$8,987
Operating Supplies	$20,460	$23,160
Chemicals	$18,678	$22,632
Advertising	$10,000	$10,000
Direct Expenses	**$147,728**	**$156,224**
Utilities		
HVAC	$7,474	$108,798
Electricity	$84,811	$66,340
Pool Heating	$0	$65,297
Data/Communications	$6,912	$6,912
Trash Service	$6,240	$6,240
Water & Sewer	$5,870	$19,762
Total Utilities	**$111,307**	**$273,349**
Programs		
Program Supplies	$7,134	$6,089
LG Class Materials	$1,990	$2,349
Food and Beverage	$51,508	$0
Part-Time Program Staff	$20,317	$158,974
Total Programs	**$80,951**	**$167,413**

Outdoor Total

$866,755

Indoor Total

$1,261,648

Personnel

- City of Wylie wage rates

Direct expenses

- $1.75 per gallon/pound of chlorine
- Advertising allowance

Utilities

- Electric @ $0.10/kwh
- Natural gas @ $1.00/therm
- Water @ $4.00 per 1,000 gallons

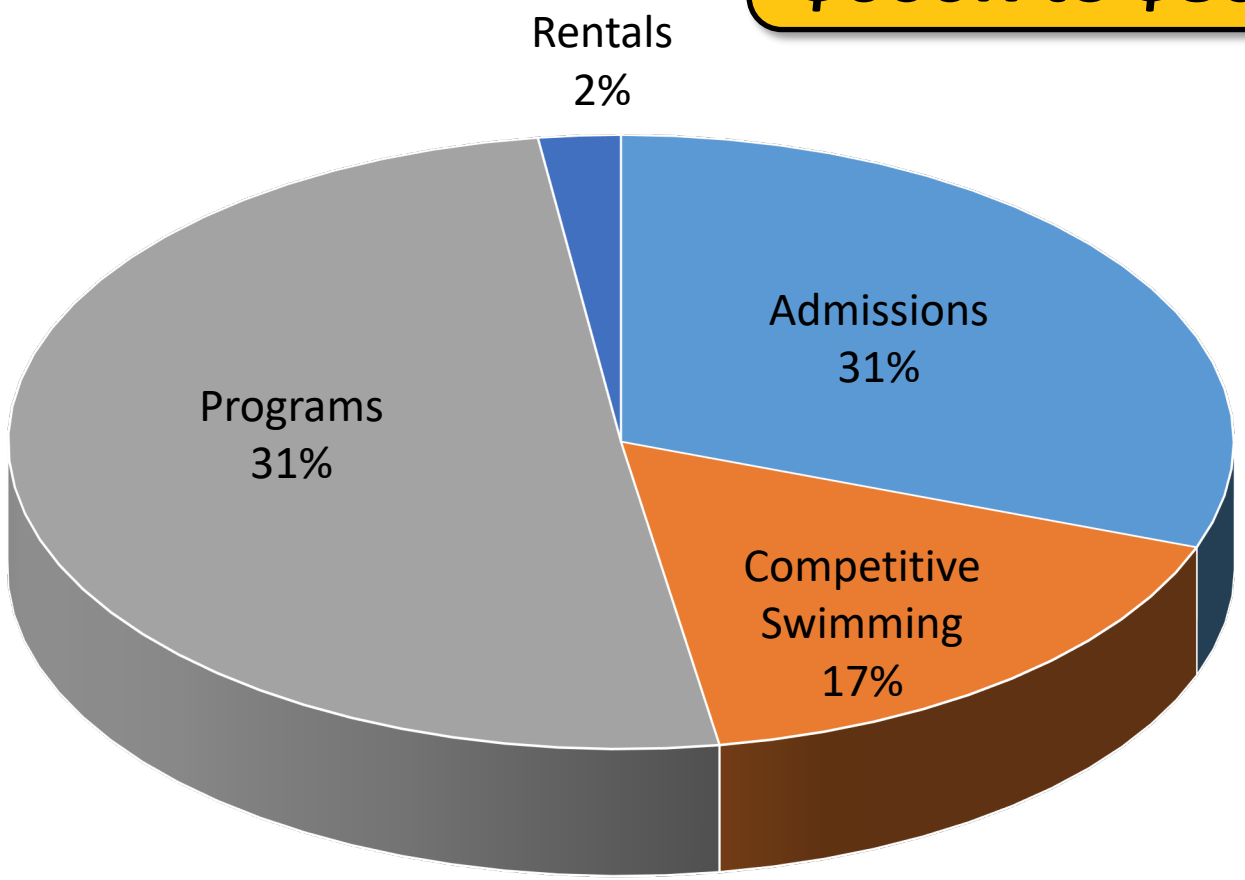
Programs

- Supplies
- Personnel
- Food and Beverage

Indoor Aquatics Revenue

- Revenue Categories
  - Admissions / Memberships
  - Competitive Swimming
  - Aquatic Programs
  - Food and Beverage
  - Rentals

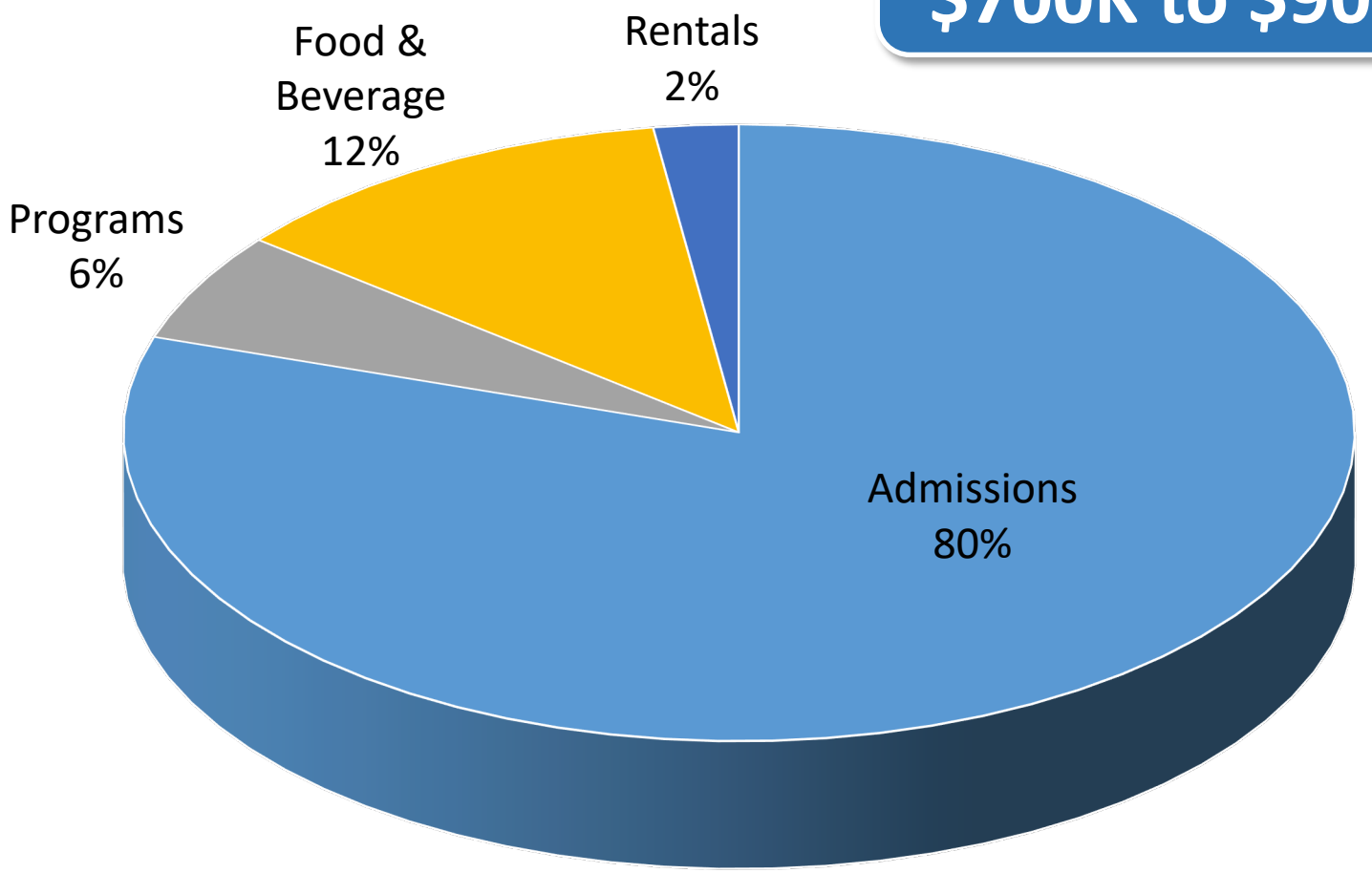
Annual Revenue
$600K to $800K



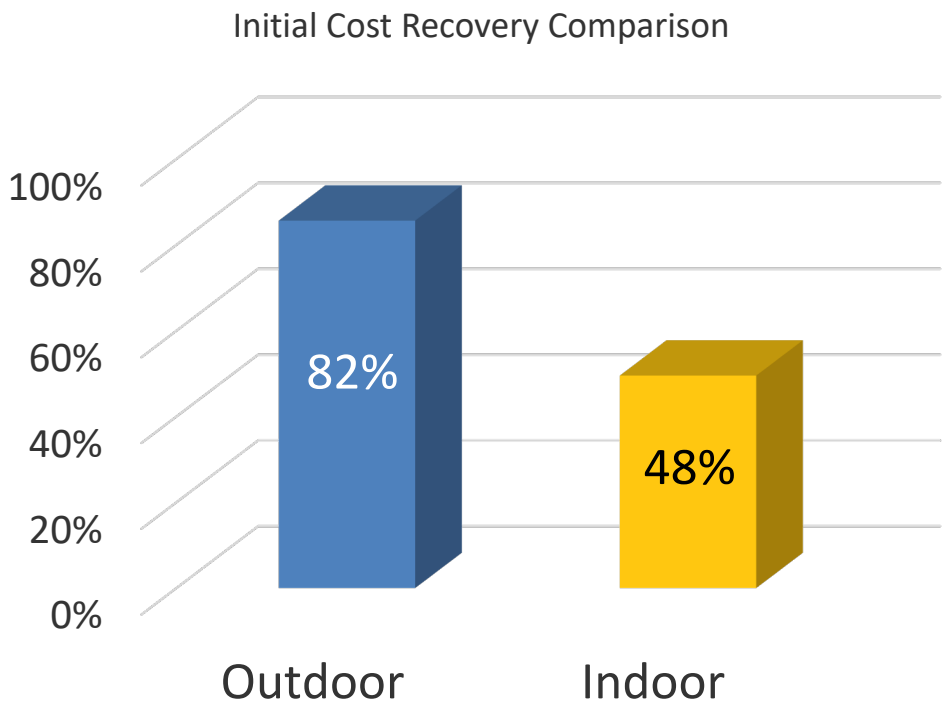
Outdoor Aquatics Revenue

- Revenue Categories
  - Admissions / Memberships
  - Competitive Swimming
  - Aquatic Programs
  - Food and Beverage
  - Rentals

Annual Revenue
$700K to $900K



Indoor / Outdoor Cost Recovery



Year	1	2	3	4	5
Project Cost	$13,629,252				
Attendance	74,570				
Revenue	$713,439	$737,543	$825,897	$850,091	$918,166
Expense	$866,755	$889,813	$919,608	$943,203	$971,874
Operating Cashflow	($153,315)	($152,270)	($93,712)	($93,113)	($53,708)
Recapture Rate	**82%**	**83%**	**90%**	**90%**	**94%**
Cash Flow	($153,315)	($152,270)	($93,712)	($93,113)	($53,708)

Project Cost	$15,428,684				
Attendance	93,186				
Revenue	$608,924	$649,537	$734,589	$763,331	$831,319
Expense	$1,261,648	$1,304,693	$1,359,750	$1,398,535	$1,449,611
Operating Cashflow	($652,724)	($655,155)	($625,161)	($635,204)	($618,292)
Recapture Rate	**48%**	**50%**	**54%**	**55%**	**57%**
Cash Flow	($652,724)	($655,155)	($625,161)	($635,204)	($618,292)



Summary

Natatorium & Indoor Leisu[illegible]







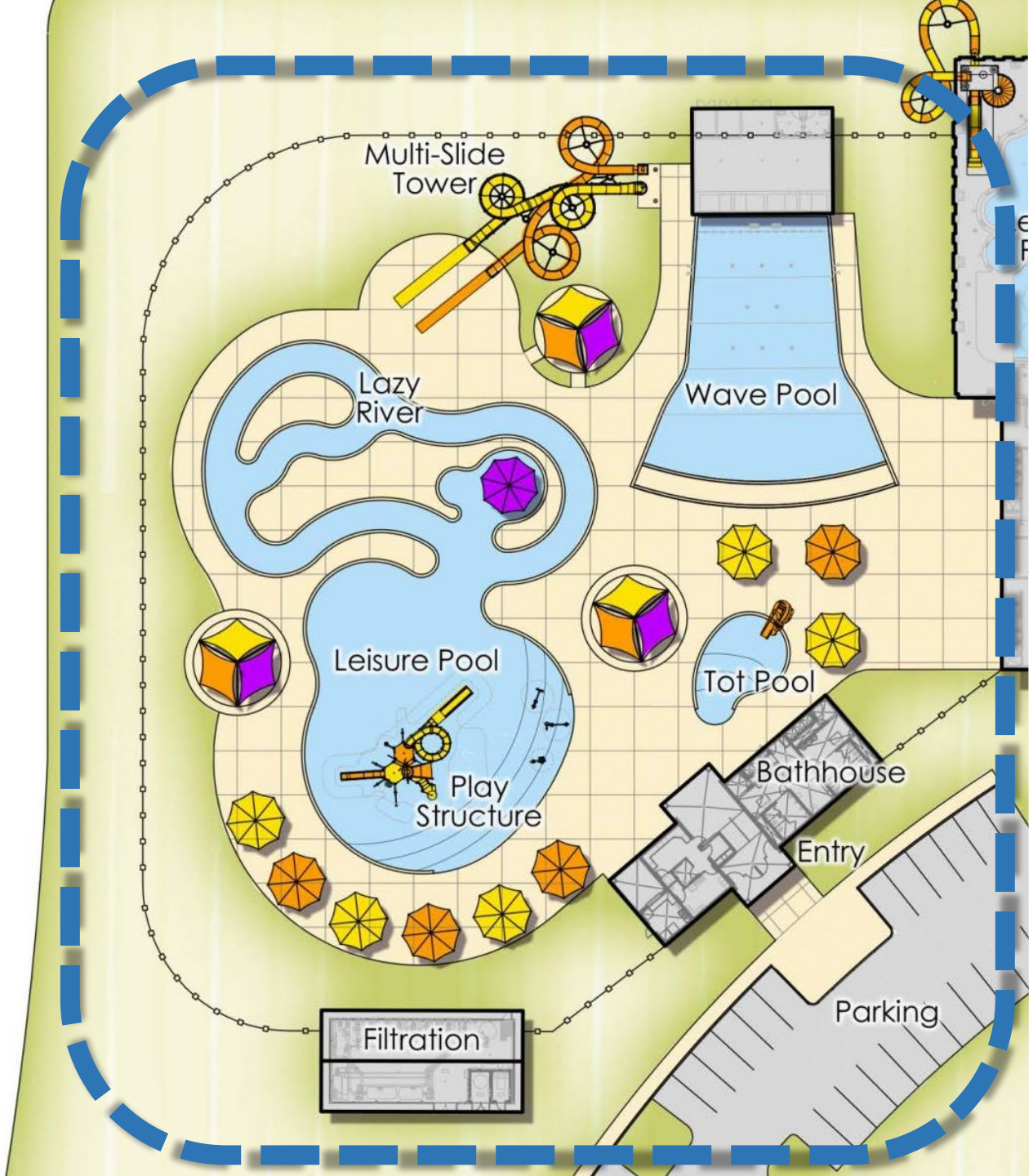
Construction Cost
$15.4M

Annual Expense
$1.26M

Annual Revenue
$609K

Annual Cost Recovery
48%

Outdoor Family Aquatic





Construction Cost
$13.6M



Annual Expense
$866K

Annual Revenue
$713K

Annual Cost Recovery
82%

CITY OF WYLIE

Lake Parks Master Plan

East Fork Park & Avalon Park

Preliminary Master Plan

May 25, 2021

DUNAWAY with PROS Consulting

CITY OF WYLIE

Planning Process

Data Gathering & Base Mapping

- ✓ *Base Mapping & Kick Off Meeting.....December*
- ✓ *Site Reviews.....December*

Site Analysis & Facilities Assessment

- ✓ Site Analysis / Opportunities & Constraints Exhibits
- ✓ ***PROS*** **-** Facilities Assessment

Market Analysis & Validation

- ✓ ***PROS*** - Identify Target Service Markets / Revenue Proj + Programming / Proforma
- ✓ Final Program

Concept Development

- ✓ Prepare Concept Alternatives
- ✓ Consensus Concept Plan

Preliminary Master Plan

- ✓ Prepare Prelim MP Exhibits
- ✓ Preliminary Budget Projections

Financial Feasibility Analysis

- ✓ *Establish Operational Assumptions*

- ❑ ***PROS*** – Financial Performance / O&M / Financial Model

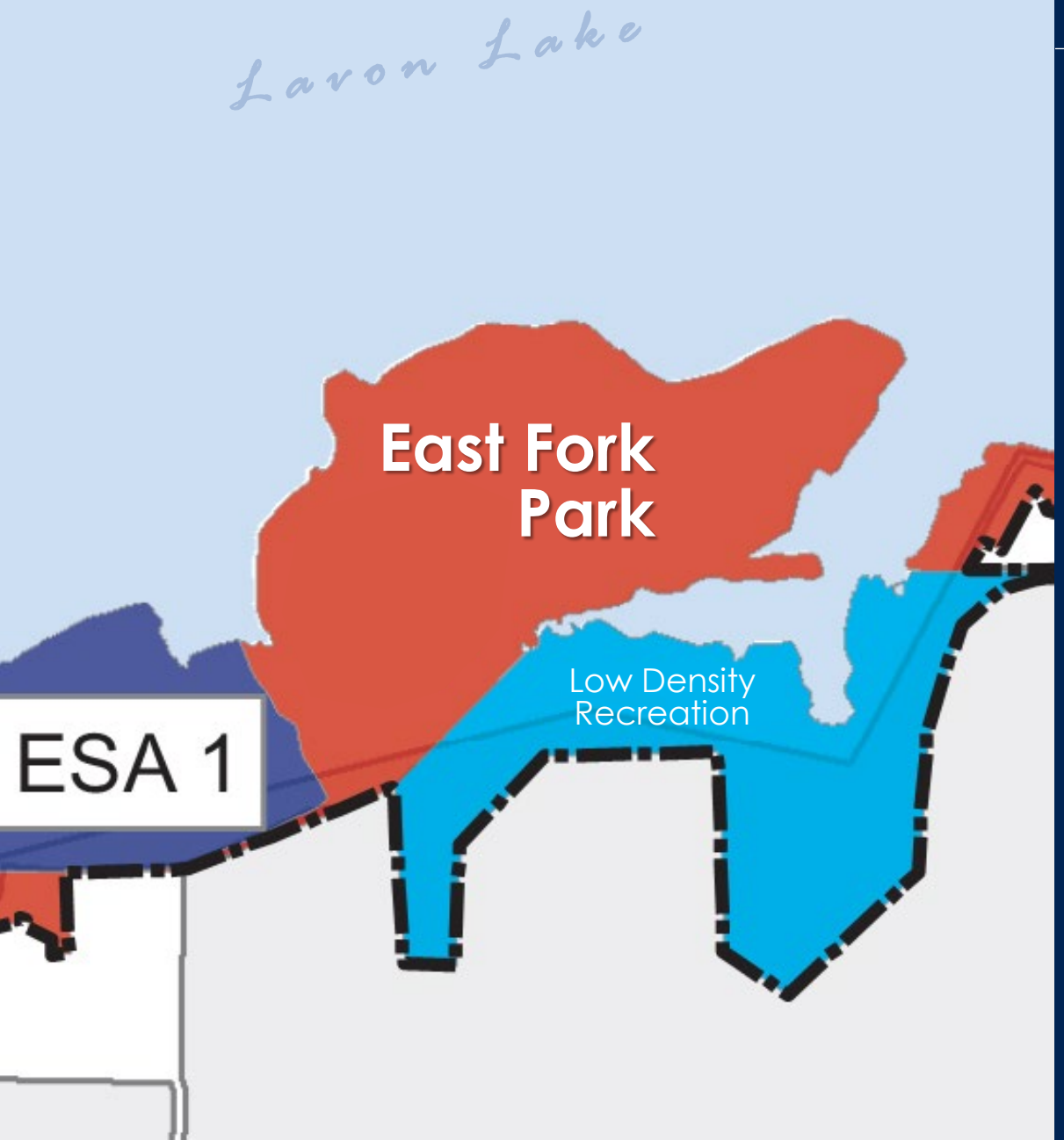
Final Master Plan



East Fork Park

...Camping Focus with Supporting Activities

USACE Land Classifications



High Density Recreation

- Intensive recreational activities by the visiting public, including developed recreation areas and areas for marinas, related concessions, resorts, etc.
- Not typically allowable – sport fields, dog parks, etc.

Project Operations

- lands managed for operation of the dam, project office, and maintenance yards, all of which must be maintained to carry out the authorized purpose of flood control.
- Limited recreational use may be allowed for activities such as public fishing access.

