



City Council Meeting Agenda

Our Vision: A well-planned lakeside community of quality neighborhoods, distinctive amenities, diverse employment, and cultural charm. Rowlett: THE place to live, work and play.

Monday, July 20, 2026

6:00 PM

Municipal Building – 4000 Main

Pursuant to Texas Government Code Section 551.127, on a regular, non-emergency basis, members may attend and participate in the meeting remotely by video conference. Should that occur, a quorum of the members, including the presiding officer, will be physically present at the location noted above on this Agenda.

As authorized by Section 551.071 of the Texas Government Code, this meeting may be convened into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any agenda item herein.

The City of Rowlett reserves the right to reconvene, recess or realign the Regular Session or called Executive Session or order of business at any time prior to adjournment.

Process for Public Input: If you are not able to attend in person, you may complete the [Public Input Form](#) on the City's website by 3:30 p.m. the day of the meeting. All forms will be forwarded to the City Council prior to the start of the meeting.

For in-person comments, request to speak forms/instructions are available inside the door of the City Council Chambers.

1. Call to Order

2. Citizens' Input

At this time, comments will be taken from the audience on any topic. No action can be taken by the Council during Citizens' Input.

3. Work Session

- 3.A.** Conduct interview of applicants to fill a vacancy for an unexpired term on the Rowlett Housing Finance Corporation (HFC) Board of Directors.
- 3.B.** Receive a presentation and discuss an ordinance amending Chapter 77 ("Development Code") and Chapter 66 ("Traffic and Vehicles") of the Code of Ordinances to Establish Electric Vehicle (EV) Parking and Charging Infrastructure Requirements for Commercial Development.
- 3.C.** Receive a presentation and discuss an ordinance prohibiting urinating and defecating in public.
- 3.D.** Receive a presentation and discuss the concept drawings of the Downtown Pavilion — DART grant funding.
- 3.E.** Receive an update regarding the Municipal Complex and Animal Services site selection process.

4. Executive Session

- 4.A.** The City Council shall convene into Closed, Executive Session pursuant to Texas Government Code, §551.074 (Personnel Matters) to deliberate the appointment, employment, evaluation, reassignment,

duties, discipline, or dismissal of a public officer or employee, to wit: Interim City Manager.

5. **Reconvene Into Open Session and Take Any Necessary or Appropriate Action on Closed/Executive Session Matters**
6. **Discuss Consent Agenda Items for July 21, 2026, City Council Meeting**
7. **Adjournment**

Deborah Sorensen

Deborah Sorensen, TRMC, MMC, City Secretary

I certify that the above notice of meeting was posted on the bulletin boards located inside and outside the doors of the Municipal Center, 4000 Main Street, Rowlett, Texas, as well as on the [City's website](#) on July 14, 2026, by 5:30 p.m.

City of Rowlett City Council meetings are available to all persons regardless of disability. If you require special assistance, contact the City Secretary at 972-412-6109 or write 4000 Main St., Rowlett, Texas, 75088, at least 48 hours in advance of meeting.

City of Rowlett ~ 4000 Main Street, Rowlett TX 75088 ~ www.rowlett.com

Meeting Date: 7/20/2026

Agenda Item: 3.A.

Title

Conduct interview of applicants to fill a vacancy for an unexpired term on the Rowlett Housing Finance Corporation (HFC) Board of Directors.

Staff Representative

Deborah Sorensen, City Secretary

Executive Summary

Conduct interview of applicants to fill a vacancy for an unexpired term on the Rowlett Housing Finance Corporation (HFC) Board of Directors.

Strategic Priority and Goal(s)

Strategic Priority	Strategic Goal
 GOVERN TRANSPARENTLY & INCLUSIVELY	1.8 Provide accurate and timely information to policy-makers and the public.

Background Information

Councilmember Michael Schupp previously served as a member of the Rowlett Housing Finance Corporation (HFC) Board of Directors. Upon the end of his term as City Council, Mr. Schupp resigned his position on the HFC Board.

To fill the vacancy for the remainder of Mr. Schupp's unexpired terms, the City accepted applications from interested residents. Due to a limited number of applications received during the initial application period, the deadline was extended to encourage additional participation. Following the extension, the applicants listed below were the only individuals who submitted applications for consideration.

The City Council is requested to review the applications and appoint one applicant to serve on the Rowlett Housing Finance Corporation Board of Directors for the remainder of the unexpired term.

Discussion

The Interview Schedule for the applicants is as follows:

- 6:00 pm Christina Lee
- 6:15 pm Brandalyn Rodgers
- 6:30 pm Valencia Akanji

Financial/Budget Implications

N/A

Recommended Action

Staff recommends that the City Council review the submitted applications, conduct the scheduled interviews, and discuss the appointment of one qualified applicant to fill the vacancy on the Rowlett Housing Finance Corporation Board of Directors.

Attachments

None

Meeting Date: 7/20/2026

Agenda Item: 3.B.

Title

Receive a presentation and discuss an ordinance amending Chapter 77 ("Development Code") and Chapter 66 ("Traffic and Vehicles") of the Code of Ordinances to Establish Electric Vehicle (EV) Parking and Charging Infrastructure Requirements for Commercial Development.

Staff Representative

John Bowers III, Councilmember Place 6

Executive Summary

As part of the City's commitment to planning for future transportation needs and encouraging sustainable commercial development, staff recommends adoption of an ordinance establishing minimum electric vehicle (EV) parking and charging infrastructure requirements for commercial developments within the City of Rowlett.

The proposed ordinance amends Chapter 77 of the Development Code by requiring commercial developments with twenty (20) or more required off-street parking spaces to install EV-ready electrical infrastructure and a minimum number of operational charging stations. The ordinance also amends Chapter 66 of the Traffic Code by establishing enforceable regulations governing designated EV charging spaces, including parking restrictions, maximum time limits, and penalties for unauthorized use.

These standards are intended to support future EV adoption, reduce long-term infrastructure costs through installation during initial construction, and ensure publicly accessible charging spaces remain available for their intended purpose.

Strategic Priority and Goal(s)

Background Information

Electric vehicle ownership continues to increase throughout Texas and the United States, resulting in greater demand for publicly accessible charging infrastructure. Commercial developments provide an opportunity to expand charging availability for residents, employees, customers, and visitors.

Installing electrical conduit and panel capacity during initial construction is significantly more cost-effective than retrofitting existing parking facilities after occupancy. Recognizing these benefits, numerous municipalities have adopted EV-ready standards for new commercial developments to better prepare for future transportation demands.

The proposed ordinance establishes minimum infrastructure requirements while maintaining flexibility for future charging technology expansion.

Discussion

The proposed ordinance consists of six sections and amends two Chapters of the City's Code of Ordinances.

Chapter 77 – Development Code

Section 77-506, *Off-Street Parking and Loading*, is amended to establish **Electric Vehicle Charging Infrastructure Requirements for Commercial Uses**.

Commercial developments providing twenty (20) or more required off-street parking spaces shall be required to provide:

EV-Ready Spaces

- Minimum of ten percent (10%) of required parking spaces
- Installed conduit and electrical panel capacity
- Infrastructure sufficient for future charger installation
- Available for general public use

Operational Charging Stations

- Minimum of two percent (2%) of required parking spaces
- Fully operational EV charging equipment
- Publicly accessible

Accessibility Requirements

Charging spaces must comply with all applicable ADA and Texas Accessibility Standards, including:

- 60-inch accessible aisle
- Maximum 2% slope
- Accessible route to building entrance
- Required accessibility features

Space Dimensions

- Minimum width: 11 feet (132 inches)
- Minimum length: 20 feet

Signage Requirements

Charging spaces shall include:

- "Electric Vehicle Charging Only"
- Pavement markings
- Accessibility signage where applicable
- Four-hour parking limit
- Notice of fines and towing

Maintenance

Charging equipment shall remain operational and include posted contact information for maintenance reporting.

Chapter 66 – Traffic and Vehicles

The ordinance creates Section 66-105 establishing enforceable parking regulations governing designated EV charging spaces.

Violations include:

- Parking a non-electric vehicle within a designated charging space
- Parking an electric vehicle without actively charging
- Parking longer than four (4) hours

Violations are punishable by fines of up to **\$200 per offense**, towing where authorized, and each day a violation continues constitutes a separate offense.

Financial/Budget Implications

N/A

Recommended Action

Staff recommends City Council consider adopting an ordinance amending Chapter 77 (*Development Code*) and Chapter 66 (*Traffic and Vehicles*) of the City of Rowlett Code of Ordinances to establish electric vehicle parking and charging infrastructure requirements for commercial developments and create enforceable parking regulations

governing designated electric vehicle charging spaces.