CITY OF WYLIE

East Fork Park Program



RV / CAMPING

- Upgraded RV Slips
- Luxury Pull Through Slips
- Cabin Rentals
- Primitive Camping Site
- Glamping / Themed Campsites
  - *Equestrian / Trailers Camp* Sites
  - *Yurts w/ Climate Control*
  - *"Retro" Camping w/ Vintage Campers*
- Support Facilities
  - *General Parking*
  - *Restrooms / Shower*
  - *Camp Store*
  - *Wi-Fi / Electrical*
  - Upgraded Gates / Gatehouse Attendant Booth
  - Attendant Slip
  - Wayfinding Signage
  - *Hard & Soft Surface Trail Connections*
  - *Wayfinding / Distance + Heart Healthy Trail Markers*
  - *Interpretive Signage*

DAY ACTIVITIES & AMENITIES

- Horseshoe Pits / Outdoor Ping Pong Tables
- Open Space / Lawn Games
- Group Picnic Shelters
- Individual Day Use Shelters
- Playground(s)
- Sand Volleyball Courts
- Outdoor Fitness Equipment
- Outdoor Learning
  - *Interpretive Signage*
  - *Birdwatching / Bird Blinds*
- Special Event Space – Internal
  - *Small Performance Stage*
  - *Event Lawn (Movie Nights in the Park, Live Music, etc.)*
  - *Food Truck Spaces*
- Special Event Space - External
  - *Classic Car Shows*
  - *Walk + Run 5k / 10k / Triathlon Events*
  - *Scavenger Hunts*
  - *Other*

BOATING / FISHING / LAKE ACCESS

- Upgraded Boat Ramp & Parking
- Canoe / Kayak Launch(es)
- Fishing Piers / Docks
- Branding of Camping Loop / Areas / Trails

Concept Images – RV Camping











Concept Images – Cabin Rentals







Concept Images - Glamping & Retro RV Camping







Concept Images - Primitive Camping









Concept Images – Equestrian Use









Concept Images - Camping Support Amenities









East Fork Park

Summary of Construction Totals

A.	**Demolition & Site Utilities**	$1,750,000
B.	**General Site Improvements** *(Site Prep., Earthwork, Parking & Drives, etc.)*	$2,240,000
C.	**Equestrian Loop** *(Includes Drive Loop)*	$1,455,000
D.	**Cabins & Nature Trails**	$1,412,750
E.	**Reconfigured RV Loops**	$4,341,250
F.	**Shoreline Day Use**	$2,730,000
G.	**Primitive Camping**	$659,250
H.	**Boat Ramp Area**	$722,250
I.	**Glamping Area**	$1,006,250
	Base Subtotal	***$16,316,750***
	+/- 20% Contingency	$3,250,000
	Construction Total*	**$19,566,750**

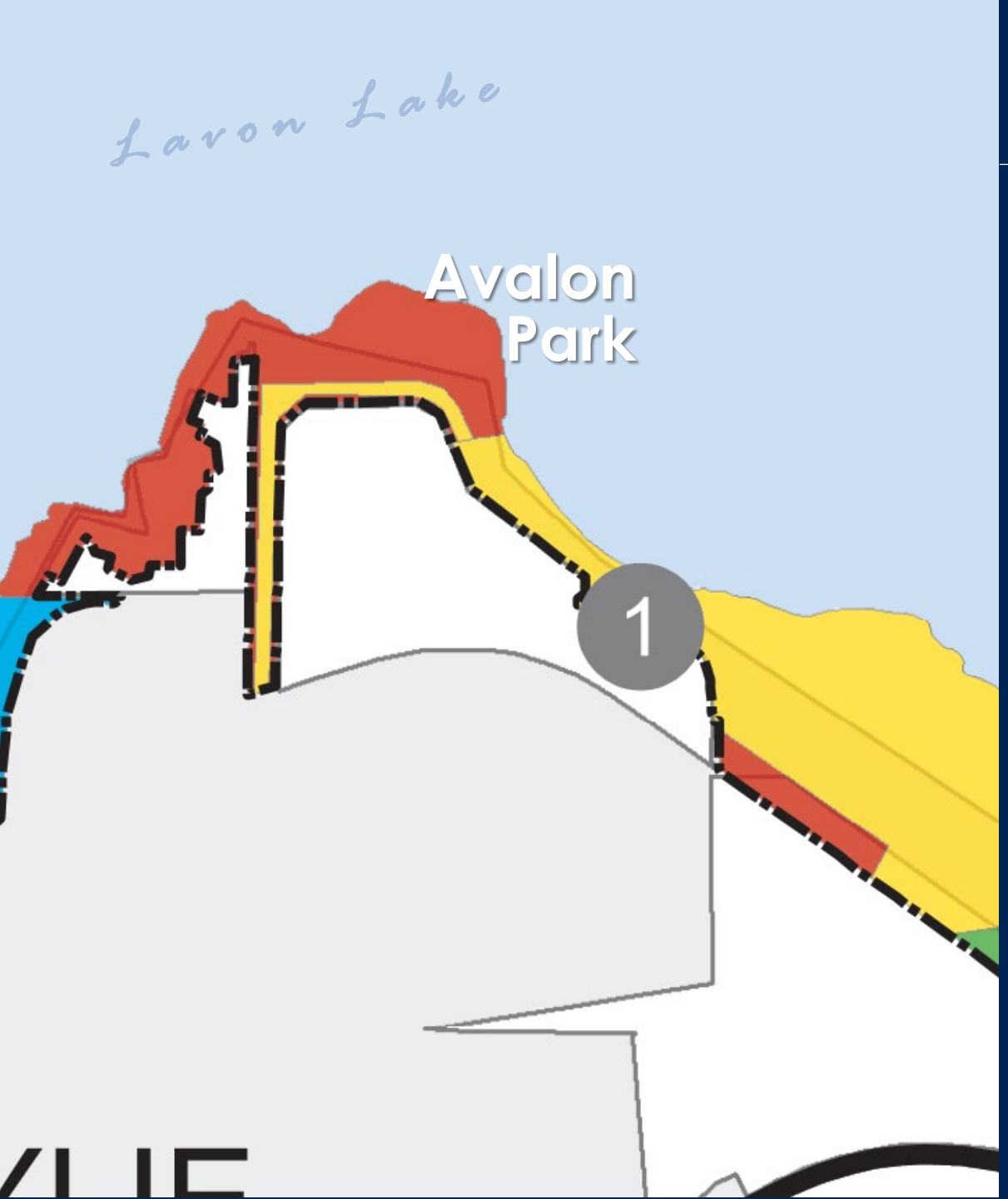
*add 12% - 15% for owner's cost and A&E services



Avalon Park

…Wylie's Community Park for Lakefront Gatherings & Events

USACE Land Classifications



High Density Recreation

- Intensive recreational activities by the visiting public, including developed recreation areas and areas for marinas, related concessions, resorts, etc.
- Not typically allowable – sport fields, dog parks, etc.

Project Operations

- lands managed for operation of the dam, project office, and maintenance yards, all of which must be maintained to carry out the authorized purpose of flood control.
- Limited recreational use may be allowed for activities such as public fishing access.

CITY OF WYLIE

Avalon Park Program



DAY USE ACTIVITIES / SUPPORT

- Group Picnic Shelter(s)
- Individual Day Use Shelters w/ Grills
- Horseshoe Pits / Sand Volleyball Courts
- Playground(s)
- Outdoor Fitness Hub w/ Lake Views
- Restroom(s)

EVENTS & RENTALS

- Event Pavilion Rental
  - *Weddings*
  - *Church Picnics*
  - *Family Reunions*
- Overlook / Deck with Lake Views
- Civic Gatherings
  - *Small Performance Stage w/ Event Lawn*
- Vendor Spaces
  - *Food Truck Events*
  - *Kayak Rentals*
- Outdoor Learning / Classroom Space
  - *Learn to Fish Classes*
  - *Boating Education Courses*
  - *Interpretive Signage (Flora / Fauna / Hydrology / Dam)*

BOATING / FISHING / LAKE ACCESS

- Upgraded Boat Ramp & Parking
- Upgraded Parking Access to Dam Area Fishing
- Canoe / Kayak Launch(es) – North Park Only
- Fishing Piers / Docks
- Shoreline Fishing
- Crappie House

TRAILS & CONNECTIONS

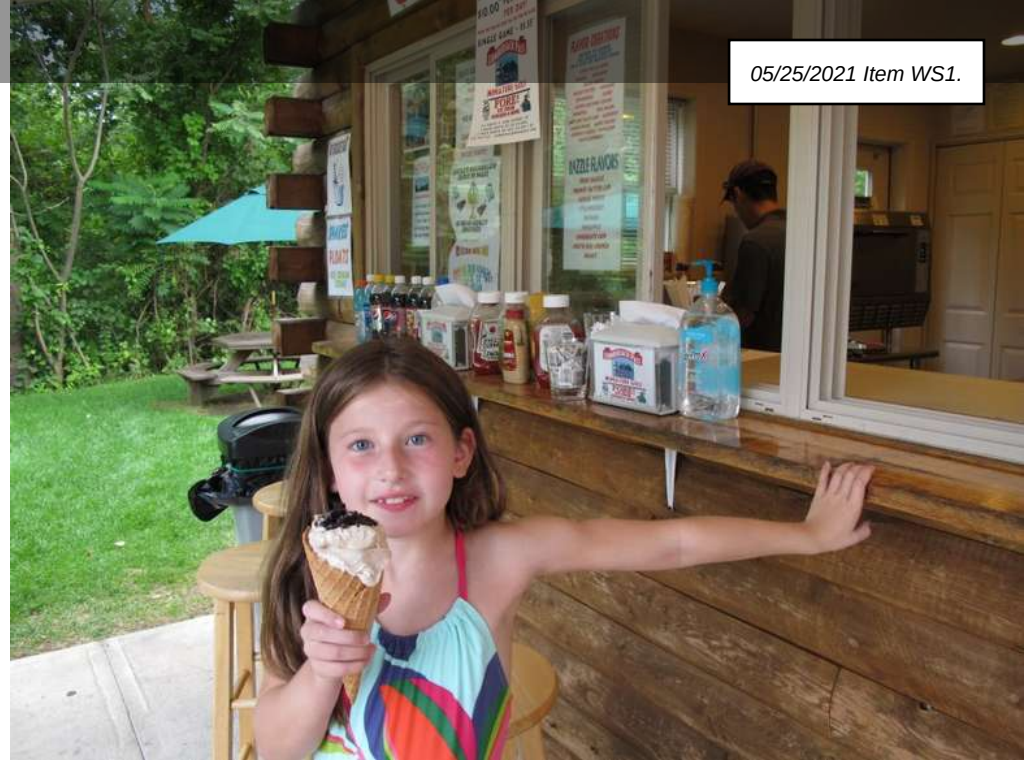
- Citywide Trail Connection
- Hard Surface Shared-Use Trails
- Soft Surface Nature Paths
- Wayfinding / Distance + Heart Healthy Trail Markers
- Paddling Trail Access
- Boardwalks / Shoreline Overlooks

USACE

- Project Operations Area

Concept Images – Day Use









Concept Images – Civic Activities Lawn









Concept Images – Special Events



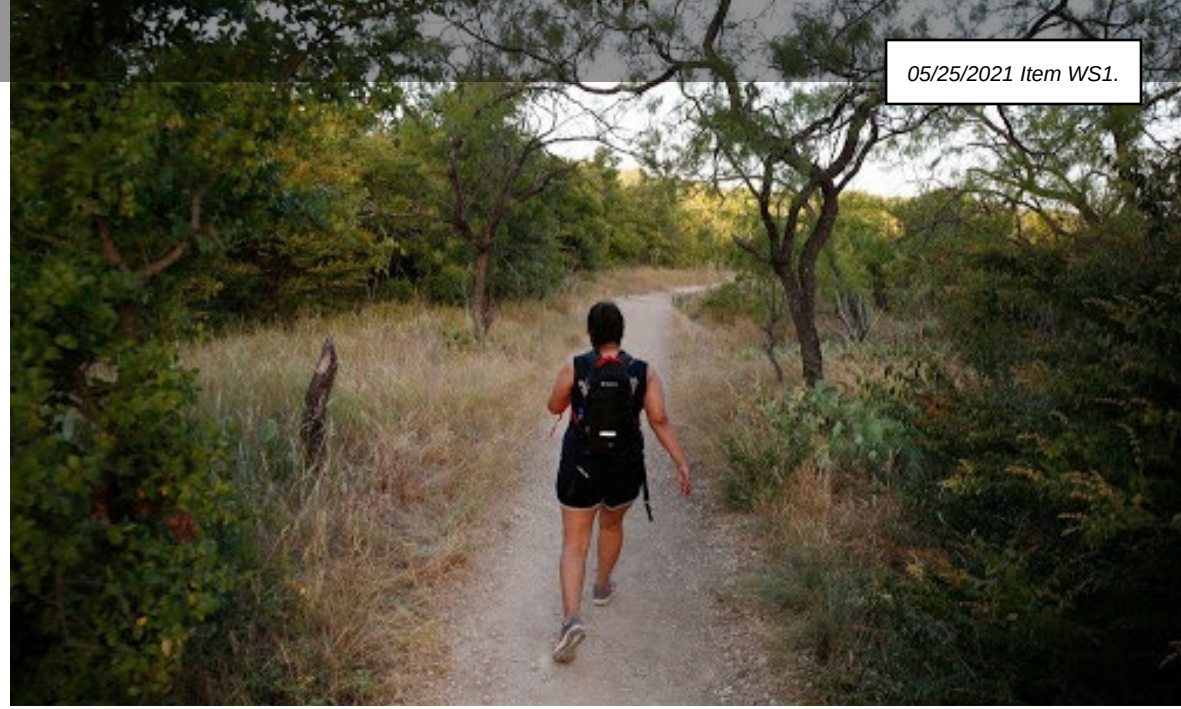






Concept Images – Trails / Nature Areas









Concept Images – Boating / Fishing / Lake Access

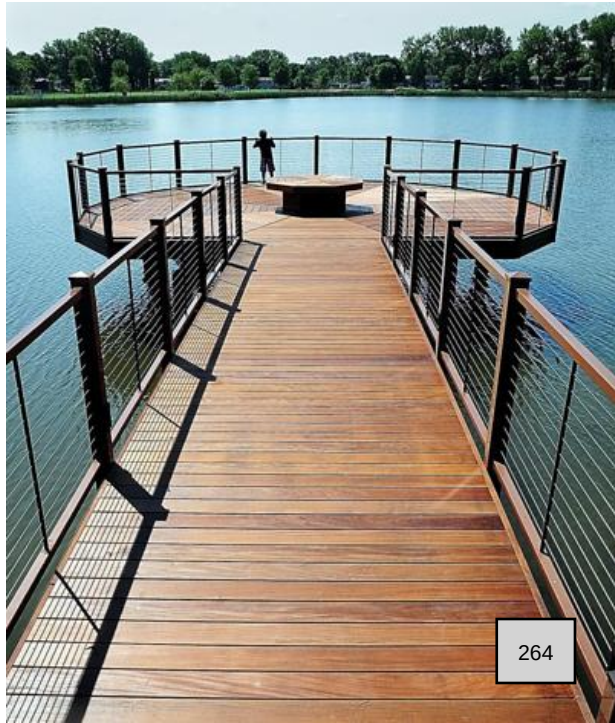













Fishing Deck
FISHING & PICNICKING
Pavilion & Playground
Boat Ramp
Fishing Pier
Boat Trailer Parking
Event Pavilion
Food Truck & Event Space
Sand Volleyball
Deck Overlook
Beach
EVENT LAWN
Pavilion
Parking (15 Spaces)
Restroom
Parking (20 Spaces)
Parking (120 Spaces)
Restroom
Day Use
Parking (10 Spaces)
Lavon Lake Dam
Covered Fishing Pier
Day Use
Lavon Lake
Approx. Flood Line (505')
Pavilion & Playground
Restroom
Parking (65 Spaces)
USACE Project Operations
NEIGHBORHOOD PARK
Day Use
Parking (15 Spaces)
Entry / Arrival
Skyview Dr
Avalon Park

Summary of Construction Totals

A.	**Demolition & Site Utilities**	$1,500,000
B.	**General Site Improvements** *(Site Prep., Earthwork, Parking & Drives, etc.)*	$2,455,000
C.	**Neighborhood Park**	$1,187,500
D.	**Fishing & Picnicking**	$1,453,750
E.	**Event Lawn**	$2,280,000
	Base Subtotal	***$8,876,250***
	+/- 20% Contingency	$1,800,000
	Construction Total*	**$10,676,250**

*add 12% - 15% for owner's cost and A&E services



East Fork Park



Avalon Park



Financial Feasibility

CITY OF WYLIE

East Fork Park

Operational Assumptions

- "PAY to PLAY" PARK
  - ✓ *Daily Gate Fee - Per person or per vehicle?*
- GENERAL PARK OPERATIONS
  - ✓ *City of Wylie – Customer Service; Reservation of space and place; asset & amenity maintenance*
  - ✓ *Third party contracting – General Routine Maintenance - Mowing; Janitorial services; Trash removal; parking lots*
  - ✓ *Third party contracting – overnight security*
- CABINS; RV
  - ✓ *Reservation Required*
  - ✓ *Nightly, Weekly, Monthly Rates and In-Season, Off-Season Rates*
  - ✓ *Third-party contractor cleaning & linens; City of Wylie facility maintenance/trouble-shooting*

East Fork Park

- EQUESTRIAN LOOP
  - ✓ *Horse Trailer Spots – Reservation Required for overnight stay*
  - ✓ *Group Pavilion/Picnic Shelters – Reservable by Equestrian Loop Users Owner*

- PRIMITIVE CAMPING & GLAMPING
  - ✓ *Reservation Required*
  - ✓ *Nightly, Weekly Reservation Rates*
  - ✓ *Pavilions/Picnic Shelters – Reservable by campers and glampers only*

- SHORELINE DAY USE
  - ✓ *City of Wylie – amenity and asset maintenance*
  - ✓ *Third-party contractor – general grounds and custodial maintenance*
  - ✓ *Picnic Shelters/Pavilions - Reservation Recommended – In-Season; Reservation takes precedent over drop-in use*

Avalon Park



Operational Assumptions

- OPEN/FREE TO USE PARK
  - ✓ *Operate similarly to existing City of Wylie Neighborhood/Community Park*

- GENERAL PARK OPERATIONS
  - ✓ *City of Wylie – Reservation of space and place; asset & amenity maintenance*
  - ✓ *Third party contracting – General Routine Maintenance - Mowing; Janitorial services; Trash removal; parking lots*

Approach to Staffing Summary

- City of Wylie
  - ✓ *Operations Staff - focused on East Fork Park*
  - ✓ *Maintenance Staff – focused on East Fork Park while supporting Avalon Park asset maintenance.*

- Third Party Contractor
  - ✓ *Specialized Asset Preventative Maintenance and Repair*
  - ✓ *General Routine Grounds Maintenance*
  - ✓ *Cabin – cleaning and linens*
  - ✓ *RV – Cleanouts*
  - ✓ *Overnight Security*



East Fork – High Level Proforma

Pro Forma Revenues & Expenditures

EAST FORK PARK

BASELINE: REVENUES AND EXPENDITURES

Revenues	1st Year	2nd Year	3rd Year	4th Year	5th Year	6th Year
Accommodations	$1,442,090.00	$1,485,352.70	$1,529,913.28	$1,575,810.68	$1,623,085.00	$1,671,777.55
Total	$1,442,090.00	$1,485,352.70	$1,529,913.28	$1,575,810.68	$1,623,085.00	$1,671,777.55

Expenditures	1st Year	2nd Year	3rd Year	4th Year	5th Year	6th Year
Operations & Maintenance	$1,304,535.00	$1,356,716.40	$1,410,985.06	$1,467,424.46	$1,526,121.44	$1,587,166.29
Total	$1,304,535.00	$1,356,716.40	$1,410,985.06	$1,467,424.46	$1,526,121.44	$1,587,166.29
Annual Net Gain/Loss	**$137,555.00**	**$128,636.30**	**$118,928.23**	**$108,386.22**	**$96,963.56**	**$84,611.26**
Total Cost Recovery	**111%**	**109%**	**108%**	**107%**	**106%**	**105%**

CITY OF WYLIE

East Fork – Revenue Model



Pro Forma Revenues & Expenditures

EAST FORK PARK Revenue Model

DIVISION	ACCOUNT TITLE	REVENUES
	REVENUES	
Accommodations	Vacation Cabins - Spring/Summer/Fall Daily	$168,000.00
Accommodations	Standard RV Campground Spring/Summer/Fall Daily	$434,700.00
Accommodations	Pull-Thru RV Campground Spring/Summer/Fall Daily	$38,500.00
Accommodations	Equestrian Trailer Loop Spring/Summer/Fall Daily	$88,200.00
Acommodations	Yurts Spring/Summer/Fall Daily	$245,000.00
Accommodations	Tent Camping -Spring/Summer/Fall Daily	$25,200.00
Accommodations	Vacation Cabins Winter Daily	$8,400.00
Accommodations	Standard RV Campground Winter Daily	$78,400.00
Accommodations	Pull-Thru RV Campground Spring/Summer/Fall Daily	$7,000.00
Accommodations	Equestrian Trailer Loop Winter Daily	$4,704.00
Acommodations	Yurts Winter Daily	$13,230.00
Accommodations	Tent Camping Winter Daily	$756.00
Admissions	Vehicle Admission Resident	$150,000.00
Admissions	Vehicle Admission Non-Resident	$150,000.00
Rentals & Sales	Pavilion Rentals	$25,000.00
Rentals & Sales	Miscellaneous Revenue	$5,000.00
	TOTAL CORE REVENUES	**$1,442,090.00**



East Fork – Expenditure Model

PERSONNEL SERVICES		
Total	**Personnel Services**	**$680,035.00**
NON-PERSONNEL SERVICES & CHARGES		
Total	**Other Services**	**$624,500.00**
TOTAL EXPENSES		**$1,304,535.00**

Avalon – High Level Proforma

Pro Forma Revenues & Expenditures

Avalon Park

BASELINE: REVENUES AND EXPENDITURES

Revenues	1st Year	2nd Year	3rd Year	4th Year	5th Year	6th Year
Rentals	$19,000.00	$19,570.00	$20,157.10	$20,761.81	$21,384.67	$22,026.21
Total	$19,000.00	$19,570.00	$20,157.10	$20,761.81	$21,384.67	$22,026.21
Expenditures	**1st Year**	**2nd Year**	**3rd Year**	**4th Year**	**5th Year**	**6th Year**
Operations & Maintenance	$208,720.45	$212,894.86	$217,152.76	$221,495.81	$225,925.73	$230,444.24
Total	$208,720.45	$212,894.86	$217,152.76	$221,495.81	$225,925.73	$230,444.24
Annual Net Gain/Loss	**($189,720.45)**	**($193,324.86)**	**($196,995.66)**	**($200,734.00)**	**($204,541.06)**	**($208,418.03)**
Total Cost Recovery	**9%**	**9%**	**9%**	**9%**	**9%**	**10%**

CITY OF WYLIE

Avalon Park – Revenue Model



Pro Forma Revenue Model

Avalon Park

ACTIVITY	PROGRAM/SERVICE	REVENUES
Group Pavilion	Reservations	$17,000.00
Sponsorships	Earned Income, Sponsorships, Donations	$2,000.00
	TOTAL REVENUES	**$19,000.00**



Avalon Park – Expenditure Model

PERSONNEL SERVICES		
Total	**Personnel Services**	**$120,270.45**
NON-PERSONNEL SERVICES & CHARGES		
Total	**Other Services**	**$88,450.00**
TOTAL EXPENSES		**$208,720.45**



DUNAWAY

pros consulting

Wylie City Council

AGENDA REPORT

Department: Planning **Account Code:**

Prepared By: Jasen Haskins, AICP

Subject

Hold a Public Hearing, consider, and act upon, a change of zoning from Commercial Corridor (CC) and Heavy Industrial (HI) to Planned Development (PD-CC-HI), to allow for a warehousing, light industrial and manufacturing use on 225.1 acres, generally located at the northeast corner of State Highway 78 and Springcreek Parkway. (ZC2021-11)

Recommendation

Motion to approve as presented.

Discussion

OWNER: Kansas City Southern Railway Co **ENGINEER: NorthpointKC**

The applicant is requesting to rezone 225.1 acres located on the northeast corner of State Highway 78 and Springcreek Parkway. The property is currently zoned Commercial Corridor and Heavy Industrial. The reason for the requested rezoning to a Planned Development is to allow for the construction of warehousing, light industrial, manufacturing, and limited commercial uses to support the Kansas City Southern Intermodal facility.

The Planned Development establishes uses that are allowed by right, and by SUP. Uses that are not included on the Planned Development shall be prohibited. By right uses are:
-Industrial (Inside)
-Light Assembly and Fabrication
-Warehouse/Distribution Center

The subject property is to be developed with modified design standards of the Commercial Corridor zoning district. The modified site design standards allow for 10% landscaping throughout the site, extend the parking rows before a required landscaped island to 20 due to the nature of the use, and as requested by the P&Z Commission, require the use of drought resistant landscaping were possible.

The subject property is proposed to be developed with a total of 2,455,100 sq. ft. of building area and provide 1,760 parking spaces. The development is scheduled to be completed in stages over several years.

The Traffic Impact Analysis (TIA) has indicated a 10-25% increase in current truck traffic at project build out.

The plat and site plan for the subject property shall be required to adhere to the development guidelines of the Planned Development.

The properties adjacent to the subject property are zoned commercial to the west and south. The properties to the north are zoned Heavy Industrial and Agricultural. The property to the east is located outside of the City Limits. The subject property lies within the General Urban Sector of the Comprehensive Land Use Plan. The proposed zoning is compatible with the Plan.

Notifications/Responses: 20 notifications were mailed; with no responses within the notification area received in opposition or in favor of the request. However, from outside the notification area, one response in favor and one response against were received.

P&Z Commission Discussion

After some discussion regarding the economic impact, traffic, and environmental improvements, the Commission voted 6-0 to recommend approval with the addition of some environmental improvements.

Locator Map



ZC 2021-11; KCS Wylie Logistics Park KCS Northpointe

Subject Property

0 475 950 1,900 2,850 3,800 Feet

CITY OF WYLIE

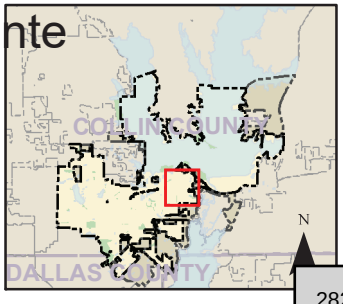


EXHIBIT "B"
CONDITIONS FOR PLANNED DEVELOPMENT
2021-11-CC-HI

I. PURPOSE:

This Planned Development District shall be established to provide warehousing, light industrial and manufacturing uses to support the Kansas City Southern Intermodal facility as well as to support economic growth within the region.