Attachments

1. EV Parking FAQ
2. ROWL ZORD Electric Vehicle EV Parking 4938-8494-0983 v.2

FREQUENTLY ASKED QUESTIONS

Electric Vehicle (EV) Parking & Charging Infrastructure Ordinance | City of Rowlett, Texas

Q: Won't this unfairly increase construction costs for local businesses?

A: Installing electrical conduits during initial construction costs an estimated 80-90% less than retrofitting an existing building. The 2% operational charger requirement covers a very small number of spaces for example, a 100-space lot requires just two installed chargers. The cost is incremental and applies only at the time of new construction, not to existing sites.

Q: Why should Rowlett act now when EV adoption is still relatively low?

A: The time to wire a building for the future is when it is being built. Commercial buildings constructed today will be in use for 30-50 years. EV registrations in Texas have grown over 60% year-over-year. Waiting until demand peaks means far more expensive retrofits costs that will ultimately be passed to tenants, customers, and the city.

Q: Does this apply to all businesses, including small ones?

A: No. The ordinance applies only to commercial developments required to provide 20 or more off-street parking spaces. Small businesses and sites with fewer than 20 required spaces are entirely exempt.

Q: Where did the 10% EV-ready and 2% charger thresholds come from?

A: These thresholds reflect a nationally adopted middle-ground approach used by cities across Texas and the U.S.; significant enough to meet near-term demand, modest enough to avoid undue cost burden. The 10% EV-ready requirement installs conduit only (no chargers), while just 2% requires operational equipment, making overall compliance costs minimal relative to total project budgets.

Q: What if a business can't meet the requirements due to limited electrical capacity?

A: The ordinance requires infrastructure proportional to the development's existing electrical system and space allocation. Developers work with a licensed electrician and the City's Building Inspections department at the permitting stage to confirm capacity. Nothing in the ordinance requires a business to upgrade its utility service beyond what supports the required spaces.

Q: Will this make Rowlett less competitive for business attraction and development?

A: The opposite is more likely. EV charging infrastructure is increasingly an amenity that attracts tenants, customers, and employees. Peer cities including Plano, Frisco, and Allen have adopted similar or stricter EV requirements without measurable negative impacts on commercial development activity. Rowlett risks being behind the curve, not ahead of it.

Q: Why can the City fine and tow people for parking in an EV space?

A: EV charging spaces are infrastructure, not general parking. Just as a fire lane must remain clear for emergency use, a charging space must remain available for drivers who need to charge. Without enforcement, non-EV vehicles and non-charging EVs block access and make the infrastructure useless. The \$200 fine is a deterrent, not a revenue tool and the 4-hour limit prevent charging spaces from being turned into long-term parking.

Q: Who enforces this ordinance and how will violations be tracked?

A: Section 66-105 gives Code Enforcement and the Police Department the authority to cite and tow violators, the same way they handle fire lane and handicap parking violations. Charging stations are required to post signage with contact information, and businesses maintain the equipment. No new City department or dedicated staff position is required.

Q: What happens when charging equipment breaks down?

A: The ordinance requires that charging stations be maintained in functioning condition and that a contact phone number be posted on each unit for reporting problems. Operators are responsible for repairs. If a station fails to function, the business is on notice to correct it promptly. This is consistent with how the City handles other required commercial equipment.

Q: Does state law allow a city to adopt this kind of ordinance?

A: Yes. Texas law does not preempt local governments from adopting reasonable land use and development standards of this type. The ordinance operates through the City's existing zoning and traffic code authority, which has been used for decades to regulate parking standards. The City Attorney has reviewed the proposed ordinance for compliance with applicable state law.

For questions, contact the City of Rowlett Planning & Development Services Department.

AN ORDINANCE OF THE CITY OF ROWLETT, TEXAS AMENDING COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF ROWLETT, AS PREVIOUSLY AMENDED, BY AMENDING CHAPTER 77 “DEVELOPMENT CODE” AT CHAPTER 77-500 “DEVELOPMENT AND DESIGN STANDARDS” BY AMENDING SECTION 77-506 “OFF-STREET PARKING AND LOADING” TO ADD REQUIREMENTS FOR ELECTRIC VEHICLE PARKING SPACES FOR COMMERCIAL USES; PROVIDING A CONFLICTS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED \$2,000.00; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A SAVINGS CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission of the City of Rowlett and the City Council of the City of Rowlett, in compliance with the laws of the State of Texas with reference to amendments to the zoning ordinances of the City, including the granting of zoning classifications and changes, have given the requisite notices by publication and otherwise, and have held due hearings and afforded a full and fair hearing to all property owners generally and to all persons interested and situated in any affected area and in the vicinity thereof, and the City Council of the City of Rowlett is of the opinion and finds that amendments should be made to the Comprehensive Zoning Ordinance as set forth hereinbelow.

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

SECTION 1. The Comprehensive Zoning Ordinance for the City of Rowlett, as heretofore amended, is hereby amended by amending the Code of Ordinances at section 77-500, “Development and Design Standards” by amending section 77-506 “Off-Street Parking and Loading” to add a new subsection 77-506.B.6 to read in its entirety as follows:

“Sec. 77-506 – Off-street parking and loading

A. . . .

B. Off-street parking requirements.

. . .

6. *Electric Vehicle Charging Infrastructure Requirements for Commercial Uses*

- (a) All commercial developments required by this Code to provide twenty (20) or more off-street parking spaces shall provide infrastructure capable of supporting electric vehicle charging stations by:
 - (i) dedication, installation, construction, and maintenance of at least ten percent (10%) of the required parking spaces as electric vehicle-ready (“EV-ready”) spaces, including electrical conduit, panel capacity, and space allocations for future charging equipment;
 - (ii) dedication, installation, construction, and maintenance of operational electric vehicle charging stations for at least two percent (2%) of the required parking spaces; and
 - (iii) the EV-ready spaces and the electric vehicle charging stations

required under this section shall not be limited to use by staff, employees owners, members, or other limited use.

- (b) EV-ready parking spaces and electric vehicle charging stations shall comply with all federal, state and local applicable accessibility requirements and specifically shall provide a 60-inch adjacent access aisle with a slope of no more than 2 percent (2%) in any direction and ensure an unobstructed, accessible route from the access aisle to both the charging station and the adjacent building entrance.
- (c) EV-ready parking spaces and electric vehicle charging stations shall be a minimum of 132 inches in width and 20 feet in length.
- (d) Each parking space with an installed electric vehicle charging station shall be clearly marked with signage indicating "Electric Vehicle Charging Only" and pavement markings indicating the presence of electric vehicle charging station. The signage must include the International Symbol of Accessibility, must advise that parking is limited to electric vehicles actively charging and a maximum of 4 hours and that fines and towing will be enforced for violations.
- (e) Charging stations and charging station equipment shall be maintained, in all respects, including the functioning of the charging equipment. A phone number of other contact information shall be provided on the charging station equipment for reporting non-functioning equipment or other problems.

...."

SECTION 2. The Code of Ordinances of the City of Rowlett, as heretofore amended, is hereby amended at Chapter 66 "Traffic and Vehicles," Article II "Specific Street Regulations," Division 4 "Stopping, Standing, Parking" by adding a new section 66-105 "Electric Vehicle Charging Parking Spaces" which shall read in its entirety as follows:

"Sec. 66-105 – Electric Vehicle Charging Parking Spaces

- A. No person shall stop, stand, or park any nonelectric vehicle in a space designated through signage as an electric vehicle charging station (e.g. "Electric Vehicle Charging Only").
- B. Any electric vehicle stopped, standing, or parked in a parking space designed for "Electric Vehicle Charging Only" and that (1) is not electrically charging or (b) is parked there for more than four (4) hours shall be subject to a fine and/or removal. For purposes of this section, "charging" means any electric vehicle is parked at an electric vehicle charging station, is connected to the charging station equipment, and is actively drawing electric power from the charging station.
- C. Parking in a such electric vehicle charging parking space shall be limited to a maximum of four (4) hours.
- D. Violation of any provision of this section shall be unlawful and shall be subject to a fine not to exceed \$200.00 per offense and removal. Each day a violation continues shall be a separate offense."

SECTION 3. If any section, subsection, clause, phrase, word, requirement, standard, conditions, application, or portion of this Ordinance is held invalid, unconstitutional, preempted, or unenforceable by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions.