II. GENERAL CONDITIONS:

1. This Planned Development District shall not affect any regulations within the Code of Ordinances, except as specifically provided herein.

2. All regulations of the Commercial Corridor District (CC) set forth in Article 4, Section 4.1, and Heavy Industrial District set forth in Article 4, Section 4.2 of the Comprehensive Zoning Ordinance (adopted as of March 2021) are hereby replaced with the following:

Figure 4-5 – Commercial Industrial (CI)	
Height	
Height of Main Structure (feet)	75
Number of Stories	4
Residential Proximity	2: 1 slope from residential lot line
Building Placement and Coverage	
Front Yard Setback (feet)	50
Side Yard Setback (feet)	25
Rear Yard Setback (feet)	25
Building Coverage	50 %
Buffering and Screening	
Service and Loading Areas	Shall be individually screened from view from a public street. Screening will be achieved by a combination of landscaping, wing walls and building orientation as illustrated on the zoning exhibits.

III. SPECIAL CONDITIONS:

1. The following uses as defined in the March 2021 Comprehensive Zoning Ordinance shall be expressly permitted on the subject property:
    a. Industrial (Inside)
    b. Light Assembly & Fabrication
    c. Warehouse/Distribution Center

2. The following uses as defined in the March 2021 Comprehensive Zoning Ordinance shall only be permitted by a separate Specific Use Permit on the subject property:
    a. Financial Institution with or without drive thru
    b. Motor Vehicle Fueling Station
    c. Automobile Repair, Minor
    d. Food Processing
    e. Outside Storage as a primary use
    f. Industrial (Outside)
    g. Truck Machinery & Heavy Equipment Sales, Service or Repair
    h. Any Use that may fit the purposes of Section I subject to City Approval

3. All other uses shall be prohibited on the subject property:

4. The subject property shall be in conformance with all regulations of the Commercial Corridor Zoning District set forth in, Section 4.3, and Section 5.2 of the current Zoning Ordinance in every respect with exception to the uses indicated in Section III.1, III.2, and III.3 above.

5. Design criteria shall be in conformance with Commercial Corridor Architectural Design Requirements of the March 2021 zoning ordinance.

6. All fixed lighting, interior and exterior shall be Light Emitting Diode (LED).

7. Prior to development, approved plats and site plans shall be required and shall include any and all accessory outside storage areas.

8. All regulations of Section 4.3 (Design Standards), Figures 4-7, 4-8, and 4-9 and their associated definitions set forth in the Comprehensive Zoning Ordinance (adopted as of March 2021) are hereby replaced with the following:

Figure 4-7 Site Design Requirements

ELEMENT	BASE STANDARD (All Development Must Comply Fully with All Listed Below)
Building Placement	1. Entrances and/or facades oriented to the street
Parking Placement	1. Parking spaces at least 10’ from residential lot line. 2. Pedestrian parking ratio of 1 per 2,000 GFA (gross floor area.)
Access Drives	1. Minimum width drive of 24’, turning radius of 25’ 2. Access drive at least 150’ from intersection 3. Landscaped treatments of entrances
Location of Service and Loading Areas	1. Shall be individually screened from view from a public street. Screening will be achieved by a combination of landscaping, wing walls and building orientation as illustrated on the zoning exhibits.

Figure 4-8 Landscaping Design Requirements

ELEMENT	BASE STANDARD

	(All Development Must Comply Fully with All Listed Below)
Site wide landscaping	1. All landscape plantings excepting those immediately adjacent to structures shall be native to Texas and drought resistant species to the extent possible.
Landscaping in Required Yard	1. At least 10% of site shall be landscaped 2. Landscaping is required in the front yard. 3. Landscaping is required in side and rear yards adjacent to, or across the street from residential.
Landscaping of Parking Lots	1. Site plans requiring more than 12 spaces required to have 50 sq.ft. of landscaping per space. 2. No parking space further than 60' from landscaped area on site. 3. Parking rows 20 spaces or longer shall have landscaped island at the end. 4. All parking rows shall have landscaped areas at least every 20 spaces.
Visual Screening	1. Required screening in strip at least 5' wide, plants 3' in height when planted, included one flowering tree every 50 linear feet of area. This requirement will apply only to loading areas within the development.
Landscaping of Street Frontages	1. At least 50% of required front yard developed as landscaped buffer, at least 10' in width. 2. Trees required in buffer, in groves or belts on 30-40' spacing. 3. Required trees at least 3" in caliper. 4. At least 5' concrete walkway on perimeter when adjacent to thoroughfare.

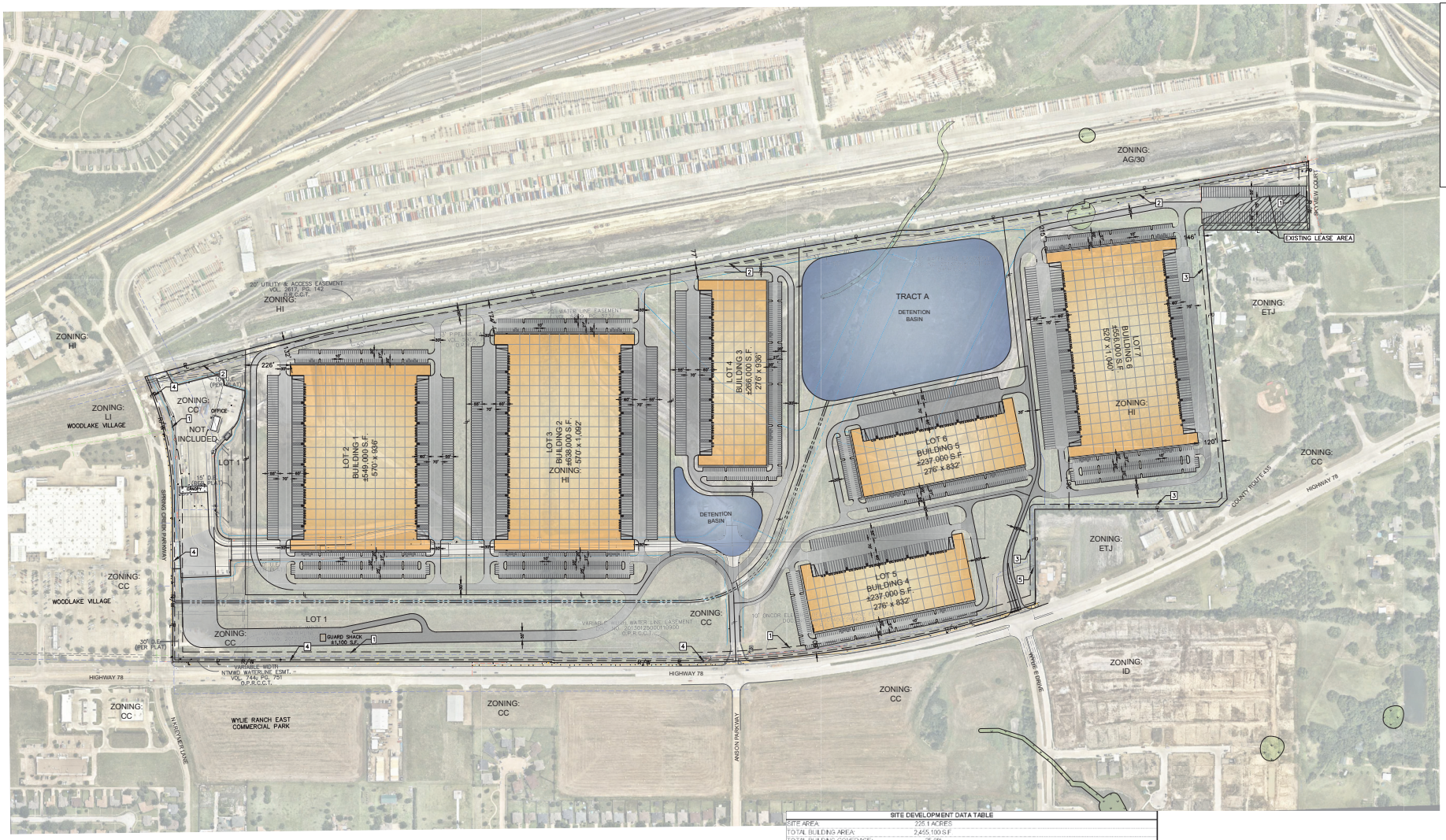
Figure 4-9 Architectural Design Requirements

ELEMENT	BASE STANDARD (All Development Must Comply Fully with All Listed Below)
Building Materials	1. Allowed uses from Section III.2 shall have buildings constructed of masonry product with at least 20% stone on front façade. Tilt wall construction shall be permissible for all other uses. 2. Roofs with pitch greater than 2:12 use specified roofing materials. 3. Buildings shall provide consistent architectural styles and details, design themes, building materials, and colors throughout the development.
Building Articulation, Form and Massing	1. Walls not to exceed a height width ratio of 1 to 2 with variation in massing of facade. At least 20% of facade offset at least 4'. 2. Entrances must be emphasized with architectural elements. 3. Ground floor facades require specified features along 60% of length.

WYLIE LOGISTICS PARK

SCHEMATIC SITE PLAN A6

SCALE 1:200



LEGEND:
1. 50' FRONT BUILDING SETBACK
2. 25' REAR BUILDING SETBACK
3. 25' SIDE BUILDING SETBACK
4. 10' LANDSCAPE BUFFER

PROJECT TEAM:

OWNER
KANSAS CITY SOUTHERN
427 WEST 12th STREET
KANSAS CITY, MO 64105

DEVELOPER
NORTHPOINT DEVELOPMENT
12977 N. OUTER 40 ROAD, SUITE 203
ST. LOUIS, MO 63141
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PHONE: 314.691.0106
EMAIL: JWILLS@NORTHPOINTKC.COM

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RIVERSIDE, MO 64150
CONTACT: MELISSA DEGONIA, PE
PHONE: 816.888.7380
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PHONE: 816.888.7380

ARCHITECT
STUDIONORTH ARCHITECTURE
4825 NW 41ST STREET, SUITE 500
RIVERSIDE, MO 64150
CONTACT:
PHONE: 816.888.7380

SITE DEVELOPMENT DATA TABLE

SITE AREA:	225.1 ACRES
TOTAL BUILDING AREA:	2,455,100 S.F.
TOTAL BUILDING COVERAGE:	25.0%

CITY OF WYLIE REQUIREMENTS

CURRENT ZONING: AGRICULTURAL (AG3), HEAVY INDUSTRIAL (HI), COMMERCIAL CORRIDOR (CC)
PROPOSED ZONING: PLANNED DEVELOPMENT (PD)
PROPOSED USES: DISTRIBUTION CENTER

SITE DATA:	REQUIRED	LOT 1 PROVIDED	LOT 2 PROVIDED	LOT 3 PROVIDED	LOT 4 PROVIDED	LOT 5 PROVIDED	LOT 6 PROVIDED	LOT 7 PROVIDED	TRACT A PROVIDED
BUILDING SQUARE FOOTAGE (SF):		1,100	549,000	638,000	237,000	237,000	237,000	556,000	
LOT AREA (MIN.):	0 AC.	27.9 AC.	34.9 AC.	36.4 AC.	21.9 AC.	19.6 AC.	18.8 AC.	40.3 AC.	19.8 AC.
BUILDING HEIGHT:	60'	60'	60'	60'	60'	60'	60'	60'	
BUILDING COVERAGE:	50%	0%	36%	40%	25%	29%	29%	32%	
BUILDING SETBACKS:									
FRONT:	50'	50'	50'	50'	50'	50'	50'	50'	
SIDE:	25'	25'	25'	25'	25'	25'	25'	25'	
REAR:	25'	25'	25'	25'	25'	25'	25'	25'	
PARKING:	REQUIRED SPACES	PROVIDED SPACES (3)	PROVIDED SPACES (3)	PROVIDED SPACES (3)	PROVIDED SPACES (3)	PROVIDED SPACES (3)	PROVIDED SPACES (3)	PROVIDED SPACES (3)	PROVIDED SPACES (3)
REQUIRED (1):	1,228	1	275	319	119	119	119	278	
TOTAL PROVIDED:	1,760	0	365	369	242	226	217	341	
TRAILER STALLS:			137	162	69	53	60	155	
PARKING DIMENSIONS:	10'x20'	10'x20'	10'x20'	10'x20'	10'x20'	10'x20'	10'x20'	10'x20'	
DRIVE AISLE WIDTH:	24' (TWO-WAY)	24' (TWO-WAY)	24' (TWO-WAY)	24' (TWO-WAY)	24' (TWO-WAY)	24' (TWO-WAY)	24' (TWO-WAY)	24' (TWO-WAY)	24' (TWO-WAY)

(1) PROPOSED PARKING RATIO: 1 SPACE PER 2,000 SF GROSS FLOOR AREA (GFA)

DEVELOPMENT SCHEDULE*									
COMMENCEMENT/COMPLETION		2021-2023	2021-2023	2023-2025	2027-2029	2029-2031	2031-2033	2033-2035	2035-2037

* DEVELOPMENT SCHEDULE MAY VARY DEPENDING ON MARKET DEMAND.

NOTES:
A. BOUNDARY: DEEDS
B. CONTOURS: SAM SURVEY, DATED 3/22/2019
C. BUILDING FOOTPRINT: NONE

LEGEND
- EXISTING INDEX CONTOURS
- EXISTING INTERMEDIATE CONTOURS
- PROPOSED INDEX CONTOURS
- PROPOSED INTERMEDIATE CONTOURS
- STORM SEWER
- SANITARY SEWER
- WATER MAINS
- ELECTRICAL
- GAS
- STREAM
- WETLANDS

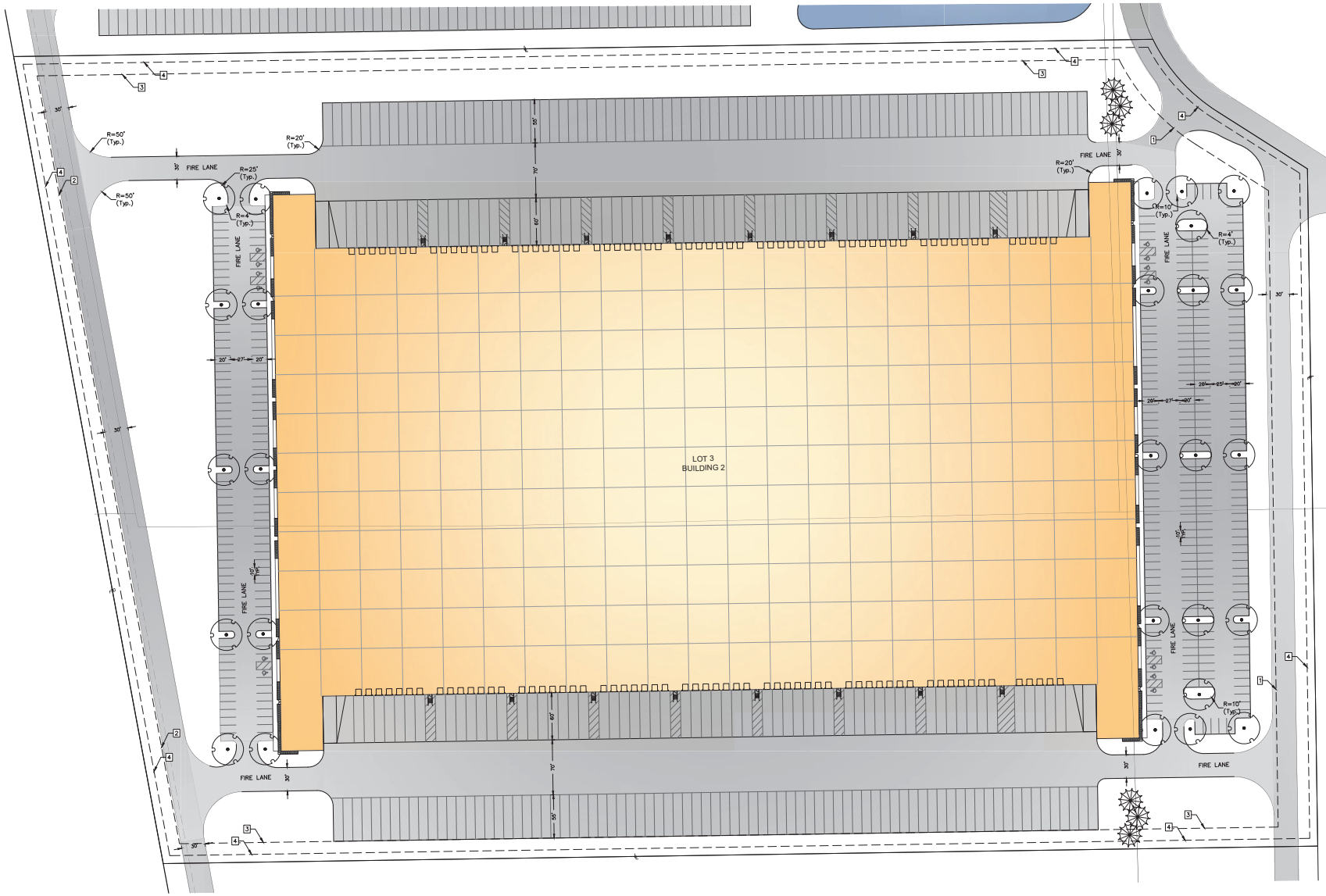
EXISTING UTILITIES ARE DASHED

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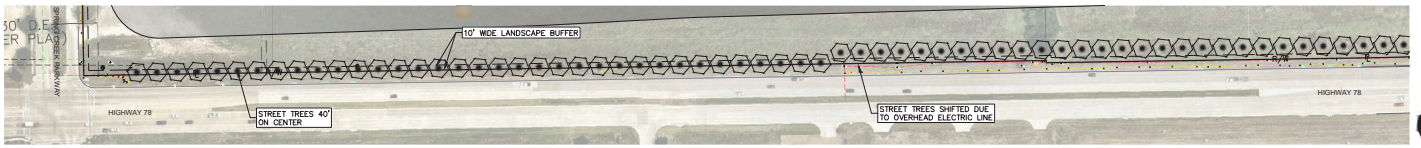
WYLIE LOGISTICS PARK

SCHEMATIC SITE PLAN A6 - LOT 3 DETAIL

SCALE 1:50



LOT 3 SITE PLAN DETAIL
SCALE: 1"=50'



STREET FRONTAGE TREE DETAIL
SCALE: 1"=50'

LEGEND:
1. 50' FRONT BUILDING SETBACK
2. 25' REAR BUILDING SETBACK
3. 25' SIDE BUILDING SETBACK
4. 10' LANDSCAPE BUFFER

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PHONE: 816.888.7380

CONCEPTUAL PLANT LIST:

EVERGREEN TREES:
5' HEIGHT
WHITE PINE, SPRUCE

DECIDUOUS TREES:
2" CALIPER B&B
MAPLES, OAKS, LINDENS

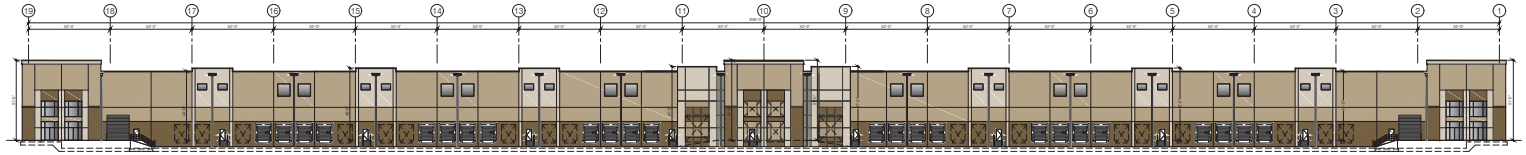
SHRUBS:
3-5 GALLON
GRO-LOW FRAGRANT SUMAC
HICKS YEW
MORNING LIGHT MISCANTHUS

STREET TREES:
3" CALIPER B&B

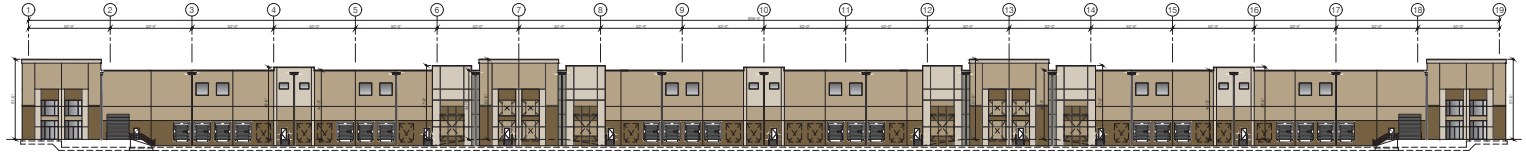
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C. BUILDING FOOTPRINT: NONE

LEGEND
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PROPOSED INDEX CONTOURS
PROPOSED INTERMEDIATE CONTOURS
STORM SEWER
SANITARY SEWER
WATER MAINS
ELECTRICAL
GAS
STREAM
WETLANDS
EXISTING UTILITIES ARE DASHED

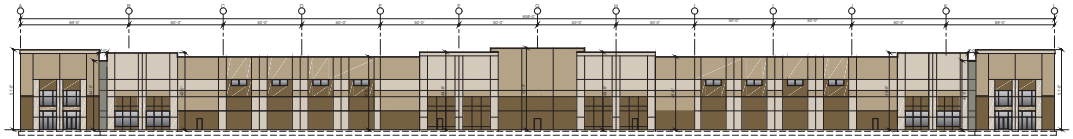
D:\SITEPOINT DROPBOX\01 PROJECTS_INDUSTRIAL\043 KANSAS CITY SOUTHERN (WYLIE, TX)\05 MASTER PLANS\PLANS\SCHEMATIC SITE PLAN A6 - TYPICAL.DWG



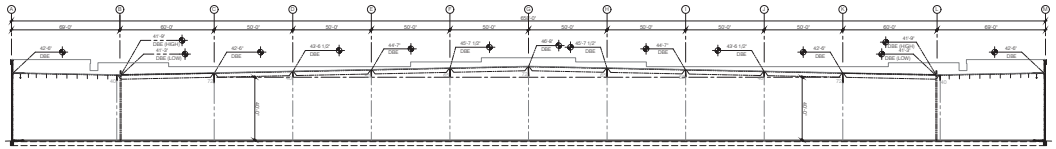
5 OVERALL WEST ELEVATION
Scale: 1/32" = 1'-0"



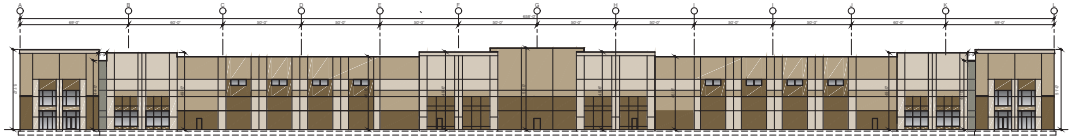
4 OVERALL EAST ELEVATION
Scale: 1/32" = 1'-0"



3 OVERALL SOUTH ELEVATION
Scale: 1/32" = 1'-0"



2 BUILDING SECTION
Scale: 1/32" = 1'-0"



1 OVERALL NORTH ELEVATION
Scale: 1/32" = 1'-0"

COLOR COATING LEGEND

1. ALL COPING COLORS TO MATCH ADJACENT PAINT FINISH (U.N.O.)
2. ALL GUTTER, CONDUCTOR HEADS, AND DOWNSPOUTS TO MATCH DREXEL METALS "SURREY BEIGE"
3. COLORS AND REVEALS TO WRAP EXTERIOR EDGES OF LAP PANELS (U.N.O.)

- SHERWIN WILLIAMS: SW7047 "PORPOISE"
- SHERWIN WILLIAMS: SW7032 "WARM STONE"
- SHERWIN WILLIAMS: MATCH DREXEL METALS "SURREY BEIGE"
- SHERWIN WILLIAMS: SW7567 "NATURAL TAN"

studio North ARCHITECTURE
4825 NW 41st Street | Suite 500 | Riverside, MO 64150
816 | 888 | 7360
NP Studio North, LLC
Missouri Certificate of Authorization No. A-2017040540

CIVIL	OLSSON ASSOCIATES
LANDSCAPE	OLSSON ASSOCIATES
FOUNDATIONS	KRUDWIG STRUCTURAL ENGINEERS
STRUCTURAL	KRUDWIG STRUCTURAL ENGINEERS
PLUMBING	DESIGN-BUILD
MECHANICAL	DESIGN-BUILD
ELECTRICAL	DESIGN-BUILD
FIRE PROTECTION	DESIGN-BUILD
CONTRACTOR	BRINKMANN CONSTRUCTORS

NorthPoint DEVELOPMENT

Southview Commerce Center Building 4

Interstate 49 & 163rd Street
Belton, MO 64012

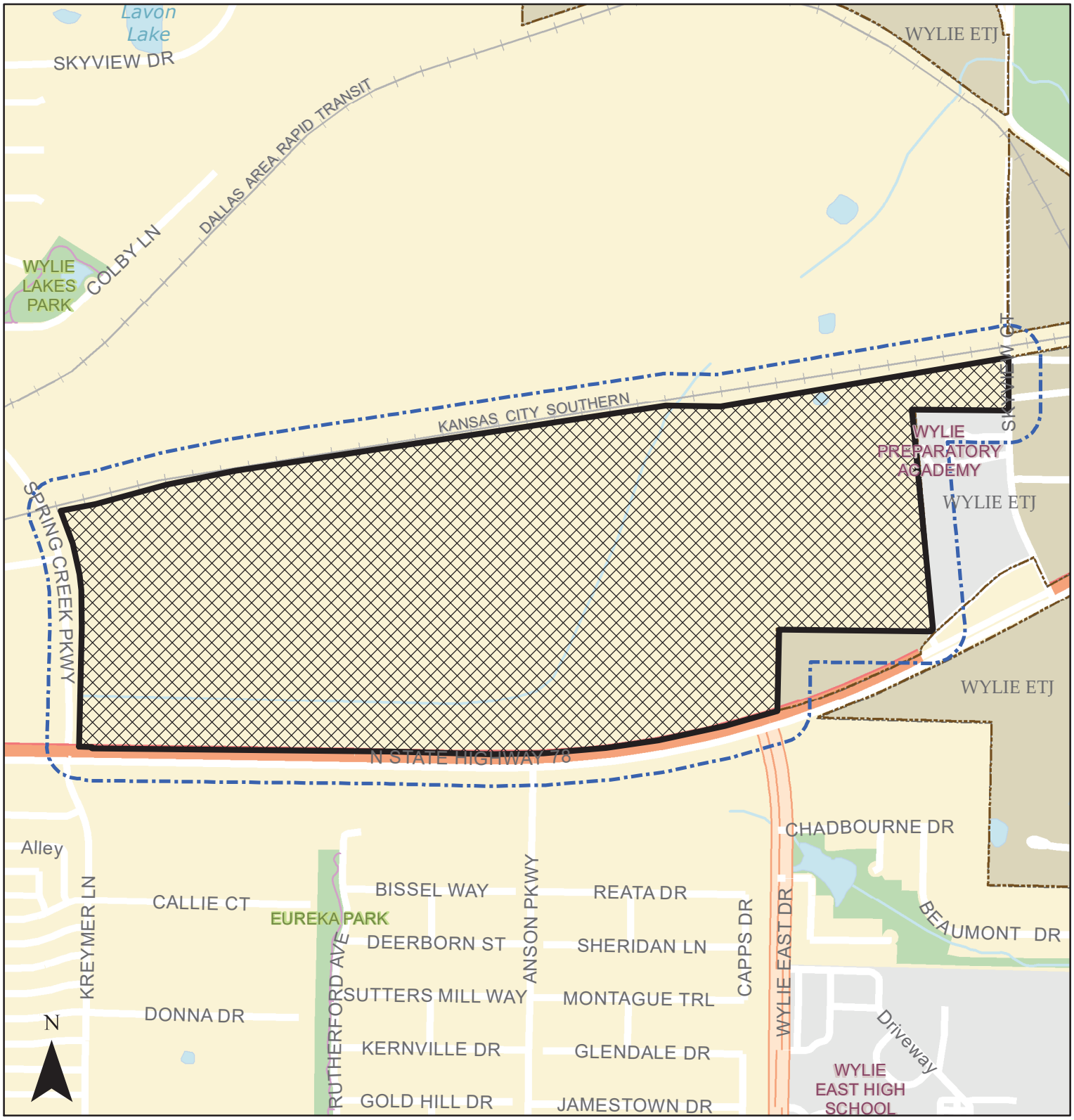
Project No. XXXX
Date: 02.17.21
Issued For: Preliminary Planning Set
Revisions:

No.	Date	Description

A4.01

BUIL

Notification Map



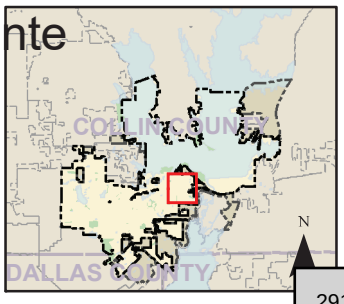
ZC 2021-11; KCS Wylie Logistics Park KCS Northpointe

200 Foot Notifcation Buffer

Subject Property

0 410 820 1,640 2,460 3,280 Feet

CITY OF WYLIE



PUBLIC COMMENT FORM

(Please type or use black ink)

Department of Planning
300 Country Club Road
Building 100
Wylie, Texas 75098

X I am **FOR** the requested zoning as explained on the attached public notice for Zoning Case #2021-11.

____ I am **AGAINST** the requested zoning as explained on the attached public notice for Zoning Case #2021-11.

Please feel free to contact the Planning Department at 972.516.6320 with questions or concerns

Date, Location & Time of Planning & Zoning Commission meeting: Tuesday, May 4, 2021 6:00 pm
Municipal Complex, 300 Country Club Road, Building 100, Wylie, Texas

Date, Location & Time of City Council meeting: Tuesday,May 25, 2021 6:00 pm
Municipal Complex, 300 Country Club Road, Building 100, Wylie, Texas

Name: Robert Grunwah - 78 Hooper LTD
(please print)

Address: PO Box 802736
Dallas TX 75380

Signature: [signature]

Date: 4.21.21

COMMENTS:

CITY OF WYLIE

Meeting Tonight

1 message

Tue, May 4, 2021 at 4:00 PM

> Dear members,

> Please vote NO on the proposed change in zoning at Spring Creek and 78. Unfortunately, the proposed manufacturing and warehouses in this location will lead to increased truck traffic, noise, and crime. Also, increased pollution. This location is close to many residential homes and has the potential to be disruptive to the residents of this area.
> Thank you for your attention to this issue.

> Hillary Mueller
> Resident East Side of Wylie
>
>

NorthPoint™ DEVELOPMENT

WYLIE LOGISTICS PARK

WYLIE, TEXAS



RJ AGEE
DIRECTOR OF DEVELOPMENT

R.J. has over 17 years of development and construction experience in a wide array of projects including industrial, senior living, self-storage, healthcare and life sciences. As Director of Industrial Development, he provides oversight to all development activities in NorthPoint's St. Louis office.



CHRIS CARUCCI
INDUSTRIAL DEVELOPMENT MANAGER

Chris Carucci is currently an Industrial Development Manager at Kansas City Southern Railroad. In this position, he works to manage the company's industrial development effort across its 10 state footprint. Chris is also responsible for execution of KCS' business attraction strategy via site selection, economic development, and industrial real estate channels. Prior to his role with KCS, Chris spent time in JLL's Rail Practice group supporting BNSF Railway's Economic Development organization. Chris has economic development experience at the local and regional levels in Kansas City and a stint as a consultant for a site selection and economic development consulting firm in Austin, TX. Chris received his Bachelor and Master's degrees from the University of Kansas and is a graduate of the University of Oklahoma, Economic Development Institute. Chris is located in Kansas City with his wife and three crazy kids.

NORTHPOINT WAS RANKED THE

#1 INDUSTRIAL DEVELOPER

OVER THE LAST 5 YEARS BY REAL CAPITAL ANALYTICS

96.2+MM SF
CURRENT INDUSTRIAL PORTFOLIO

$8.6+BILLION
TOTAL CAPITAL **RAISED** SINCE 2012

22.9+MM SF
INDUSTRIAL SPACE CURRENTLY **UNDER CONSTRUCTION**

16.3MM SF
INDUSTRIAL SPACE **LEASED** IN 2020

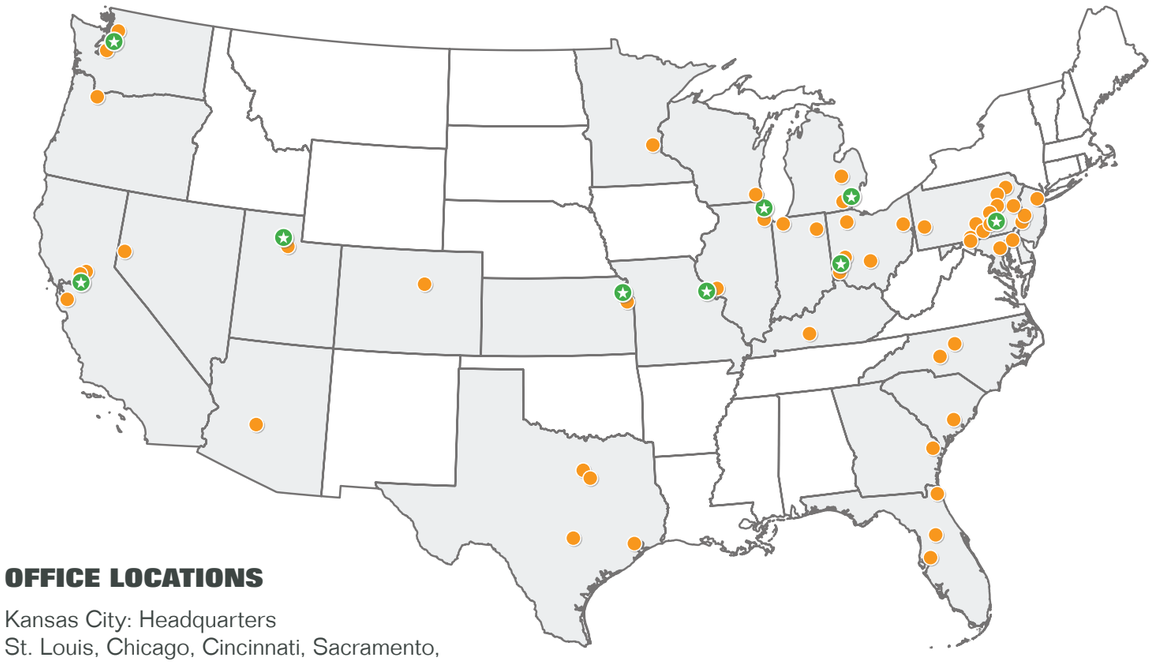
65+THOUSAND
EST. JOBS CREATED
IN OUR DEVELOPMENTS

$6.7+MILLION
CHARITABLE CONTRIBUTIONS
SINCE 2012

Last updated beginning of Q2 2021

ACTIVE**MARKETS**

Currently active in 23 states



OFFICE LOCATIONS

Kansas City: Headquarters
St. Louis, Chicago, Cincinnati, Sacramento, Detroit, Harrisburg, Salt Lake City, Seattle

388+ INDUSTRIAL**CLIENTS**

References available from our clients; a few are represented below

gm · chewy.com · adidas · The Home Depot · STAPLES · Walmart · amazon · Lowe's · BOEING · GE · ups · True Value · FedEx · BNSF Railway · Ford · ULTA Beauty · Kubota · patagonia · GRAINGER · crocs · jet · Hostess · ABF Freight · Spectrum Brands · DOLLAR GENERAL · CATERPILLAR · Boulevard Brewing Co. · Saddle Creek Logistics Services · PRATT Industries Inc · Smithfield Farmland · PFG · Gallagher · MARLEN · DEMDACO · PLASTIC OMNIUM · unfi Driven by Nature · XPO Logistics · MAGNA · velociti technology deployment experts · Flexsteel · Continental

WHOWEARE

Established 2012, NorthPoint Development is a privately held real estate development firm specializing in the development of Class A industrial facilities. Our firm differentiates itself from competitors through a strong engineering and technical focus. We employ numerous civil, geotech, electrical and industrial engineers. We also have expertise in logistics, labor and incentives. Our motto "Beyond the Contract" embodies the concept that no contract can be written to reflect everything that will occur in a complex real estate transaction. Our approach in all business relationships is to be fair and to operate by the "Golden Rule."

NORTHPOINTPARTNERS

DataPoint
at NorthPoint Development

NorthPoint's data analytics team facilitates rapid location screening and site-specific assessments on a variety of attributes. DataPoint provides valuable insight into labor market supply/demand, site suitability, freight cost for inbound/outbound shipments, proximity to common carrier shipment facilities, business climate/property taxes, Brownfield redevelopment opportunities and real estate market conditions.

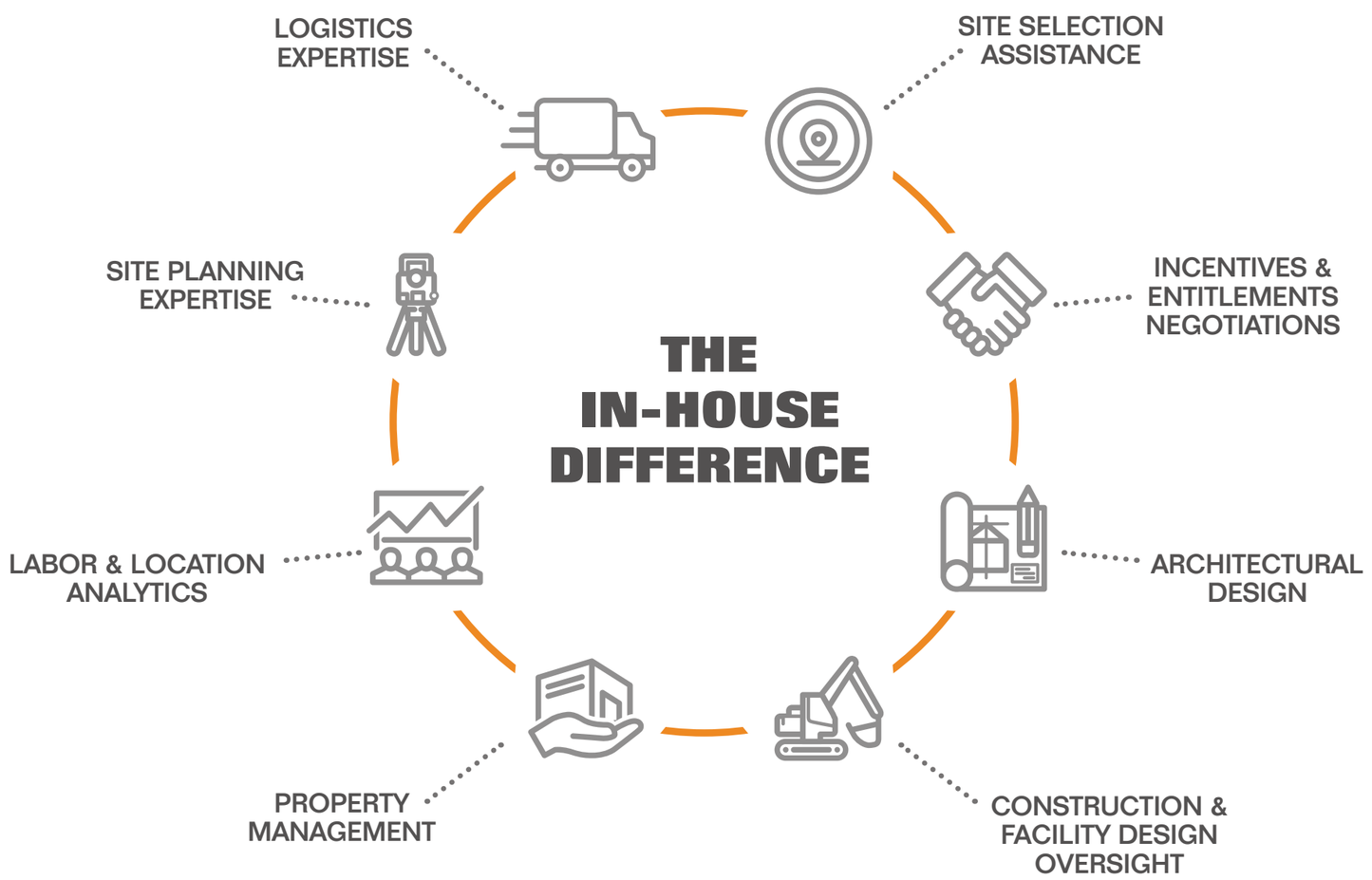
SITEPOINT
A Division of NorthPoint Development

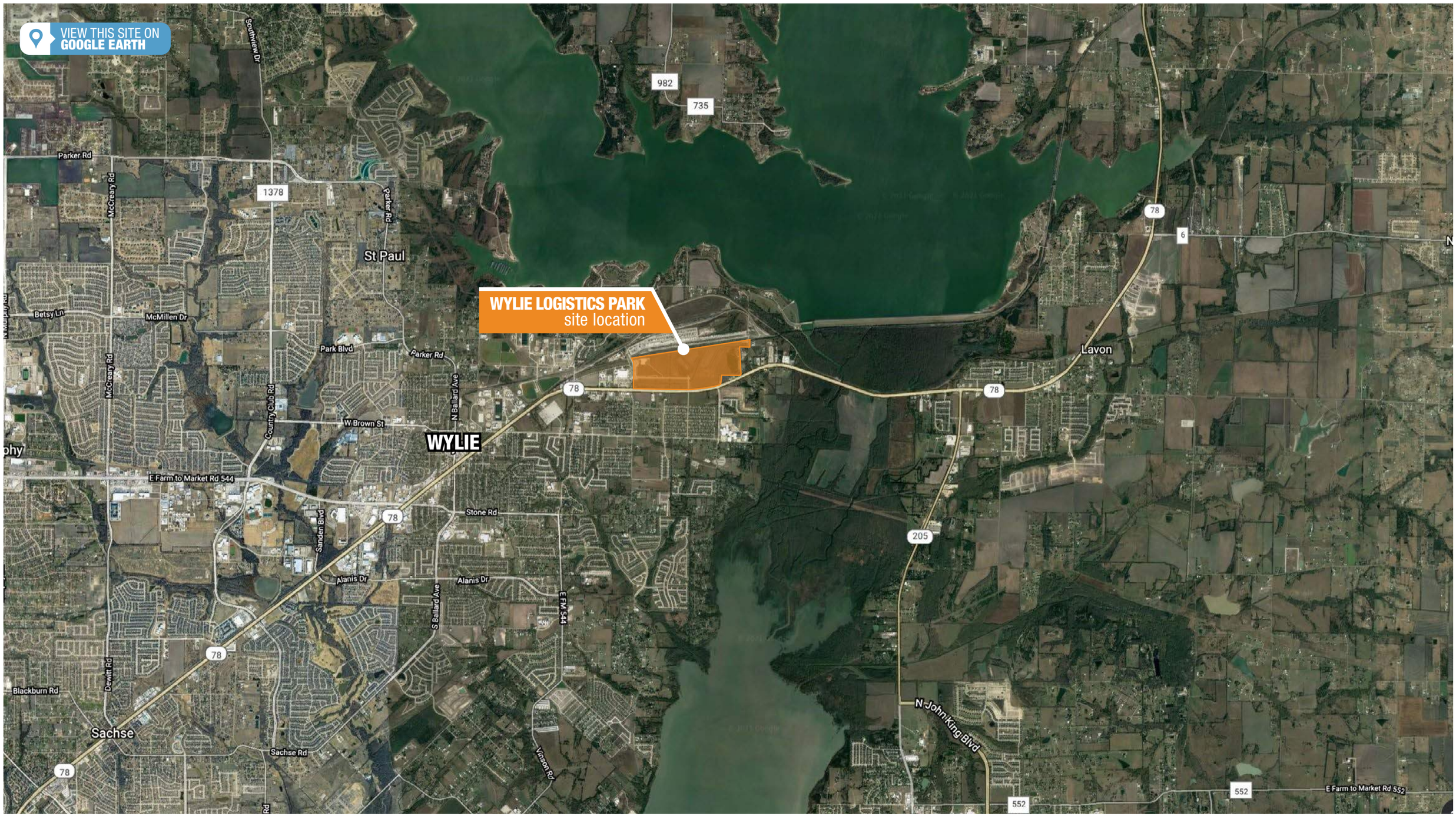
With over 40 years of civil engineering and site planning experience, SitePoint's services include preliminary site planning, grading schematics and utility analysis, advanced 3D modeling capabilities, ground based LiDAR scanning and low altitude aerial photogrammetry.

studioNorth
ARCHITECTURE

As NorthPoint grew to become one of the largest private developers of industrial space in the US, it became necessary to develop an in-house team of architects to support the firm's efforts. StudioNorth is a staff of talented architects and designers that can routinely create site plans, building layouts and renderings in less than 24 hours. This has been a huge competitive advantage for the firm and has allowed us to consistently outperform our competitors who outsource the majority of their architectural work.