SECTION 4. All ordinances, parts of ordinances, resolutions, policies, standards, or prior approvals in conflict with this Ordinance are hereby repealed to the extent of such conflict only. Where this Ordinance imposes a greater restriction, higher standard, greater setback, more protective requirement, or stricter standard than another City ordinance, regulation, or standards, this Ordinance shall control unless otherwise stated by state or federal law. Where another provision imposes a greater restriction or more protective requirement, the more restrictive provision shall control.

SECTION 5. The remedies, penalties, enforcement powers, review authority, and conditions provided in this Ordinance are cumulative of all other remedies, penalties, enforcement powers, review authority, and conditions imposed by or available to the City.

SECTION 6. This ordinance shall become effective from and after its passage and publication as may be required by law.

4938-8494-0983, v. 2



City of Rowlett City Council Agenda Item

Meeting Date: 7/20/2026

Agenda Item: 3.C.

Title

Receive a presentation and discuss an ordinance prohibiting urinating and defecating in public.

Staff Representative

Mike Denning, Police Chief

Executive Summary

This item is for discussion of a proposed City ordinance prohibiting public urination and defecation. The purpose of the ordinance is to establish a clearly defined municipal offense that addresses conduct negatively impacting public health, sanitation, and the quality of life within the community. The proposed ordinance would complement existing state law by providing a more direct enforcement option in situations where the conduct may not meet the statutory elements of Disorderly Conduct under the Texas Penal Code.

Strategic Priority and Goal(s)

Strategic Priority	Strategic Goal
	Ensure a Safe Environment 2.5 Strengthen public safety, public outreach, education, and communication.

Background Information

The City has experienced isolated incidents of individuals urinating or defecating in public places, including parks, public rights-of-way, and areas surrounding local businesses. Although these incidents are relatively infrequent, they can negatively impact public health, sanitation, the use and enjoyment of public spaces, and the overall quality of life within the community.

The proposed ordinance is intended to address this conduct by establishing a specific municipal offense prohibiting public urination and defecation in public places. While state law, such as Texas Penal Code §42.01, Disorderly Conduct, may apply in certain circumstances, it does not always provide an offense that directly addresses this type of

behavior. In this case, Disorderly Conduct has limits on what an officer can enforce and does not directly address urinating or defecating in a public place.

A local ordinance would establish a clear standard of conduct, provide an appropriate enforcement mechanism, and reinforce the City's commitment to maintaining clean, safe, and welcoming public spaces for residents and visitors alike.

Discussion

The proposed ordinance is intended to address incidents of public urination and defecation occurring within the City. While these incidents are relatively infrequent, they negatively impact public spaces, businesses, parks, and the overall quality of life for residents and visitors. The ordinance would establish a specific municipal offense prohibiting these acts in public places, providing a clear standard of conduct and reinforcing the City's commitment to maintaining clean, safe, and welcoming public spaces.

From a law enforcement perspective, the primary benefit of the ordinance is not the expansion of arrest authority, but the creation of a clearly defined offense that more directly addresses this specific conduct. The ordinance would allow violations to be investigated and prosecuted based on an officer's observations, witness statements, or video evidence without relying on broader criminal statutes that were not specifically designed to address these circumstances. This provides greater clarity and consistency for officers, prosecutors, and the municipal court.

Currently, officers may consider the offense of Disorderly Conduct under Texas Penal Code §42.01 in certain circumstances. However, that statute requires proof that the conduct occurred in a public place and was intended to alarm or disturb others, or that the conduct otherwise meets one of the specific statutory elements. As a result, not every incident of public urination or defecation will satisfy the requirements of the Penal Code. A municipal ordinance would address this gap by establishing a narrowly tailored offense focused specifically on the prohibited conduct.

Ultimately, this ordinance provides the City with an additional enforcement tool for addressing conduct that may not be adequately covered by existing state law.

Financial/Budget Implications

There is no financial impact.

Recommended Action

Future Council action is required to adopt this ordinance.