NORTHPOINTSERVICES

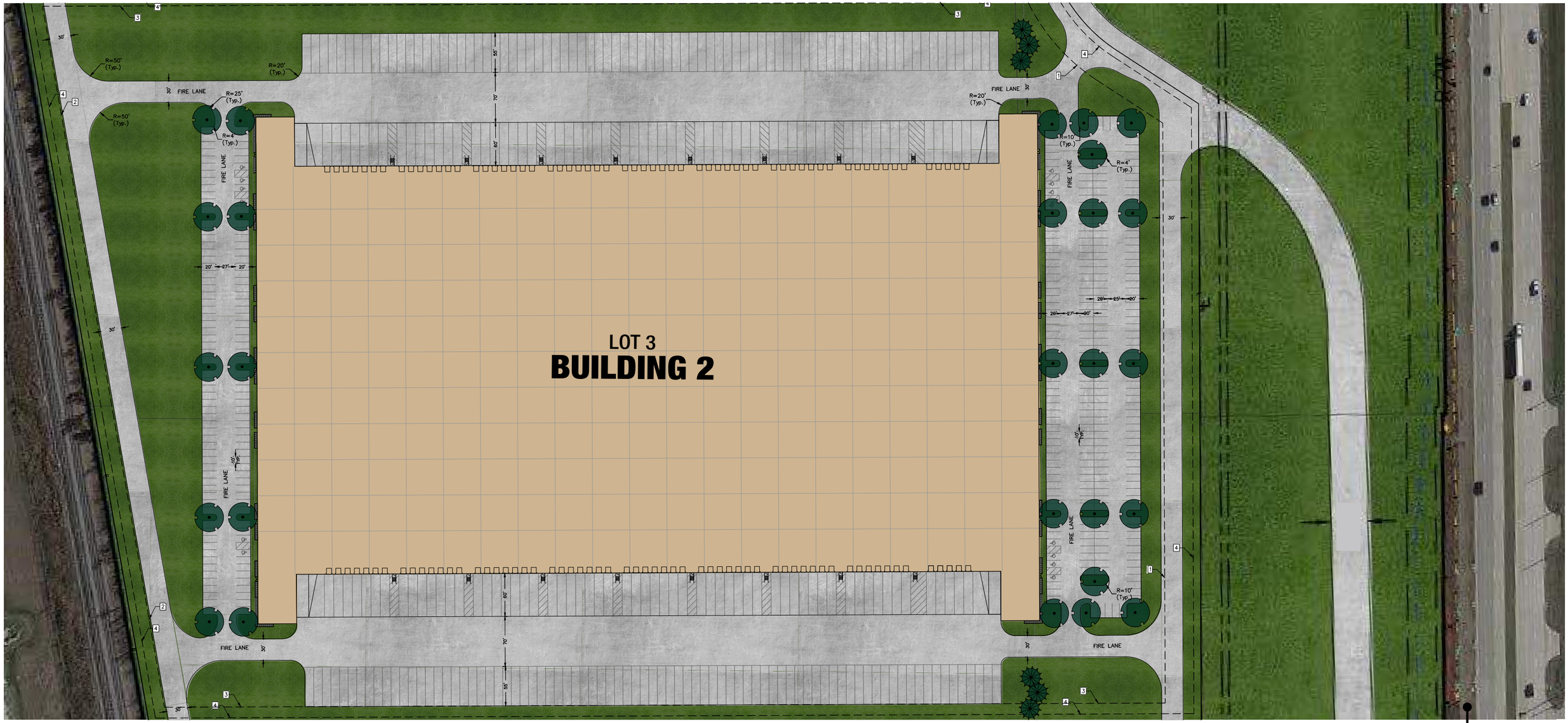



VIEW THIS SITE ON GOOGLE EARTH
WYLIE LOGISTICS PARK
site location
WYLIE
St Paul
Lavon
Sachse
982
735
1378
78
6
205
552
Parker Rd
McCreary Rd
Southview Dr
Betsy Ln
McMillen Dr
Park Blvd
County Club Rd
W Brown St
N Ballard Ave
E Farm to Market Rd 544
Stone Rd
Sanden Blvd
Alanis Dr
S Ballard Ave
E FM 544
Dewitt Rd
Blackburn Rd
Sachse Rd
Vinson Rd
N John King Blvd
E Farm to Market Rd 552



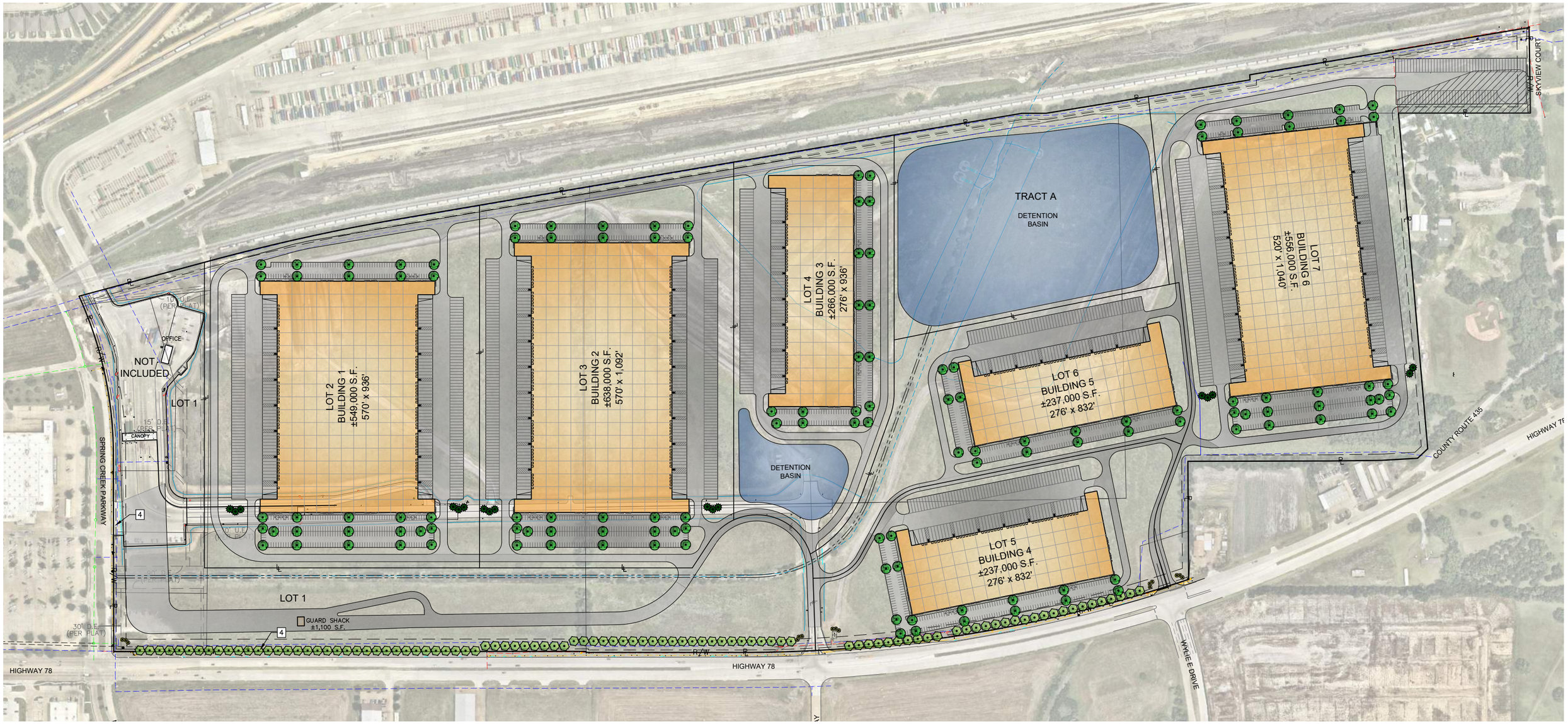
225.1
ACRES
SITE AREA

2.45M
SQUARE FEET
PROPOSED





STREET FRONTAGE **TREE DETAIL**


TRACT A
DETENTION BASIN
LOT 1
LOT 2
BUILDING 1
±549,000 S.F.
570' x 936'
LOT 3
BUILDING 2
±638,000 S.F.
570' x 1,092'
LOT 4
BUILDING 3
±266,000 S.F.
276' x 936'
LOT 5
BUILDING 4
±237,000 S.F.
276' x 832'
LOT 6
BUILDING 5
±237,000 S.F.
276' x 832'
LOT 7
BUILDING 6
±556,000 S.F.
520' x 1,040'
OFFICE
NOT INCLUDED
CANOPY
GUARD SHACK
±1,100 S.F.
DETENTION BASIN
SPRING CREEK PARKWAY
HIGHWAY 78
COUNTY ROUTE 435
WYLIE EAST DRIVE
SKYVIEW COURT

Building Exterior Examples

Riverside Horizons III



Hazelwood Logistics Park



Central Industrial Park



Logistics Park Kansas City



Three Trails Logistics Park



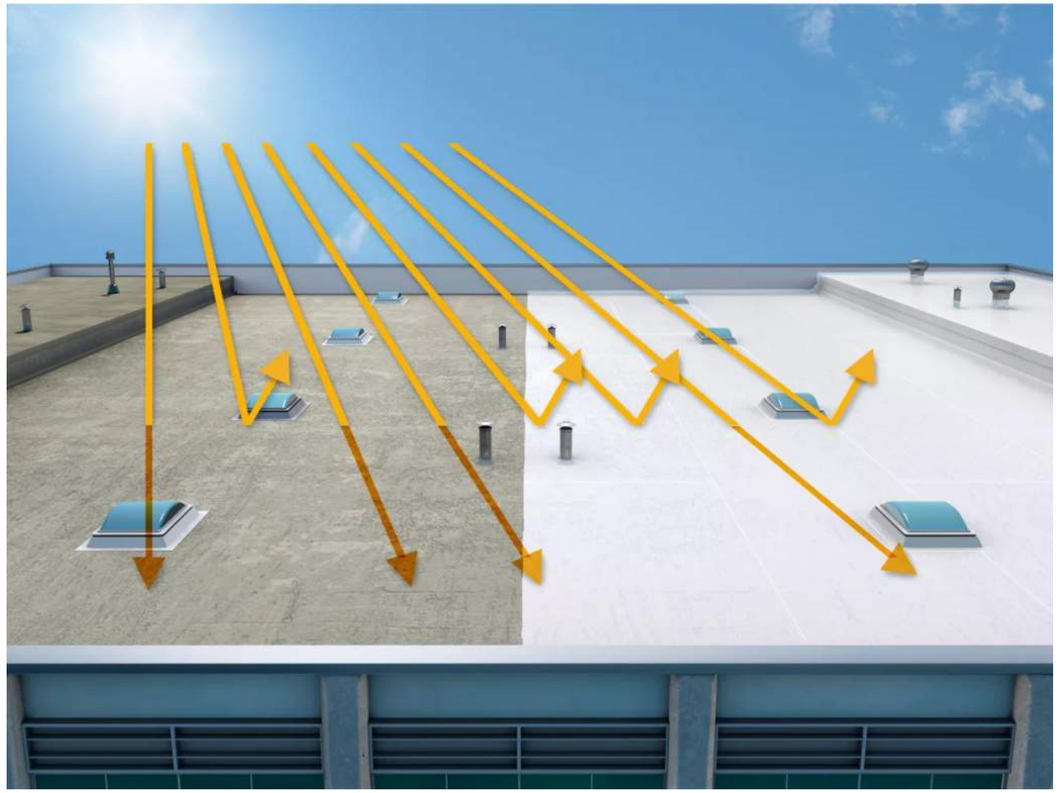
Logistics Park Kansas City



Wylie Logistics Park - Estimated Project Impacts

Building #	Square Feet	Temporary Construction Jobs	Total Construction Wages and Benefits	Estimated Permanent Job Creation	Annual Wages and Benefits	Estimated Total Investment	Annual Tax Generation	Annual Tax - City
1	549,000	134	$ 3,630,074	269	$ 12,682,959	$ 30,800,000	$ 537,193	$ 147,567
2	638,000	155	$ 4,218,555	313	$ 14,739,031	$ 35,800,000	$ 624,278	$ 171,489
3	266,000	65	$ 1,758,833	174	$ 6,145,113	$ 14,900,000	$ 260,279	$ 71,499
4	237,000	58	$ 1,567,081	156	$ 5,475,157	$ 13,300,000	$ 231,903	$ 63,704
5	237,000	58	$ 1,567,081	156	$ 5,475,157	$ 13,300,000	$ 231,903	$ 63,704
6	556,000	135	$ 3,676,359	272	$ 12,844,673	$ 31,200,000	$ 544,042	$ 149,448
	2,483,000	**604**	**$ 16,417,983**	**1,340**	**$ 57,362,091**	**$ 139,300,000**	**$ 2,429,598**	**$ 667,410**

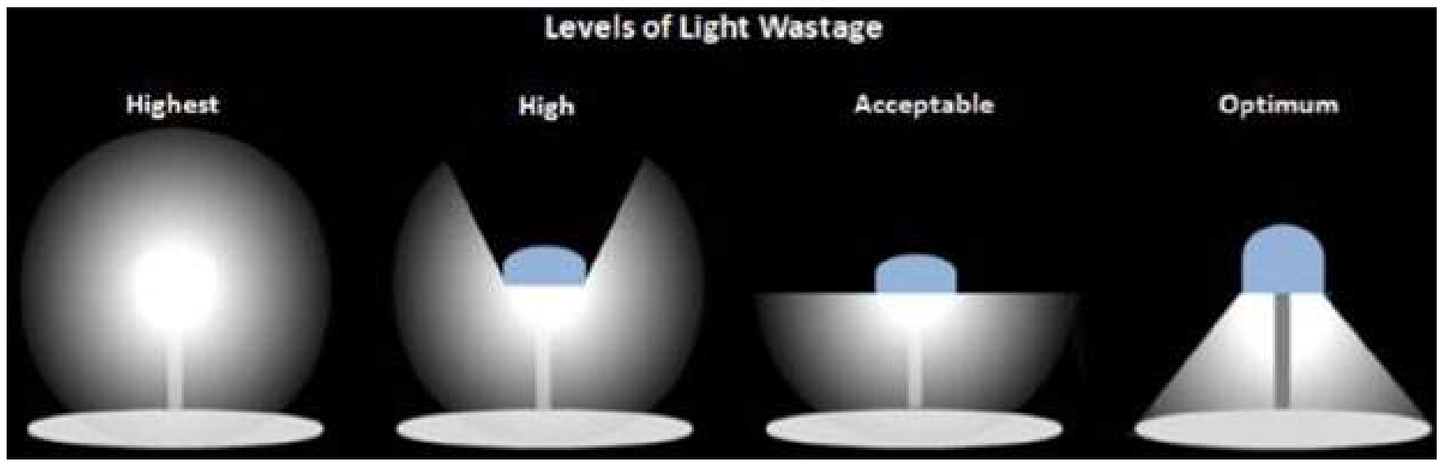
Job Title	Headcount	Avg. Annual Wages	Total Annual Wages
General Warehousing (Picking/Stocking)	929	$27,326	$25,385,854
Forklift Operator	134	$31,313	$4,195,942
Warehouse Lead	80	$32,387	$2,590,960
Maintenance	40	$43,349	$1,733,960
Inventory Clerk	27	$33,855	$914,085
Subtotal, Hourly	1,210	$28,778	$34,820,801
Director of Operations	9	$116,999	$1,052,991
Management	27	$77,643	$2,096,361
Supervisors	40	$61,634	$2,465,360
Technical Professionals	27	$90,140	$2,433,780
HR /Clerical	27	$46,496	$1,255,392
Subtotal, Salaried	130	$71,568	$9,303,884
Total Wages	*1,340*	*$32,929*	*$44,124,685*
Benefits			$13,237,406
Total Compensation			**$57,362,091**



Heat Island Reduction



Increased Natural Lighting



Light Pollution Control



100% LED Lighting



Typical Project Landscaping







Proposed Drought Resistant Landscaping

CITY OF WYLIE

Wylie City Council

AGENDA REPORT

Department: Planning **Account Code:**

Prepared By: Jasen Haskins, AICP

Subject

Hold a Public Hearing, consider, and act upon, a change of zoning from Commercial Corridor (CC) to Planned Development (PD-MF), to allow for a rental townhome development on 21.059 acres, generally located 500' northeast from the intersection of State Highway 78 and Brown Street. (ZC2021-13)

Recommendation

Motion to approve as presented.

Discussion

OWNER: Provident Realty **ENGINEER: Cole Engineering**

The applicant has submitted a request to withdraw the zoning case.

The applicant is requesting to rezone 21.059 acres generally located 500' northeast from the intersection of State Highway 78 and Brown Street. The property is currently zoned Commercial Corridor (CC). The purpose for the requested rezoning to a Planned Development is to allow for the construction of 194 townhome rental units as depicted on the zoning exhibit (Exhibit C). The proposed density for the subject property is 9.21 units per acre and is lower than the typical Multifamily Zoning allowance of 15 units per acre.

The Planned Development proposes a reduction in the square footage of 1-bedroom units from 750 sq. ft. to 600 sq. ft. and the 2-bedroom units from 1,000 sq. ft. to 900 sq. ft. The units are also proposed to have a minimum garage square footage of 200 sq. ft.

A total of 416 parking spaces are provided on-site with a parking ratio of 2.14 spaces per unit. As part of the Planned Development there is a variation in the parallel parking stalls sizing. A request of 8'X 22' is shown on the concept plan in comparison to the City requirement of 13'X 24'.

The residential units are to be accessed by platted firelane access drives with one entrance from State Highway 78 and one entrance from East Brown Street.

The applicant has proposed a wrought iron fence with masonry columns along Brown and SH 78 in lieu of a solid screening wall.

Within the Planned Development there is an allowance of board and batten as an exterior material. The board and batten product shall only be allowed in areas that are not visible from the main street frontage. All exterior facades visible from the street frontage shall be required to be constructed of a masonry-type product.

A traffic impact study has been completed that determined that the residential development would cause no reduction in the level of service within the study area. In addition, the applicant completed a school impact study that estimated a 42-student increase to the existing Wylie Independent School District. The Zoning Exhibit also shows initial proposed detention to ensure downstream flows are not increased.

The properties adjacent to the subject property are generally zoned Industrial to the north and east. The property to the south is zoned residential and the property to the west is zoned commercial. The subject property lies within the General Urban Sector of the Comprehensive Land Use Plan. The proposed zoning is generally compatible with the Plan with the exception of a lack of true commercial uses on the same property.

Notifications/Responses: 16 notifications were mailed within 200' as required by State law; with one response received in opposition and none in favor of the request within the notification area.

However, staff has received comments, photographs, and videos from citizens outside the notification area, with most residing in Kreymer Estates to the southeast. The comments primarily raised concerns regarding flooding due to the proposed project being upstream from their property. However, comments also addressed increased traffic, the parkland dedication, the effects of townhome rentals on neighboring property values, and site safety and security.

Additionally, staff received an opposition petition that included signatures representing approximately 35 properties, also mostly within Kreymer Estates.

Lastly, the applicant has provided two letters from commercial brokers as evidence of a lack of commercial viability for the property and provided a letter in response to the petition.

Written comments and pictures are included in the packet for reference. Citizen presentations and video are available for review during the meeting.

Should the request for zoning be approved, the approval of a preliminary plat and site plan is required prior to development.

P&Z Commission Discussion

Citizens spoke of drainage, traffic, and rental safety concerns. The Commissioners discussed those items, with the City Engineer answering questions regarding drainage and the applicant's engineer discussing traffic. After additional discussion regarding the desire for the frontage of the property along SH 78 to remain zoned commercial, the Commissioners voted 4-2 to recommend disapproval of the zoning case.

Locator Map

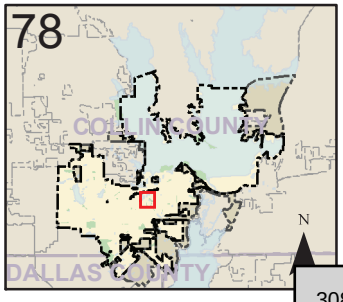


ZC 2021-13; ParcHAUS Wylie; 901 N State Highway 78

Subject Property

0 200 400 800 1,200 1,600 Feet

CITY OF WYLIE



PLANNED DEVELOPMENT STANDARDS
EXHIBIT "B"
PARCHAUS™ WYLIE

I. PURPOSE

The intent of the parcHAUS™ development is to provide a unique low-density rental townhome community that is harmonious with the quaint suburban lifestyle that exists within the City of Wylie. The professionally managed high-quality townhome community will offer a desirable rental alternative for the growing suburban area and will promote retail patronage and growth north along highway-78 and within the historic downtown district.

II. GENERAL CONDITIONS:

A. This Planned Development District shall not affect any regulations within the Code of Ordinances, except as specifically provided herein.

B. All regulations of the underlying Multifamily District, as set forth in Article 3, 5, and 7 of the Comprehensive Zoning Ordinance (adopted as of March 2021) shall apply herein.

III. SPECIAL CONDITIONS:

A. Figure 3-6 is amended as follows:

Figure 3-6 – Planned Development – Multifamily District (PD–MF)	
Minimum Dwelling Size	1BR – 600sf, 2BR – 900sf,
Maximum Density	9.21 units per gross acre
Building Separation Between Detached Buildings	10-ft between non-sprinkled, 8-ft between 13D sprinkled buildings
Design Standards Level of Achievement	Building elevations fronting fire lanes and public rights-of-ways shall include a combination of exterior veneer masonry, masonry-type product, stone, board and batten, and horizontal Hardie board material.
Parking Space Dimensions	Parallel spaces – 8' X 22' Pull-in parking – 10' X 20' Garage Entry – A minimum of 200 square feet
Main Structure Height	25 feet top of plate

Additional Provisions

- Non-enclosed attached patio covers and enclosed yards, although an addition to and part of the main structure, shall be exempt from the rear yard setback requirements

[1] Townhall Meeting Survey
[2] Templeton Demographics School Impact Study
[3] City Tax by Product Use Equivalency Table
[4] Lee Engineering Traffic Impact Study

above. Patio covers and enclosed yards shall be allowed to extend into the rear setback no closer than 10ft from the property line.

B. Section 3.4.D Land Design Requirements amended as follows:

1. Public Open Space Easements:
    a) Buffer width to rear of house besides open space and parallel street are set as depicted in the zoning exhibit and are considered in conformance with base design elements and shall be considered a desirable design attribute.
2. Perimeter Screen Along Thoroughfares:
    a) Perimeter landscape buffer shall be 10ft with a total building setback of 30ft with 6ft wrought iron between brick or stone columns (100ft o.c.) along highway 78 and east Brown. Units abutting thoroughfare shall be configured so that garages shall not front the perimeter. Residential lots shall be allowed to back thoroughfare. Property line abutting the creek ways or parkland shall not require screening or additional setbacks/buffers. The aforementioned shall be considered in conformance with base design standards.
3. Perimeter Walkways and Landscaping:
    a) Perimeter concrete walkways shall be no less in width than 5ft. Perimeter landscaping shall be a mixture of large/canopy and small/ornamental trees along eastern public open space adjacent to floodways and highway 78. No sidewalk improvements shall be required on east Brown. The above description shall be in conformance with base design standards and furthermore shall be considered a desirable design attribute.
4. Lighting and Furnishings along open space easements and trails:
    a) Trees shall be placed at a maximum of 30 ft. o.c. with ground-level lights. The project shall not be required to furnish the open space easements and trails with exercise apparatus or benches. The above description shall be in conformance with base design standards and considered a desirable design attribute.

C. Section 3.4.E Street and Sidewalk Design Standards amended as follows:

1. Curvilinear Streets:
    a) Streets as designed on the zoning exhibit shall be considered in conformance with base design standards.
2. Entry Features and Medians:
    a) Decorative round-about at entrance and decorative paving at SH 78 and East Brown development entrance 7-ft wide cross-walks shall be required. The above description shall be in conformance with base design standards and furthermore shall be considered a desirable design attribute.
3. Street Name Signs:
    a) Unique neighborhood designed directional street signs shall be utilized across the property. The above description is in conformance with base design standards and shall be considered a desirable design attribute.
4. Pedestrian Crosswalks:
    a) 7-ft wide connected system of ADA compliant decorative pavers. The above description shall be considered in conformance with base design standards.
5. Perimeter Alleys:
    a) Alleys at highway 78 shallbe perpendicular to the thoroughfare. Lots shall be situated as shown on the zoning exhibit. J-turn pavement shall be permitted to

extend into the 30-ft setback as shown in the site plan. The above description shall be considered in conformance with base design standards.

D. Section 3.4.F Architectural Design Standards amended as follows:

1. Building Bulk and Articulation:
    a) Building articulation and minimum square feet of 1st floor as a percentage of 2nd floor depicted in the attached elevation and zoning exhibit shall be considered in conformance with base design standards.
2. Exterior Façade Material:
    a) Building streetscape fronting fire lanes and public rights-of-way shall be constructed of masonry, masonry-type product, stone, board and batten, horizontal Hardie board in the proportion shown in the building elevations within exhibit. All exterior facades facing within courtyards, abutting other units, east and west creek way easements, private amenities, or walls with a garage door shall primarily be comprised of a vertical board and batten, Hardie board siding, or like-kind product. The above description shall be considered a harmonious design with adjacent communities and in conformance with base design standards set forth in Figure 3-9c.
3. Porch:
    a) Community patios shall average 60 square feet in aggregate for all front and back patios and shall be covered by roof lines or pitched covers incorporated into the roof lines of structure. The above description shall be considered in conformance with base design standards and furthermore shall be considered desirable design attribute.

4. Roof Pitch:
    a) 6:12 minimum roof pitch; with articulation, dormers or hip gables.
5. Roof Eaves:
    a) Hardie Board siding shall be considered in conformance with base design standards.
6. Repetition of floor plan and elevations:
    a) The development shall produce repeating floorplan and elevations throughout the community as depicted in the zoning exhibit. The floor plan layout and elevation makeup depicted on the zoning exhibit shall be considered in conformance with base design standards.
7. Garage Entry:
    a) Garages shall be allowed to face primary streets as shown on the zoning exhibit. Garages shall be a minimum of 200 square feet. The garage layout depicted on the zoning exhibit shall be considered in conformance with base design standards.
8. Fencing:
    a) Wrought iron and or board on board fencing shall be permitted. As a minimum board on board shall be constructed where units share a fence line for privacy. The above description shall be considered in conformance with base design standards and furthermore shall be considered desirable design attribute.
9. Landscaping:
    a) A minimum of 2 caliper inches of new or existing trees and 3 shrubs per unit shall be required located in accordance with the approved landscape plan. Automated, subsurface irrigation system. Decomposed granite and or artificial turf material shall be permitted in private gated yards. The above description

shall be considered in conformance with base design standards and furthermore shall be considered desirable design attribute.

E. Section 5.2.B Residential and Lodging Uses amended as follows:
    1. Multifamily Dwelling:
        a) All multifamily units shall provide laundry facilities consisting of 1 washer and 1 dryer connections for each dwelling unit.
        b) The development shall not required to provide a central playground. The development shall include park land dedication and park improvements to be reviewed and recommended by the Parks Board. The value of recommended park improvements and upland park dedication shall be credited toward normally due park fees.

F. Section 7.1 Residential adjacency and Proximity Standards:
    1. Screening:
        a) The owner of the non-residential district shall not be required to construct a solid screening wall to the east and west flood easements. A semi-solid screening wall comprised primarily of wrought iron with masonry podiums not less than six nor more than eight feet in height shall be constructed along the entire property line separating the district from public rights-of-way, except where visibility triangles or easements are required.

PARKING CRITERIA	
TOTAL # UNITS	194
SPACES PER UNIT	2.14
ENCLOSED SPACES PROVIDED	207
TOTAL PARKING REQUIRED	392
TOTAL PARKING PROVIDED	416
REQUIRED ADA PARKING	9
PROVIDED ADA PARKING	9
DUMPSTER'S PROVIDED	2 (8cy DUMPSTERS)

GENERAL SITE DATA	
SITE DATA	
EXISTING ZONING	CC
PROPOSED ZONING	PD
PROPOSED LAND USE	MF (MULTIFAMILY DISTRICT FOR RENT)
LOT AREA	21.059 AC OR 917,330.04 SF
GROSS ACREAGE	21.059
PROPOSED DENSITY	9.21 DU/AC
LOT COVERAGE	9.949AC/21.059AC = 47.2%

NOTES:

1. ALL DRIVES WILL BE DESIGNATED UTILITY, DRIVE, AND FIRE LANE EASEMENTS.
2. FINAL DETENTION DESIGN SHALL CONFORM WITH CITY OF DALLAS, CITY OF WYLIE, AND FEMA STANDARDS.
3. FIRE HYDRANTS WILL BE SPACED PER FIRE DEPARTMENT CRITERIA.
4. A TRAFFIC STUDY WILL BE PERFORMED.
5. ALL PARALLEL PARKING SHALL BE 8' X 22'.
6. ALL PULL IN PARKING SHALL BE 10' X 20'.
7. ALL FIRE LANES SHALL BE 24' WIDE.
8. LANDSCAPE WILL BE DESIGNED AT CURVES AND INTERSECTIONS OF DRIVES WITH CONSIDERATION TO SITE DISTANCES PER THE CITY CRITERIA



60' 0' 60' 120'
SCALE: 1" = 60'

LEGEND

- SITE PROPERTY BOUNDARY:
- PROPERTY LINES:
- PROPOSED BUILDING SETBACK:
- PROPOSED SIDEWALK:
- PROPOSED CONC. PAVEMENT:
- FIRE LANE:
- PROPOSED 6' WROUGHT IRON FENCE:
- PROPOSED 6' WOODEN FENCE:
- PROPOSED 6' MASONRY SCREEN WALL:
- OUTLET CONTROL STRUCTURE:
- RETAINING WALL:

OWNER: CITY OF WYLIE
12.43 ACRES
(541,233 SF)
ZONING: AG/30

SURVEYOR

LUKE JACKSON, RPLS

5175 MAIN ST.

FRISCO, TX 75034

972-624-6000 EXT-1304

ARCHITECT

TBD.

OWNER:
PROVIDENT REALTY ADVISORS, INC.
1020 N. CENTRAL EXPRESSWAY, SUITE 300
DALLAS, TX 75231
972-385-4883

NO	REVISION DESCRIPTION	DATE

This document is released for the purpose of preliminary use under the authority of Sandy H. Stephens, P.E. #89483 on 02/12/21. It is not to be used for construction purposes.
EMAIL: sstephens@colebt.com

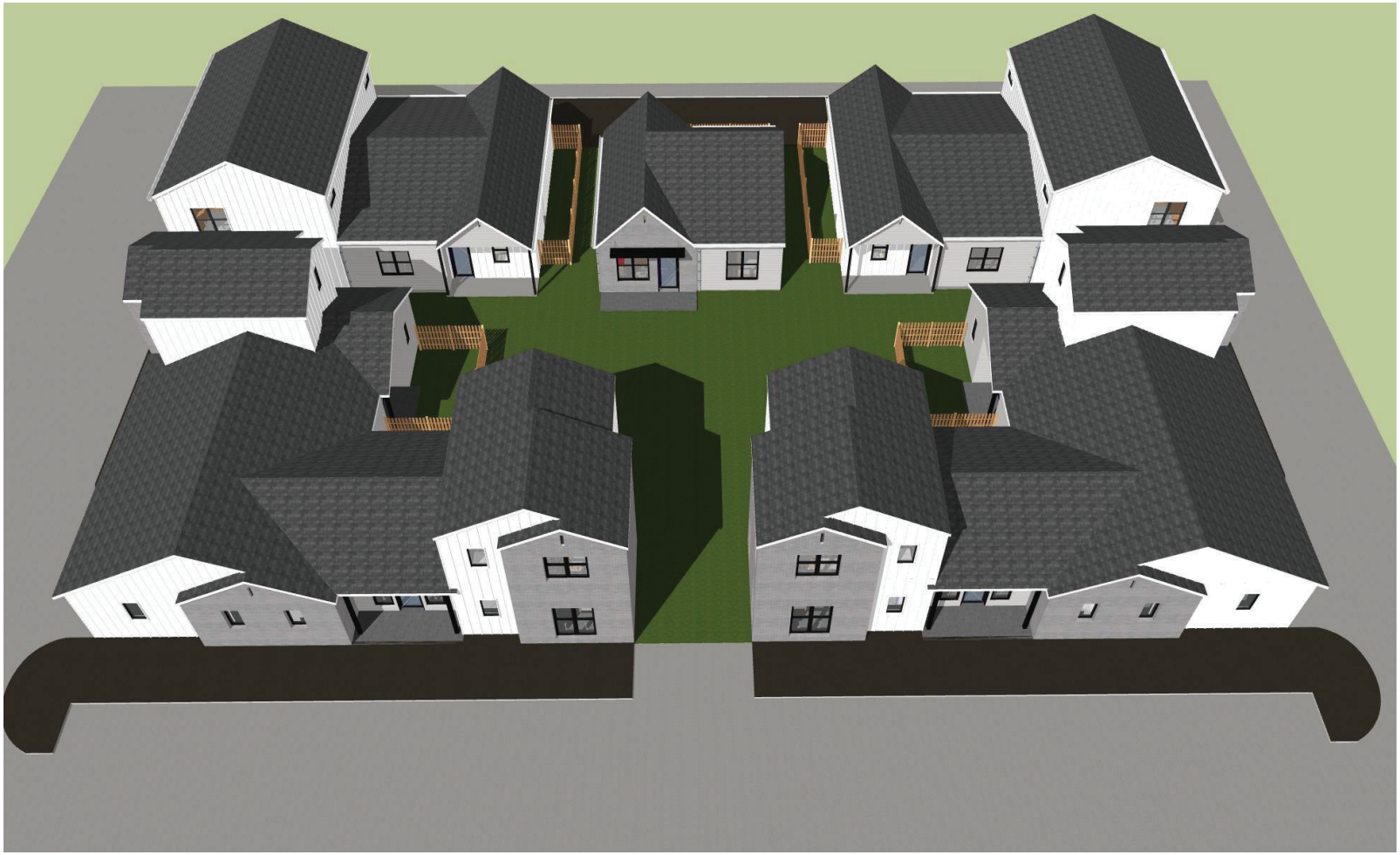
PROVIDENT REALTY
parcHAUS WYLIE
901 N. STATE HIGHWAY 78
WYLIE, Tx 75098

ZONING EXHIBIT

cole
cole + DALLAS

DESIGN/CALC BY	EJM
DRAWN BY	LLW
CHECKED BY	SHS
DRAWING SCALE	AS SHOWN
DATE	02/12/2021
Job Number	21-0008
Sheet Number	01

USER: Lance Whittaker 1stb: Site (colored)
DATE: April 8, 2021 - 2:22:17 PM
FILE: N:\2021\21-0008 Provident Wylie Parcel\MUS\CAD\C-Plan\PlanSheets\D_PLAN_SITE_21-0008.dwg



1 SINGLE LOT BIRD'S EYE
SCALE: 1/4" = 1'-0"

Project:

PARCHAUS
GEN 2
TEXAS

Architect:
M A R E K a r c h i t e c t u r e
5115 McKinney Avenue, Suite E
Dallas, Texas 75205
469.399.1603
marekarchitecture.com

Seal:
NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

SCOTT A MAREK
TEXAS REG. ARCHITECT
TBAE NO. 18502
08 MARCH 2021

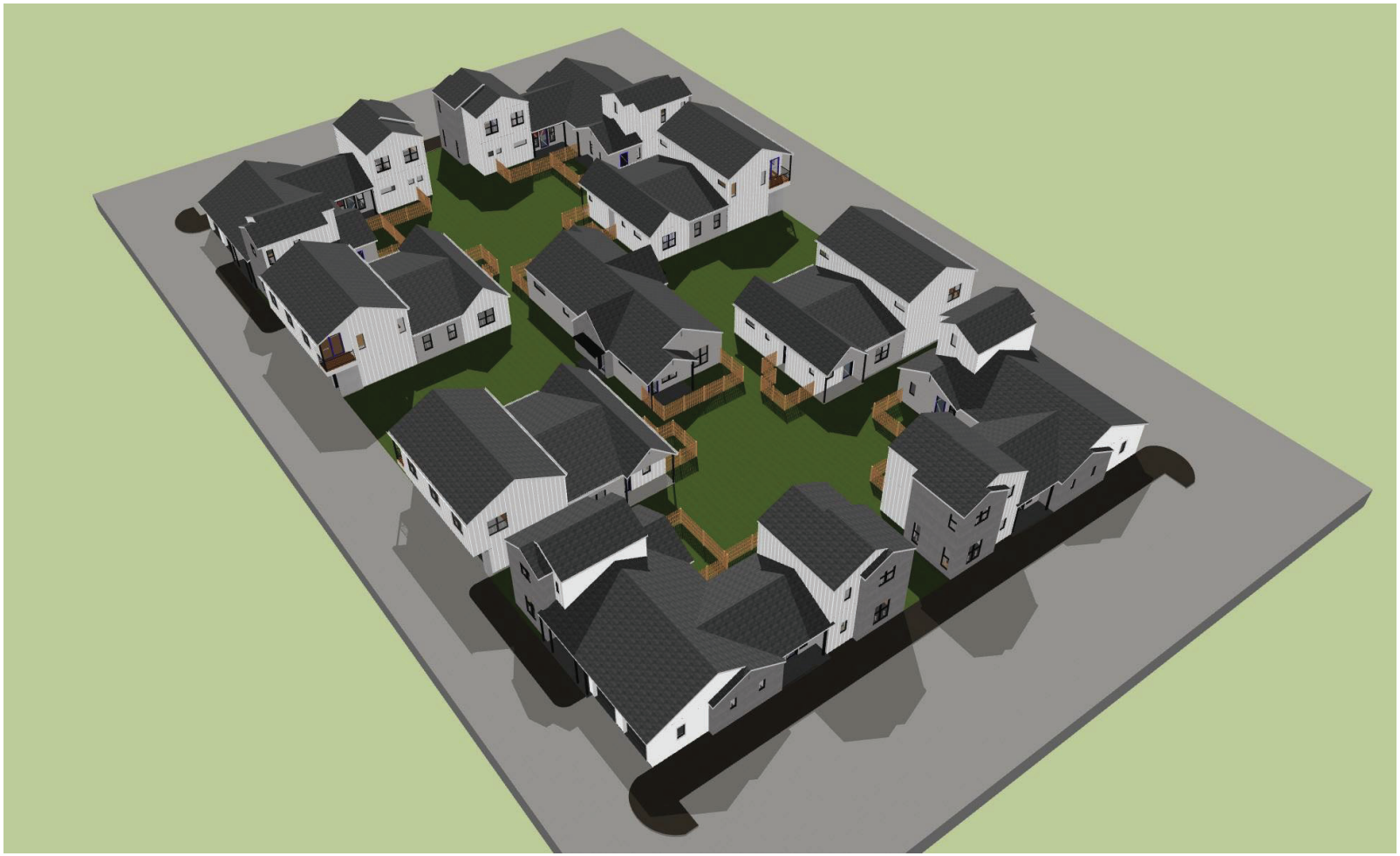
Issues:

Drawing Title:

PERSPECTIVE 1

Issued For:	REVIEW
Date:	3/16/21
Project Number	2043

Sheet Number
A8.01



1 DOUBLE LOT BIRD'S EYE
SCALE: 1/4" = 1'-0"

Project:

PARCHAUS
GEN 2
TEXAS

Architect:
M A R E K a r c h i t e c t u r e
5115 McKinney Avenue, Suite E
Dallas, Texas 75205
469.399.1603
marekarchitecture.com

Seal:
NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

SCOTT A MAREK
TEXAS REG. ARCHITECT
TBAE NO. 18502
08 MARCH 2021

Issues:

Drawing Title:

PERSPECTIVE 2

Issued For:	REVIEW
Date:	3/16/21
Project Number	2043

Sheet Number
A8.02



3 SINGLE LOT PERSPECTIVE
SCALE: 1:68.57



2 SINGLE LOT PERSPECTIVE
SCALE: 1:68.57



1 SINGLE LOT PERSPECTIVE
SCALE: 1:68.57

Project:

PARCHAUS
GEN 2
TEXAS

Architect:
M A R E K a r c h i t e c t u r e
5115 McKinney Avenue, Suite E
Dallas, Texas 75205
469.399.1603
marekarchitecture.com

Seal:
NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

SCOTT A MAREK
TEXAS REG. ARCHITECT
TBAE NO. 18502
08 MARCH 2021

Issues:

Drawing Title:

PERSPECTIVE 3

Issued For:	REVIEW
Date:	3/16/21
Project Number	2043

Sheet Number
A8.03



2 DOUBLE LOT PERSPECTIVE
SCALE: 1/4" = 1'-0"



1 DOUBLE LOT PERSPECTIVE
SCALE: 1/4" = 1'-0"

Project:

PARCHAUS
GEN 2
TEXAS

Architect:
MAREKarchitecture
5115 McKinney Avenue, Suite E
Dallas, Texas 75205
469.399.1603
marekarchitecture.com

Seal:
NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

SCOTT A MAREK
TEXAS REG. ARCHITECT
TBAE NO. 18502
08 MARCH 2021

Issues:

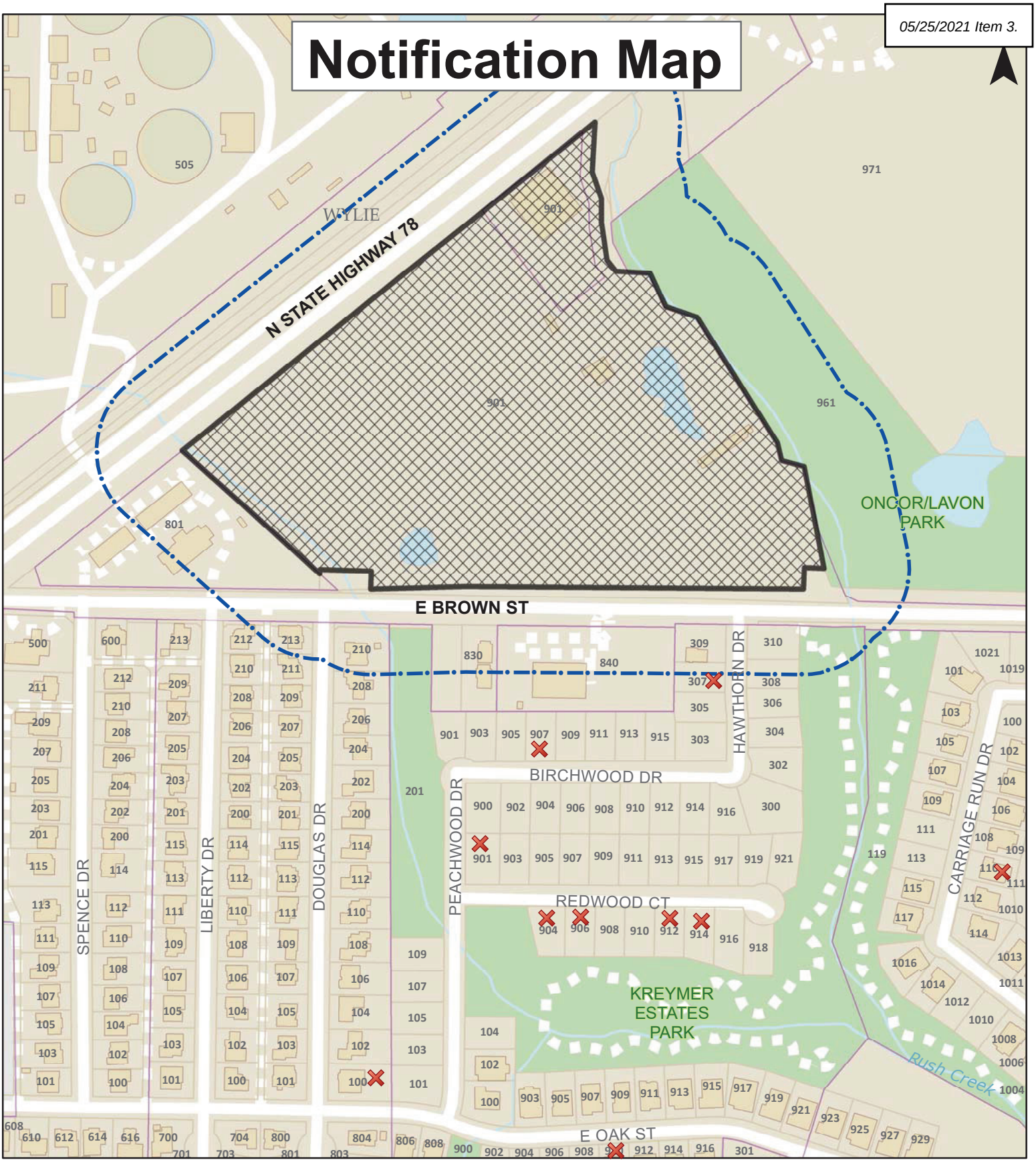
Drawing Title:

PERSPECTIVE 4

Issued For:	REVIEW
Date:	3/16/21
Project Number	2043

Sheet Number
A8.04

Notification Map



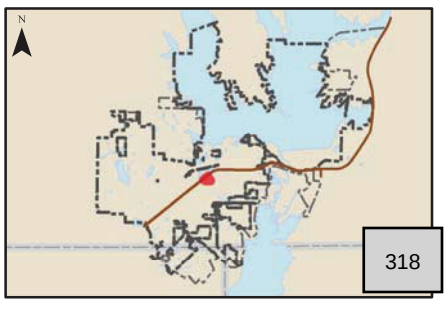
ZC 2021-13; ParcHAUS Wylie; 901 N State Highway 78

200 Foot Notification Buffer Subject Property

0 100 200 400 600 800 1,000 Feet

CITY OF WYLIE

Date: 4/30/2021





NOTE* 10 additional protest received located southeast

PUBLIC COMMENT FORM

(Please type or use black ink)

Department of Planning
300 Country Club Road
Building 100
Wylie, Texas 75098

____ I am **FOR** the requested zoning as explained on the attached public notice for Zoning Case #2021-13.

X I am **AGAINST** the requested zoning as explained on the attached public notice for Zoning Case #2021-13.

Please feel free to contact the Planning Department at 972.516.6320 with questions or concerns

Date, Location & Time of Planning & Zoning Commission meeting: Tuesday, May 4, 2021 6:00 pm
Municipal Complex, 300 Country Club Road, Building 100, Wylie, Texas

Date, Location & Time of City Council meeting: Tuesday, May 25, 2021 6:00 pm
Municipal Complex, 300 Country Club Road, Building 100, Wylie, Texas

Name: Eric Fleming
(please print)

Address: 307 Hawthorn
Wylie, Tx. 75098

Signature: Eric Fl

Date: 4/16/2021

COMMENTS:

Unless there is a turn lane added and improvements made at the intersection where Brown meets 78 I will not be in favor to any new development.

Jasen Haskins <jasen.haskins@wylietexas.gov>

ZONING Case#2021-13.

1 message

Jeff Bitner [redacted] Thu, Apr 29, 2021 at 3:00 PM
To: "jasen.haskins@wylietexas.gov" <jasen.haskins@wylietexas.gov>

Mr. Haskins,

My name is Jeff Bitner and I am writing regarding Zoning case #2021-13. I have attached a powerpoint file that I hope you will review in regard to this proposed change to the properly located between SH78 and Oncor Park (on the north, east, and west), and Brown Street on the south. This proposed change, in it's current standing, will directly impact my family and property, not to mention several of our neighbors and their families (young children, elderly, etc).

The concerns are many (flooding, traffic, security, sanitation, etc) but the main one I will address with this email is the flooding potential. We live at 209 Gatwick Ct in Wylie which has the high potential to be very negatively impacted (i.e. flooded) by an increase in gray stormwaters that would come from the proposed zoning change and subsequent construction.

I look forward to your review and feedback on this matter, and if you have any questions or concerns about my material I would appreciate the opportunity to address them.

Regards,
Jeff and Cheryl Bitner
209 Gatwick Ct.
Wylie, TX
75098

ZONING Case#2021-13 Bitner.pptx
1427K

Mary Bradley <mary.bradley@wylietexas.gov>

Meeting Tonight

1 message

'Hillary Mueller' via Planning <planning@wylietexas.gov> Tue, May 4, 2021 at 4:01 PM
Reply-To: Hillary Mueller [redacted]
To: planning@wylietexas.gov

> Dear Members,

> I am writing regarding the proposed rental homes at Brown and 78. Please vote NO on this agenda item. The traffic at this and the nearby intersection of W.A. Allen and Brown are both already too congested. Adding this many additional people will further increase the issue. It is already dangerous to cross W.A. Allen to walk in the neighborhood because of the through traffic in this residential area. Additionally, the light at 78 and Brown backs up and the wait time becomes very, long. The area is unable to accommodate this many new dwellings.
>
> Thank you for your attention to this matter.
>
> Hillary Mueller
> Resident of East Side of Wylie
>

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

Provident Realty Advisors have submitted documents asking the City of Wylie to approve the development of a townhome rental community near our homes. The City of Wylie has published their NOTICE OF PUBLIC HEARING on Zoning Case #2021-13, scheduled for May 4, 2021, before the City of Wylie Planning & Zoning Commission, which results in the Commission's recommendation to the City of Wylie City Council meeting scheduled for May 25, 2021.

We, the undersigned homeowners and residents of Kreymer Estates and Kreymer East, **STRONGLY OBJECT** to the proposed townhome development. While the developer states the proposed project ***"will provide an estimated $800,000 per year in property tax revenue"*** there are **other facts and issues that are of importance that need to be considered.**

Kreymer Estates and Kreymer East were given the zoning classification of Planned Development(s) and ordained by the City of Wylie, Texas, by the City Council. City ordinances #2012-04, #2015-23 and multiple amended restated declarations of covenants, conditions, and restrictions for Kreymer Estates and Kreymer East are a matter of public record and available for review. While being considered, the developer provided estimated per-year property tax revenue estimates. Presently, there are 392 single-family homes in our combined development.

For purpose of discussion, let's assume that the average home has an appraised value of $363,760. Based on our 2021 Notice of Appraised Value, an owner would pay $2,212.97 to the Wylie Taxing Unit and $4,918.03 to the Wylie ISD Taxing Unit in 2021. When we total the two amounts paid to Taxing Units benefitting Wylie alone, each owner pays $7,131 per year. Using this estimated total times the 392 units; Wylie Taxing Units receive a minimum of $2,795,352 in property tax revenue from our development.

In addition, prior to the zoning change requested by the developer, and in lieu of required development fees, the developer advised the City of Wylie Parks Board, that developer would agree to dedicate as parkland a number of heavily-wooded acres located within the planned development. The developer further agreed to build an eight-foot walking trail, to add park benches, picnic tables, trash receptacles, pet stations, a pavilion, bike racks and landscaping, all dedicated to the City of Wylie with public access, but maintained by the homeowners association forever. The developer also agreed to provide a low-water crossing on the north side of the trail to cross the existing creek that flows through the FEMA designated floodway that exists on the land donated by the developer to the Wylie City. In hindsight, perhaps the Wylie City Parks and Recreation Board should have given more attention to the Subdivision Ordinance that states, in part, "flood areas shall not be dedicated for parks and recreation purposes|."

Homeowners have presented video and photo evidence to the Parks and Recreation Board, and to the City Council that clearly shows the on-going damage to the Parkland and its amenities due to storm waters and waste water drainage that flow into the Kreymer Estates Park. We respectfully ask that each of you review the evidence previously submitted prior to casting your vote on Zoning Case #2021-13.

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

Consider this fact. The City of Wylie Parks and Recreation Board mandated that all efforts be taken to preserve the area's natural habitat and that minimal or no tree clearing allow the removal of any large, quality trees. Further demanding that all benches, trash receptacles, and amenities be labeled with the City logo and be modeled after the ones the City is currently using in order to keep within the City's standardized theme. It further dictated that floodway management areas designated to the City shall be left in a natural state. A vote was taken on July 13, 2015 and passed 7-0.

To date, the improvements and amenities that now exist in the City Park, aka Kreymer Park, have an estimated value of over $1,200,000. All of which by Ordinance must be maintained by the HOA and replacement or removal must be coordinated with the City Park Department prior to replacement or removal of any improvement in order to ensure consistency with City Park standards. (Source City of Wylie Parks and Recreation Board documents, attachments and Ordinance.)

It is important to note that the amended declaration of covenants, conditions, and restrictions for Kreymer Estates, dated November 20, 2016, offers clarification of the Homeowner's and the HOA's responsibilities regarding the maintenance of Drainage Easements within the development and dedicated parkland. Said clarification states that, "The HOA is responsible for ensuring that all Drainage Easements specially outlined on the attached exhibits are appropriately maintained by the owners to allow for free flow of surface waters throughout the property."

Certain Exhibits and Charts are included in and attached to PD Ordinance #2012-04 and PD Ordinance #2015-23. These Exhibits and Charts set forth special conditions and requirements for homeowners as well as the HOA. When the agreement(s) and addendums were signed, many without notice to all homeowners as required by law, homeowners were obligated to maintain over $1,200,000 of City of Wylie Park Improvements and mandated to provide the services (i.e. lawn care, tree care, watering, waste removal, and liability) for the Park which lies in a floodway and which includes multiple drainage easements. As storm waters run into the Parkland via 16 large openings on East Brown Street, they flow downstream and back-up behind 6 smaller outlets which allow for slower water flow under W.A. Allen Blvd. Consequently, the Parkland is inundated with waters and waterboarding of the Parkland is occurs. This is evidenced by erosion throughout the Park; uprooted trees...including large mature trees...in the Rush Creek bed; undermining of the concrete walking trail; and, damage to the installed amenities (i.e. benches, trash receptacles, exercise equipment, and Park signage). The financial resources required to repair damage comes from the HOA. This begs two questions:

a. How can homeowners and the HOA protect their investments and mitigate on-going maintenance costs and expenses when the root of the problem is poor design and inadequate planning for storm waters?

b. With knowledge of the planned project represented in Zoning Case#2021-13; will increased storm water flow from upstream be reduced and controlled so that additional damage and financial need is not realized?

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

As mandated by Wylie City Ordinance, we owners have an obligation to mitigate damages to the Parkland, its improvements, and amenities. This fact, along with several other issues with the proposed development, needs to be considered. Here are a few others to consider:

1. There are no other large scale (if any) townhome developments around our and adjoining neighborhoods. This is proposed to be a large complex. Our neighborhood, and those adjoining ours, are characterized by residential homes, all freestanding, 2 cemeteries, several houses of worship, and a few small businesses on neighboring streets. The proposed project takes away from our identity as a community of single-family freestanding homes with an appraised value of at least $363,760 each.

2. Based on our 2021 Notice of Appraised Value(s), the average owner pays Taxing Units benefitting Wylie alone $7,131 per year. This total does not include the payments due to the Taxing Units of Collin County and Collin College, which average $739 per year.

3. Our development presently represents 392 single-family homes contributing a minimum of $2,795,353 per year to Wylie Taxing Units. Our development is growing and additional property tax revenues will be received from our development.

4. Single blocks in our development are large enough to place one freestanding home on them when done right. No one is allowed, by City Ordinance, to build a duplex, multi-family home, operate a VRBO or the like. This proposal for 194 one- and two-story detached townhomes seeks to change this. What efforts are being taken to ensure this new community is harmonious with the Wylie way of life?

5. What Wylie Ordinance(s) will apply to this proposed project and who will enforce compliance? Will there be Community covenants, restrictions, and rules to help keep the neighborhood looking neat and tidy, discourage neighbors from behaving badly, and foster some sense of community?

6. Will this proposed project assume some responsibility for the existing Parkland and share in the expenses required to maintain the Park in accordance with City of Wylie Parks and Recreation guidelines?

7. The proposal states the townhomes will be "professionally managed and maintained" but fails to mention a system to deal with external complaints. Will there be on-site 24-hour management and security to enforce restrictions and violations should they occur?

8. Reviewing the plans submitted with the application, there are several concerns such as insufficient privacy screening for neighboring homeowners and residents. The plans appear to place a restraining wall on the Rush Creek boundary area which would result in forcing more storm water to flow into the Kreymer Park. The Park already is water boarded by storm waters.

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

9. There appears to be no Acoustic Report for the proposed development's construction period. The developer needs to address the noise that will disrupt the neighborhood during the construction period and seek to maximize quality of life and community well-being during the construction period.

10. The aerial drawing and an artist's rendering of the project indicate a two-lane entrance and two-lane exit on East Brown Street. This appears to serve as a main entry/exit for the over 400 parked vehicles mentioned in the plans. This is inconsistent with the streetscape and presents traffic concerns. When will the traffic study be completed and made available for public review?

11. The set speed limit on Brown Street is 30 miles per hour; however, the Wylie Police Department regularly monitors the traffic in this area to ensure compliance with said speed limit. Additional traffic flow will result in additional need for enforcement and, potentially, result in more accidents.

12. The proposed layout indicates an entrance/exit on Brown Street that will restrict sight distance to approaching vehicles and pedestrians on the footpath. This is a major safety concern. Additionally, the crest of the hill on Brown Street already presents a safety concern. Cars exiting driveways from neighboring properties will have lines of sight reduced by the fencing at the development and by the increased vehicle traffic; this creates a real danger to road users.

13. The applicant states in a letter ***"we do not anticipate accepting government Section 8 vouchers or tax credits--in other words, the townhomes will be "market rent" comparable to other rental townhomes in the area."*** If the developer lies about his proposed management plan now, what hope do we have of it ever being followed?

14. The applicants show a level of arrogance in its planning--how can the applicant control what Federal Government Housing Rules and Regulations may state in the future? The assumption of no impact by government Section 8 housing is incorrect, and the assumption that there is a positive social and economic impact on the locality is offensive!

This is the document that is proposed to regulate in detail the daily running of the development, along with the development consent. We consider the following changes as essential as the document is deficient.

a. The developer must discuss with a committee of Kreymer Estates Homeowners how they intend to protect the assets purchased and maintained by the Kreymer Estates HOA and mitigate damage to said assets from increased flow of storm, waste, drainage, and flood waters.

b. The developer should have a specified minimum time to be onsite that covers key, sensitive time periods.

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

c. A "serious matter" requiring the 24-hour presence of a "person in charge" who is authorized to receive and act upon complaints from neighboring developments.

d. Flood, drainage, waste, and continuous flowing water that enter the Kremer Estates Park area pollute the Park. What measures will the developer take to mitigate this situation and, more importantly, agree to clean up should an incident occur?

e. A current 24-hour manager contact number should be provided and updated as needed on the boundary of the premises for affected neighboring residents.

f. Traffic concerns on Brown Street need to be addressed to improve vehicular and pedestrian safety, especially since the developer intends to improve and deed public parkland to the City that will connect to the Kreymer Trail System and the Oncor Frisbee Golf Course.

g. There are other concerns that members of the Kreymer Estates HOA wish to bring forth in a Public Meeting with the City of Wylie's Parks and Recreation Committee, as they have done in the past. This has resulted in improvements and on-going discussions regarding City Ordinances and has addressed our responsibilities and on-going annual expenses for maintenance and upkeep of the City Park.

There are so many community concerns we believe that the proposal must be refused at this time and until said problems and issues are adequately addressed. We ask that The City of Wylie's Planning and Zoning Commission and the City of Wylie's Parks and Recreation Commission present this petition to the City of Wylie Council on our behalf.

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/28	2021
Printed Owner/Resident Name:	KRISTYN BROUWER	
Printed Owner/Resident Address:	303 Larkspur Ln Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Kreymer East Phase I	

Date:	4/28	2021
Printed Owner/Resident Name:	STEVE BROUWER	
Printed Owner/Resident Address:	303 LARKSPUR LN Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas
Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/24/21	2021
Printed Owner/Resident Name:	Crystal Qualls	
Printed Owner/Resident Address:	204 Lyndhurst Dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	C. Qualls	

Kreymer Estates 1, Block C

Date:	4/24/21	2021
Printed Owner/Resident Name:	Richard Qualls	
Printed Owner/Resident Address:	Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	RQuls	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/28/21	2021
Printed Owner/Resident Name:	Andrea Percy	
Printed Owner/Resident Address:	907 Birchwood Dr. Wylie, Texas (Add Zip):	
Owner/Resident Signature:	Apercy	

Freymer 3

Date:	4/28/21	2021
Printed Owner/Resident Name:	Shane Percy	
Printed Owner/Resident Address:	907 Birchwood Dr. Wylie, Texas (Add Zip):	
Owner/Resident Signature:	RSP	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4-25-	2021
Print Owner/Resident Name:	Emily Eckert	
Print Owner/Resident Address:	1006 Stanbridge Dr. 75098 Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Date:		2021
Print Owner/Resident Name:		
Print Owner/Resident Address:	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	April 25	2021
Print Owner/Resident Name:	Greg Nogle	
Print Owner/Resident Address:	426 Cedar Ridge Dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Greg A Nogle	

Kreymer Ph. 4

Date:	April 25	2021
Print Owner/Resident Name:	Mary Nogle	
Print Owner/Resident Address:	426 Cedar Ridge Dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Mary Nogle	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	April 24,	2021
Print Owner/Resident Name:	Alan W. Shaffer	
Print Owner/Resident Address:	914 Redwood Ct. Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Ph. 3

Date:	April 24,	2021
Print Owner/Resident Name:	Nancy Lynch	
Print Owner/Resident Address:	914 Redwood Court Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/25	2021
Printed Owner/Resident Name:	Alan + Julianne Justiniano	
Printed Owner/Resident Address:	411 Cedar Ridge St. Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Ph 4

Date:	4/25	2021
Printed Owner/Resident Name:	Patrick + Caroline Tice	
Printed Owner/Resident Address:	411 Cedar Ridge St. Wylie, Texas (Add Zip):	
Owner/Resident Signature:	Patrick Tice Caroline Tice	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	04-23	2021
Print Owner/Resident Name:	Bobby Gougler	
Print Owner/Resident Address:	910 Oak Street Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Kreymer Ph 3	

Date:	04-23	2021
Print Owner/Resident Name:	Laurel Gougler	
Print Owner/Resident Address:	910 E Oak St. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Laurel Gougler	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/25/2021	2021
Print Owner/Resident Name:	Tanner Butler	
Print Owner/Resident Address:	901 Redwood Ct Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Tanner Butler	

Kreymer Ph 3

Date:	4/25/2021	2021
Print Owner/Resident Name:	Tamara Butler	
Print Owner/Resident Address:	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

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Date:	4/26/21	2021
Print Owner/Resident Name:	Bruce A. Moilan, Jr.	
Print Owner/Resident Address:	904 Redwood Ct Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Kreymer Ph 3

Date:	4/26/2021	2021
Print Owner/Resident Name:	Amanda Moilan	
Print Owner/Resident Address:	904 Redwood Ct Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/25/2021	2021
Print Owner/Resident Name:	Jay Meyers	
Print Owner/Resident Address:	220 Lyndhurst Dr Wylie, Texas (Add Zip):	
Owner/Resident Signature:	Jay Meyers Kreymer Ph 1	

Date:	4/25/2021	2021
Print Owner/Resident Name:	Mary Meyers	
Print Owner/Resident Address:	220 Lyndhurst Dr Wylie, Texas (Add Zip):	
Owner/Resident Signature:	Mary Meyers	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4-25-	2021
Print Owner/Resident Name:	KEVIN ECKERT	
Print Owner/Resident Address:	1006 STANBRIDGE DRIVE Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Kevin F Eckert	

Kreymer Ph 2

Date:	4-25-21	2021
Print Owner/Resident Name:	Margaret Eckert	
Print Owner/Resident Address:	1006 Stanbridge Drive. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Margaret Eckert	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/24/2021	2021
Print Owner/Resident Name:	JOHN C. MILLER	
Print Owner/Resident Address:	1006 STANBRIDGE Dr.	
	Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	John C. Miller	

Date:	4-24-2021	2021
Print Owner/Resident Name:	Dolores D. Miller	
Print Owner/Resident Address:	1006 Stanbridge Dr.	
	Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Dolores D. Miller	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/23	2021
Print Owner/Resident Name:	Donald Hunter	
Print Owner/Resident Address:	102 Queensgate Wylie, TX 75098 Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Ph 2

Date:		2021
Print Owner/Resident Name:		
Print Owner/Resident Address:	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/26	2021
Printed Owner/Resident Name:	Kyle Flies	
Printed Owner/Resident Address:	224 Lyndhurst Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Kreymer Ph 1	

Date:		2021
Printed Owner/Resident Name:		
Printed Owner/Resident Address:	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	4/26	2021
Printed Owner/Resident Name:	Tracy Flies	
Printed Owner/Resident Address:	224 Lyndhurst Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Tracy Flies	

Date:	4/26	2021
Printed Owner/Resident Name:	Alan Flies	
Printed Owner/Resident Address:	224 Lyndhurst Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Alan Flies	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

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Date:	4/27/21	2021
Print Owner/Resident Name:	Jeff Kewak	
Print Owner/Resident Address:	310 Maltese Cir Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Ph 1

Date:	4/27/21	2021
Print Owner/Resident Name:	Sarah Kewak	
Print Owner/Resident Address:	310 Maltese Cir Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

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Date:	April 21	2021
Print Owner/Resident Name:	Michael Nagel	
Print Owner/Resident Address:	906 Redwood Ct. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Michael Nagel	

Kreymer Ph 3

Date:	April 21	2021
Print Owner/Resident Name:	Tania Nagel	
Print Owner/Resident Address:	906 Redwood Ct. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Tania Nagel	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

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Date:	4-21	2021
Print Owner/Resident Name:	STEVE LUTTRELL	
Print Owner/Resident Address:	305 LARKSPUR LN. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Kreymer East Ph 1

Date:	4.21	2021
Print Owner/Resident Name:	Deborah Luttrell	
Print Owner/Resident Address:	305 Larkspur Ln Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Deborah Luttrell	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

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Date:	April 22nd	2021
Print Owner/Resident Name:	Christopher Cummings	
Print Owner/Resident Address:	111 Queensgate Dr Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Ph 2

Date:	4/22	2021
Print Owner/Resident Name:	Michelle Morrison-Cummings	
Print Owner/Resident Address:	111 Queensgate Dr. Wylie, Texas (Add Zip):	
Owner/Resident Signature:	Michelle Morrison-Cummings	

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

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Date:	APRIL 22	2021
Print Owner/Resident Name:	JOEL ALLARD	
Print Owner/Resident Address:	420 RUSH CREEK DR Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Joel C Allard	

Kreymer Est Ph 4

Date:	April 22	2021
Print Owner/Resident Name:	Connie Allard	
Print Owner/Resident Address:	420 Rushcreek Dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Connie Allard	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	APRIL 24	2021
Printed Owner/Resident Name:	NEFF BITNER	
Printed Owner/Resident Address:	209 GATWICK CT Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Kreymer Ph I	

Date:	APR 24	2021
Printed Owner/Resident Name:	CHERYL BITNER	
Printed Owner/Resident Address:	209 GATWICK CT Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Cheryl Bitner	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	4/22	2021
Printed Owner/Resident Name:	Traci Kamper Henry	Traci Kamper Henry
Printed Owner/Resident Address:	101 peachwood dr Wylie, Texas (Add Zip):75098	
Owner/Resident Signature:	T. Kamper	Traci kamper

Kreymer Ph 3

Date:	4/23	2021
Printed Owner/Resident Name:		Wayne kamper
Printed Owner/Resident Address:	101 Peachwood dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	W. Kamper	Wayne kamper

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

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Date:	April 27, 2021	2021
Print Owner/Resident Name:	Jennifer P. Terry	
Print Owner/Resident Address:	912 Redwood Ct. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Jennifer P. Terry	

Kreymer Ph 3

Date:	April 24	2021
Print Owner/Resident Name:	Sascha C. Terry	
Print Owner/Resident Address:	912 Redwood Ct. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Sascha C. Terry	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	28 April	2021
Printed Owner/Resident Name:	Bruce A. Moilan Sr.	
Printed Owner/Resident Address:	210 Gatwick Ct Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Kreymer Ph 1

Date:	April 28,	2021
Printed Owner/Resident Name:	Betty Moilan	
Printed Owner/Resident Address:	210 Gatwick Ct Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Betty Moilan	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	4/26/21	2021
Printed Owner/Resident Name:	Fernando Martinez	
Printed Owner/Resident Address:	404 Cedar Ridge Dr. Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Ph 4

Date:	April 26	2021
Printed Owner/Resident Name:	Brittany Latham	
Printed Owner/Resident Address:	404 Cedar Ridge Dr. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	4-27	2021
Printed Owner/Resident Name:	Rebecca de Kehoe	
Printed Owner/Resident Address:	407 tanglewood dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Rebecca de Kehoe	

Kreymer Estates Ph 4

Date:	4-27-21	2021
Printed Owner/Resident Name:	Jason de Kehoe	
Printed Owner/Resident Address:	407 Tanglewood Dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	04/26	2021
Printed Owner/Resident Name:	Kevin Ross	
Printed Owner/Resident Address:	921 Redwood Ct Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Estates Ph 3

Date:	04/26	2021
Printed Owner/Resident Name:	Keela Ross	
Printed Owner/Resident Address:	921 Redwood Ct Wylie, Texas (Add Zip):	
Owner/Resident Signature:	Keela Ross	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	4-30-	2021
Printed Owner/Resident Name:	SANDRA Lewis	
Printed Owner/Resident Address:	919 Redwood Ct. Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Estates Phase 3

Date:		2021
Printed Owner/Resident Name:		
Printed Owner/Resident Address:	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	4-26-21	2021
Printed Owner/Resident Name:	Melissa Harbison	
Printed Owner/Resident Address:	917 Redwood CT Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Estates 3

Date:	4-26-21	2021
Printed Owner/Resident Name:	Joshua Harbison	
Printed Owner/Resident Address:	917 Redwood Ct Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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Date:	4-30-2021	2021
Printed Owner/Resident Name:	Mariah Guilmette	
Printed Owner/Resident Address:	907 Redwood Ct. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Kreymer Estates Ph 3

Date:	4-30-2021	2021
Printed Owner/Resident Name:	Joshua Guilmette	
Printed Owner/Resident Address:	907 Redwood Ct Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie, Texas Submit This Objection to City of Wylie's Approval of Zoning Case #2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	28 April	2021
Print Owner/Resident Name:	John O'Kane	
Print Owner/Resident Address:	1003 Sheldon Dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	John O'K	

Kreymer Phase 1

Date:	28 April	2021
Print Owner/Resident Name:	Denise O'Kane	
Print Owner/Resident Address:	1003 Sheldon Dr Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Denise O'Kane	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	5/1/21	2021
Printed Owner/Resident Name:	Jason Freeman	
Printed Owner/Resident Address:	905 oak Street Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:		

Kreymer Phase 3

Date:	5/1/21	2021
Printed Owner/Resident Name:	Misti Freeman	
Printed Owner/Resident Address:	905 oak Street Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Misti Freeman	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	APRIL 26,	2021
Printed Owner/Resident Name:	LYNN SANDERS	
Printed Owner/Resident Address:	1007 CAMBRIDGE CT Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Lynn Sanders	

Kreymer Estates 2

Date:		2021
Printed Owner/Resident Name:		
Printed Owner/Resident Address:	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

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5/2/21 Date:		2021
Bettina Wilkerson Printed Owner/Resident Name:	Bettina Wilkerson	
Printed Owner/Resident Address: 403 Rushcreek Dr	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Kreymer Estates Ph 4

5/2/21 Date:		2021
Kelly Wilkerson Printed Owner/Resident Name:	Kelly Wilkerson	
Printed Owner/Resident Address: 403 Rushcreek Dr.	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	5/3/2021
Printed Owner/Resident Name:	SHERRI CLERICO
Printed Owner/Resident Address:	404 Rushcreek Dr Wylie, Texas (Add Zip):
Owner/Resident Signature:	Sherri Clerico

Kreymer Estates Ph 4

Date:	5/3/2021
Printed Owner/Resident Name:	Nicole Clerico
Printed Owner/Resident Address:	404 rushcreek dr Wylie, Texas (Add Zip): 75098
Owner/Resident Signature:	

Homeowner(s) and Resident(s) of Wylie Texas Submit This Objection to City of Wylie's Approval of Zoning Case#2021-13

I/we, the undersigned, residing in Wylie, Texas, hereby **STRONGLY OBJECT** to the approval of Wylie City Zoning Case #2021-13. There are community concerns I/we believe must be addressed and submit that Wylie City Zoning Case #2021-13 must be refused at this time. I/we ask The City of Wylie's Planning and Zoning Commission and Wylie's Parks and Recreation Commission present this my/our objection to the Wylie City Council on my/our behalf.

Date:	5 May, 1	2021
Printed Owner/Resident Name:	Julia M. Winchester	
Printed Owner/Resident Address:	201 Gatwick Ct. Wylie, Texas (Add Zip): 75098	
Owner/Resident Signature:	Julia M. Winchester	

Kreymer Estates Ph 2

Date:		2021
Printed Owner/Resident Name:		
Printed Owner/Resident Address:	Wylie, Texas (Add Zip):	
Owner/Resident Signature:		

Support for ParcHAUS Wylie Zoning Case #2021-13

1 message

Hello,
I am a resident in the city of Wylie and I support ParcHAUS project to present it.
Thank you

Blessings,
Austin Bailey

CITY OF WYLIE

Support for ParcHAUS Wylie Zoning Case #2021-13

1 message

To Whom it May Concern,

I would like to give my support for Glenn Lanier, and the project he is proposing off of Brown Street in Wylie. I've known Glenn for many years, and know him to be a good and honest person. I believe the suggestions he is making for the development of the ParcHAUS Wylie Homes will be in the best interest of our City and specifically for the surrounding homes and businesses.

I also happen to know a resident who lives across the street from the proposed development, and have spoken to her directly about this issue. She agrees with my assessment, and has no objections to the property being built.

I've lived in Wylie for over 16 years now, and believe that Glenn's project would help our wonderful community continue to grow. I am in favor of Wylie Zoning Case #2021-13 being passed.

Sincerely,

John Von Runnen

To: Kreymer Estates Home Owners/Residents 04/23/2021

RE: Kreymer Estates Homeowner's Objection Letter

We, the Developer, would like to clarify some misunderstandings in response to the letter received detailing the homeowner's objections to the proposed ParcHAUS home community. Below is our summary interpretation of the concerns outlined in the document and our subsequent response.

1. Interpretation of Kreymer Estate Resident's concerns: Kreymer Estates home values will decrease as a result of the ParcHAUS community, and consequently so will Kreymer Estate's tax benefit to the city.
    a. Developer's Response: The value and tax contribution per acre of the ParcHAUS community exceed that of Kreymer Estates. As a result we firmly believe that the premium value of the ParcHAUS community will not deteriorate home values in and around the Kreymer Estates homes.

	Kreymer Estat	ParcHAUS
Estimated Acres	98	21
Home Count	392	194
Est. Value per Home	$363,760	$180,305
Value Per Acre	$1,455,040	$1,665,679
Tax Per Acre	$35,594	$40,746

    b. ParcHAUS is expected to contribute an estimated $770,000 per year in taxes. Wylie taxing jurisdictions are expected to receive $690,000.

2. The ParcHAUS home agreement with the city as it pertains to Park Dedication will burden the Kreymer Estates HOA with additional maintenance costs.
    a. There has been no formal agreement with the Wylie Parks Department. Preliminary discussions have been held with the Director of Parks to determine what improvements would be desirable, acceptable, and any requests the Parks Department would have of the Developer. The Developer is presenting a formal proposal to the Parks Board simultaneously at the May 4th Planning and Zoning hearing. The Developer's proposal will require that the Developer and any future owner retains maintenance responsibilities and costs of the parkland, not the HOA.

3. The ParcHAUS homes are in conflict with City Ordinances that prohibit VRBO/Air BnB type rental concepts.
    a. The Director of Planning for the City of Wylie has confirmed that no Ordinance exists to his knowledge. The Planned Development's base zoning of Multifamily permits rentals.

4. The residents are concerned with on-going maintenance and the tenant make-up of the ParcHAUS homes and would like assurance that on-call personnel are available for complaints of city violations, both during construction and when it's complete and operating.
    a. The gated and well-lit home community will contract professional weekly lawn and pool cleaning services, employ 4 full-time on site professionals to resolve any issues, should they arise, during business hours and 24-hour on-call management for after hours. During construction, the on-site superintendent's information is posted at the construction entrance of the communityfor any residents that have complaints. The Developer will abide by all city regulations as it relates to noise outlined in City Ordinance Ch. 24 article 2, sec 42.22.
    b. The homes will be rented for an average of $1,640 per month. To qualify, applicants must make a minimum of $65,000 per year. Background and credit history checks are performed on all applicants

and each year as leases renew. Applicants with a history of misdemeanors in the previous 7 years, or any felonies are not qualified. The quality of the tenants will be similar to someone living in a home – we've observed that most are renters by-choice retired "Snow-birds" looking for a lock-and-leave lifestyle, or aging millennial families with a dog and young child, some are relocating as their homes are being constructed nearby and prefer a home atmosphere as opposed to an apartment.

5. The ParcHAUS homes will exacerbate the flooding issues experienced in the Kreymer Estates.
    a. The unimproved conditions of the site could be contributing to the issues currently experienced by residents downstream. In many cases, the improvements made to the area have resolved issues downstream. The ParcHAUS community will be providing multiple detention ponds for stormwater runoff. No retaining walls are being proposed for either floodways bordering the property. The site has been planned by professional engineers in coordination with City of Wylie engineers, in accordance to local, state, and federal regulations to reduce risk of any downstream affect. Professional flood studies and simulations will be performed to understand which engineering solutions would most improve the downstream impact that is currently being experienced by Kreymer Estates.

6. Site visibility and congestion on East Brown is a concern.
    a. The traffic study performed by Lee Engineering in coordination with the City of Wylie is complete and available for review by request from the Wylie Engineering Department. In summary, the city is planning for improvements to East Brown prior to the delivery of the proposed ParcHAUS community (2024). When simulations were run by the traffic engineer, daily traffic at the intersection increased only 3% as a result of the ParcHAUS community which equated to only an average 3 second delay to existing conditions. When simulations were run to assume a Shopping Center were developed instead, which the site is zoned to allow currently, daily traffic increased more than 30% at the intersection, a 30 second delay to current traffic conditions.
    b. Per traffic guidelines, the required line-of-sight visibility for the proposed crossing on East Brown was established to be 345ft. The traffic study concluded that the line-of-site at the intersection was currently over 1,000ft.

If my response is not satisfactory or incomplete, I would encourage you to email me a time that you and others would be available for a virtual meeting to discuss any other questions or concerns you have in advance of the Planning and Zoning meeting. We want to work together with home owners and the City of Wylie to provide harmonious rental homes that are congruent with the Wylie way of life and that each of us can be proud of.

Glenn Lanier

Director of Development – Provident Realty Advisors

Glanier@ProvidentRealty.net

CITY OF WYLIE

Wylie City Council

AGENDA REPORT

Department: City Manager **Account Code:**

Prepared By: City Secretary

Subject

Tabled from 04-27-2021

Remove from table and consider

Consider, and act upon, Ordinance No. 2021-25 of the City Council of the City of Wylie, Texas, amending Wylie's Code of Ordinances, Ordinance No. 2021-17, as amended, Chapter 10 (Alcoholic Beverages), Article II (Possession and Consumption in Public Places); modifying regulations on the possession and consumption of alcoholic beverages in public places; providing a repealing clause, a severability clause, a penalty clause and an effective date.

Recommendation

Motion to approve as presented.

Discussion

The proposed amendment allows for the sale, possession, and consumption of an alcoholic beverage, as those terms are defined by the TABC, for special events approved by the City Council, or the City Manager or their designee, on the premises of a park, recreational area or other public open space or facility or structure owned, leased or operated by the City.

The proposed ordinance sets such exceptions in Section 10-21 (b-2-b) authorizing the City Council, or the City Manager or their designee, to allow such possession and consumption on City property provided that:

- a valid license or permit to sell or serve alcoholic beverages was issued by the Texas Alcoholic Beverage Commission and the person was within the area authorized by the Texas Alcoholic Beverage Commission for alcohol sales, service or consumption; or
- a lease or rental agreement or other written permission had been granted by the City or the City Manager or his designee, allowing the possession and consumption of an alcoholic beverage, subject to conditions or regulations imposed by the City or the City Manager or his designee.

The proposed ordinance also brings the City's regulations into compliance with state law, which limits the City's authority to enforce prohibitions on the possession and consumption of alcoholic beverages to a certain extent.

ORDINANCE NO. 2021-25

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS, AMENDING WYLIE'S CODE OF ORDINANCES, ORDINANCE NO. 2021-17, AS AMENDED, CHAPTER 10 (ALCOHOLIC BEVERAGES), ARTICLE II (POSSESSION AND CONSUMPTION IN PUBLIC PLACES); MODIFYING REGULATIONS ON THE POSSESSION AND CONSUMPTION OF ALCOHOLIC BEVERAGES IN PUBLIC PLACES; PROVIDING A REPEALING CLAUSE, A SEVERABILITY CLAUSE, A PENALTY CLAUSE AND AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Wylie, Texas ("City Council") finds that it is in the best interest of the citizens of City of Wylie, Texas ("City") to amend Chapter 10 (Alcoholic Beverages), Article II (Possession and Consumption in Public Places) of the City's Code of Ordinances, Ordinance No. 2021-17, as amended ("Code of Ordinances"), as set forth below.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS:

SECTION 1: Findings Incorporated. The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

SECTION 2: Amendment to Chapter 10 (Alcoholic Beverages), Article II (Possession and Consumption in Public Places) of the Code of Ordinances. Chapter 10 (Alcoholic Beverages), Article II (Possession and Consumption in Public Places) of the Code of Ordinances is hereby amended to read as follows[1]:

"CHAPTER 10 - ALCOHOLIC BEVERAGES

ARTICLE II – POSSESSION AND CONSUMPTION IN PUBLIC PLACES

…

Sec. 10-21. ~~Declared Unlawful~~ Possession and Consumption in Certain Public Places Prohibited

~~It shall be unlawful for any person to possess or consume any open alcoholic beverage, as defined in Texas Alcoholic Beverage Code § 1.04, in any public place within the corporate limits of the City.~~

(a) A person commits an offense if he possesses or consumes an alcoholic beverage on the premises of a park, recreational area or other public open space or facility or structure owned, leased or operated by the City. A

[1] Deletions are evidenced by ~~strikethrough~~; additions are underlined.

violation of this section is punishable by a fine not to exceed five hundred dollars ($500.00) and shall be considered trespassing as defined by state law.

(b) It is a defense to prosecution or enforcement of a violation of Subsection (a) that:

(1) The container of alcoholic beverage possessed by the person had an unbroken seal or other evidence of having never been opened, or

(2) The person was on the premises of a park, recreational area or other public open space or facility or structure for which:

a. A valid license or permit to sell or serve alcoholic beverages was issued by the Texas Alcoholic Beverage Commission and the person was within the area authorized by the Texas Alcoholic Beverage Commission for alcohol sales, service or consumption; or

b. A lease or rental agreement or other written permission had been granted by the City or the City Manager or his designee, allowing the possession and consumption of an alcoholic beverage, subject to conditions or regulations imposed by the City or the City Manager or his designee.

(c) For the purpose of this Section, the term "alcoholic beverage" means and refers to an alcoholic beverage as defined by the Texas Alcoholic Beverage Code.

(d) Nothing in this Section is intended to prohibit or otherwise control the manufacture, sale, distribution, transportation, consumption or possession of alcoholic beverages, except to the extent allowed by state law.

Sec. 10-22. ~~Exceptions~~ Reserved

~~This article shall not apply to persons in their private residences as guests of other persons in such other persons' private residences or to persons within privately owned premises.~~"

SECTION 3: Savings/Repealing. All provisions of the Code of Ordinances shall remain in full force and effect, save and except as amended by this or any other ordinance. All provisions of any ordinance in conflict with this Ordinance are hereby repealed to the extent they are in conflict; but such repeal shall not abate any pending prosecution for violation of the repealed ordinance, nor shall the repeal prevent a prosecution from being commenced for any violation if occurring prior to the repeal of the ordinance. Any remaining portions of said

ordinances shall remain in full force and effect.

SECTION 4: Severability. Should any section, subsection, sentence, clause or phrase of this Ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, it is expressly provided that any and all remaining portions of this Ordinance shall remain in full force and effect. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, clause or phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses, and phrases be declared unconstitutional or invalid.

SECTION 5: Effective Date. This Ordinance shall become effective from and after its adoption and publication as required by law and the City Charter.

DULY PASSED AND APPROVED by the City Council of the City of Wylie, Texas, this 25th day of May 2021.

_____
Matthew Porter, Mayor

ATTESTED AND
CORRECTLY RECORDED:

_____
Stephanie Storm, City Secretary

DATE OF PUBLICATION: June 2, 2021 *in The Wylie News*

Wylie City Council

AGENDA REPORT

Department: Human Resources **Account Code:**

Prepared By: Lety Yanez

Subject

Consider, and act upon, Resolution No. 2021-13(R), approving the selection of comparison cities and entities for the 2021 compensation study of the City of Wylie's pay plans to include both general government and public safety employees.

Recommendation

Motion to approve as presented.

Discussion

In 2017, staff conducted a compensation study and used the following cities for comparison purposes - Carrollton, Frisco, Garland, Keller, Lancaster, McKinney, Plano, Richardson, Rockwall, Rowlett, and Sachse. For the 2021 study, staff is recommending a modification to the comparison cities/entities list to include: Allen, Carrollton, Coppell, Frisco, Garland, Keller, McKinney, Murphy, Plano, Richardson, Rockwall, Rowlett, Sachse, and North Texas Municipal Water District.

RESOLUTION NO. 2021-13(R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS, APPROVING THE SELECTION OF COMPARISON CITIES TO USE IN THE COMPENSATION STUDY OF THE CITY OF WYLIE'S PAY PLANS; AND SETTING AN EFFECTIVE DATE.

WHEREAS, one-way cities monitor the appropriate use of resources is to establish benchmarks or performance measures; and

WHEREAS, many cities establish comparison groups so a compensation study can be evaluated against other cities and entities; and

WHEREAS, the cities of Allen, Carrollton, Coppell, Frisco, Garland, Keller, McKinney, Murphy, Plano, Richardson, Rockwall, Rowlett, Sachse, and North Texas Municipal Water District will be considered for pay comparison purposes based on their entity criteria.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WYLIE, TEXAS:

SECTION 1. That the City Council of the City of Wylie, Texas, deems it appropriate to adopt the following cities and entities for compensation comparison for the City of Wylie.

SECTION 2. This Resolution shall be in full force and effect immediately upon its passage and approval.

DULY PASSED AND APPROVED by the City Council of the City of Wylie, Texas, this 25th day of May 2021.

_____
Matthew Porter, Mayor

ATTEST:

_____
Stephanie Storm, City Secretary

CITY OF WYLIE

Wylie City Council

AGENDA REPORT

Department: City Manager **Account Code:**

Prepared By: City Secretary

Subject

Discuss Infrastructure needs in East Wylie.

Recommendation

Discussion

This item was added at the request of the Mayor.

Wylie City Council

AGENDA REPORT

Department: Public Works **Account Code:**

Prepared By: Tim Porter

Subject

Public Works Department Presentation.

Recommendation

Discussion

Please see attached presentation.

CITY OF WYLIE

PUBLIC WORKS

Department Presentation

May 25, 2021









4 DIVISIONS:

Utility Administration / Engineering

Streets Division

Fleet Services

Water Utilities

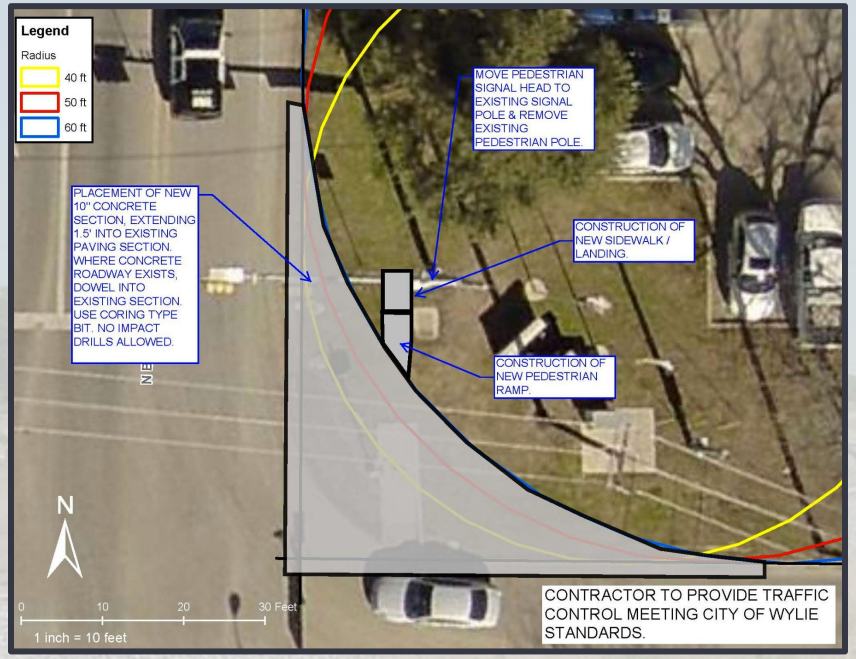
Wastewater Utilities

UTILITY ADMINISTRATION



Admin / Engineering / Construction Inspection

UTILITY ADMINISTRATION - ENGINEERING



Responsibilities:

- Review plans.
- Inspect development and CIP projects.
- Review flood studies
- Coordinate with TxDOT, NTMWD, NCTCOG, Dallas & Collin Counties.
- Right-of-Way permitting.

UTILITY ADMINISTRATION

Capital Projects Completed:

- Nortex 1MG Storage Tank
- Public Safety Building
- Wylie WWTP Decommissioning (Clear Site)





UTILITY ADMINISTRATION

Capital Projects In-Progress:

- Stone Road (FM 544) Phase 3
- McMillen Road
- Eubanks Lane
- Ballard Elevated Storage Tank
- Park Blvd (Collin County)
- Muddy Creek WW Treatment Plant (NTMWD)
- FM 2514 (TxDOT)
- Pump Station Backup Generators
- Parker Road Waterline Relocation
- Rowlett Dam #4 Slope Improvements
- FM 544 & Hwy 78 Intersection Improvements
- Country Club & FM 544 Intersection Improvements (TxDOT)

UTILITY ADMINISTRATION





Development Projects:

- Birmingham Bluffs Phase 2
- Brookside Estates
- Collin College
- CVS
- Dominion of Pleasant Valley Ph 3
- Emerald Vista
- Goddard School
- Lake Park Villas
- Malik Paza
- NTMWD Operations Building



- Redwood by the Lake
- Savannah Wylie
- Seventy8 and Westgate
- Stone Circle Townhomes
- Stone Ranch Phase 2
- Valvoline
- Whataburger
- WISD Paving Improvements
- Woodbridge Center Lot 5
- Wylie Auto and Tire
- Wylie Self-Storage

STREETS







Streets / Stormwater / Traffic

STREETS - PAVING

20

No. of Streets Department Employees

Includes Superintendent, Crew Leaders & Support Staff.

250

Miles of Streets in the City of Wylie

Equals the distance from Wylie to Little Rock.

43

Miles of Alley Pavement in the City of Wylie

1,100 sy of alley concrete replaced total.

62

No. of Sidewalk Repairs Performed in FY2021

Currently over 9 month wait for new requests.

173

No. of Potholes Patched in FY2021

Increases each year due to aging concrete.

STORMWATER / TRAFFIC / FLEET

124

Estimated Miles of Stormwater Pipe the City Maintains

Estimated 3,900 inlets and 530 manholes throughout the City.

66

Miles of Creeks and Drainageways within the City

Includes floodplain areas throughout the City.

10

No. of Signals the City Currently Maintains

City also maintains 107 school zone flashers.

16

No. of Signals that TxDOT will release to Wylie in 2021 (Est.)

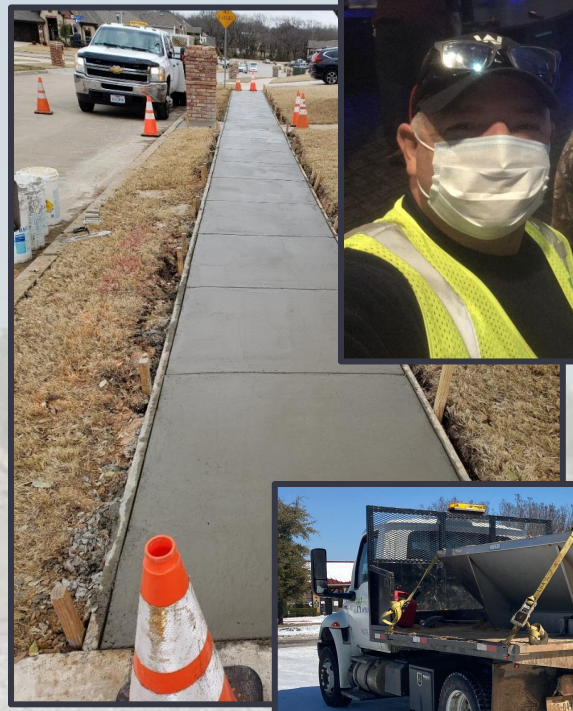
TxDOT waiting on establishment of the new census.

128

No. of Vehicles the Fleet Department Maintains

Incl. Police, PWs, Parks, Code and Inspections.

STREETS - PAVING DIVISION







Responsibilities:

- Street / Alley pavement repair and replacement
- Potholes and crack sealing
- Sidewalk repair and replacement
- Sod restoration, tree trimming, and debris removal
- Road closures, event preparation and emergency response

STREETS - STORMWATER DIVISION

Responsibilities:

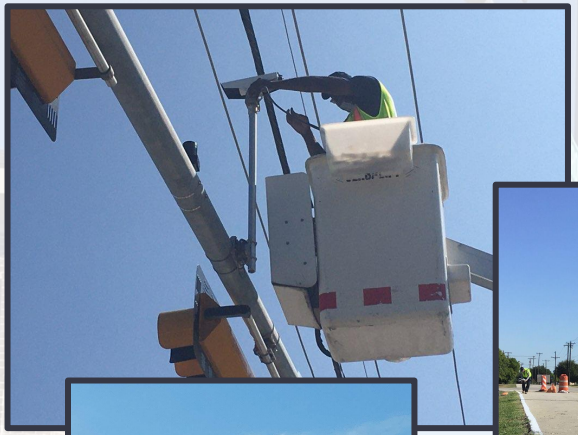
- Respond to customer issues with drainage
- Channel cleanup, graffiti removal
- Drainage repair
- Road closures due to flooding
- SWPPP Inspections, TPDES report, illicit discharge response
- Mosquito treatment



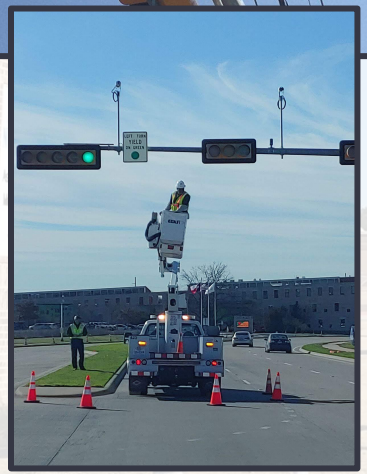




STREETS - TRAFFIC DIVISION







Responsibilities:

- Sign/signal inspections
- Striping (Birmingham, McMillen, intersections)
- Signal repair
- Signage replacement
- Buttons and crosswalk signage
- School zone signage

FLEET

Responsibilities:

- Service fleet, including PD vehicles
- Service equipment
- Repair and replace items on all units
- Process new vehicle delivery, and prepare for use by staff
- Process retired vehicles and get them ready for auction





UTILITIES







Water / Water Quality / Wastewater

WATER

19

No. of Water Department Employees

Includes Water Quality, Crew Leaders & Support Staff.

196

Approximate Miles of Water Main in the City of Wylie

Wylie system has approx. 1,908 fire hydrants.

13k

Approx. No. of Meters in the City of Wylie

Includes residential and commercial meters.

3

No. of Elevated Storage Tanks in the City of Wylie

14 pumps supply water from 3 pump stations.

2,870

No. of Water Samples Taken by City Staff FY2021

Chlorine residual, bacteriological, nitrification, lead/copper & trihalomethane.

WASTEWATER

12

No. of Wastewater Department Employees

Crew Leader, Equipment Operators, and Maintenance Workers.

229

Miles of Gravity and Pressure Sewer Main in the City

Equals the distance from Wylie to Tulsa, OK.

3,871

No. of Sewer Manholes in the City of Wylie

Most concrete, but some older manholes are still made of brick.

10

No. of Sewer Lift Stations in the City of Wylie

Each station has multiple pumps providing both capacity and redundancy.

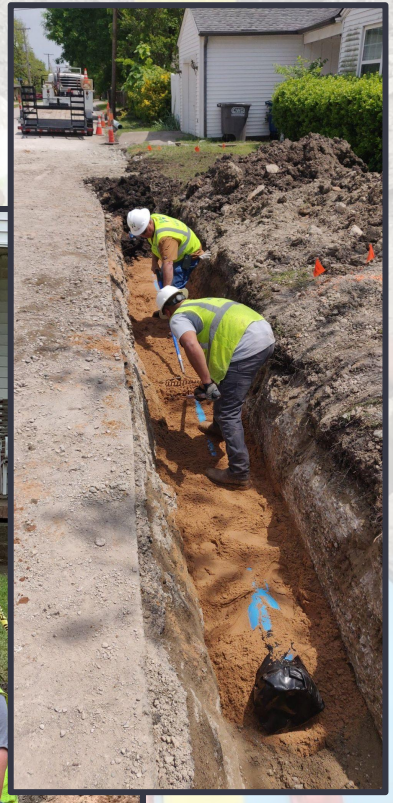
75

No. of Grease Trap Inspections performed FY2021

Inspections help maintain integrity by preventing grease build-up.

WATER



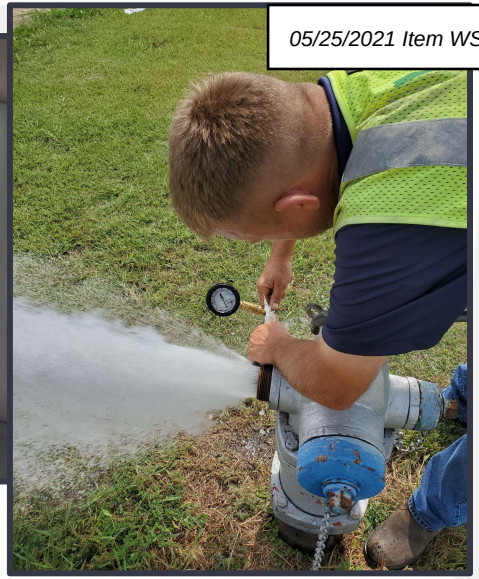


Responsibilities:

- Water main and service repair
- Valve/hydrant maintenance and repair
- Curb stop replacement
- Restoration, incl. sidewalk replacement and sod
- Service turn-on/turn-off
- Assist with monthly meter reads,

WATER QUALITY





Responsibilities:

- BAC-T, NAP, UCMR samples
- Water audit/loss reporting
- Disinfectant Level Quarterly Operating Report (DLQOR)
- Line flushing, flow tests
- Backflow program
- Testing and repairing hydrants, hydrant meter program
- Coordinate tank/tower cleaning and pump/motor inspections
- Manage SCADA system
- Utility line locates
- Customer Service Inspections (CSI)

WASTEWATER



Responsibilities:

- Citywide inflow/infiltration sewer repairs, repair services
- Sewer blockage clears, camera inspections, main line cleaning, grease trap inspections
- Restoration incl. sidewalk/sod
- Station maintenance and repair
- Assisted with monthly meter reads



Thank You!