Attachments

1. Ordinance - Urinating Defecating in Public

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROWLETT, TEXAS, AMENDING THE CODE OF ORDINANCES BY AMENDING CHAPTER 34 "MISCELLANEOUS OFFENSES," ARTICLE I "IN GENERAL," BY ADDING A NEW SECTION 34-5 "URINATING OR DEFECATING IN PUBLIC"; PROVIDING A REPEALING CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY OF A FINE NOT TO EXCEED \$500.00 PER VIOLATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council for the City of Rowlett finds that it is serves the general welfare and is in the best interest of the citizens of the City of Rowlett to amend Chapter 34 "Miscellaneous Offenses," Article I "In General" to add provisions making it an offense to urinate or defecate in public;

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

SECTION 1. The Code of Ordinances of the City of Rowlett, Texas is amended by amending Chapter 34 "Miscellaneous Offenses," Article I "In General," by adding a new section 34-5 "Urinating or Defecation in Public" to read in its entirety as follows:

"CHAPTER 34 MISCELLANEOUS OFFENSES

. . .

ARTICLE I. – IN GENERAL

Sec. 34-5. – Urinating or Defecating In Public.

- (a) A person commits an offense if he urinates or defecates:
 - (1) in or on a public street, alley, sidewalk, yard, park, building, structure, plaza, public or utility right-of-way, or other public place; or
 - (2) in public view.
- (b) It is a defense to prosecution under this section if the person was in a restroom.
- (c) Any person, firm, corporation or business entity violating this article shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined a sum not exceeding \$500.00. Each continuing day's violation under this article shall constitute a separate offense. The penal provisions imposed under this article shall not preclude the city from filing suit to enjoin the violation. The City retains all legal rights and remedies available to it pursuant to local, state and federal law."

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

SECTION 3. Should any sentence, paragraph, subdivision, clause, phrase or section of this ordinance be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of this ordinance as a whole, or any part or provision thereof other than the part so

decided to be invalid, illegal or unconstitutional, and shall not affect the validity of the Code of Ordinances as a whole.

SECTION 4. Any person, firm or corporation violating any of the provisions or terms of this Ordinance shall be punished by a fine not to exceed the sum of Five Hundred Dollars (\$500.00) for each offense; and each and every day such violation shall continue shall be deemed to constitute a separate offense.

SECTION 5. This Ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law and charter in such cases provide.



City of Rowlett City Council Agenda Item

Meeting Date: 7/20/2026

Agenda Item: 3.D.

Title

Receive a presentation and discuss the concept drawings of the Downtown Pavilion — DART grant funding.

Staff Representative

Kristoff Bauer, Interim City Manager

Executive Summary

Council received a presentation on April 20, 2026, regarding DART funding agreements and the potential to utilize a portion of that funding to construct a pavilion in downtown. A preliminary rendering of that pavilion will be presented for feedback and next steps.

Strategic Priority and Goal(s)

Background Information

Council considered and approved an interlocal agreement ("ILA") with Dallas Area Rapid Transit ("DART") on March 17, 2026, to participate in the General Mobility Program ("GMP"). As discussed at that time, the DART GMP makes the City eligible for a share of sales tax generated over the next six years. A total of \$4.7 million is estimated to be available through this program. The City has a previous ILA with DART relating to the improvement of Industrial St. and the intersection of Martin and HWY 66. There is significant funding available under that ILA that needs to be spent before the end of FY27.

Discussion

Rowlett has two separate in funding ILA's with DART. The funding under the first one is discussed in the Financial section. The table below discusses the GMP.

For Projects:

June 30 annually	Submit projects to DART for approval
beginning 2026	<i>*Projects must be approved by DART before commencing work*</i>
September 30, 2033	Execution of all contracts on DART-approved projects <i>*Funds not encumbered by this date must be returned to DART*</i>
September 30, 2036	Substantial completion on all projects <i>*Documentation must be provided to DART demonstrating substantial completion*</i>
For Reporting:	
January 15 & July 15	Provide progress reports to DART semi-annually throughout POP

Funding Information

See ILA Section 4.2 & Exhibit A

DART to distribute funds to City on October 1 annually per ILA:

Year	Amount	Actual/ Estimated
2026	\$473,876	Actual
2027	\$578,915	Actual
2028	\$701,066	Estimated
2029	\$831,665	Estimated
2030	\$971,176	Estimated
2031	\$1,120,090	Estimated
Total	\$4,676,788	

Financial/Budget Implications

The DART ILA provides up to \$4,200,000 for the pavilion and other improvements around the DART station.

Recommended Action

Feedback on pavilion graphics

Attachments

1. Rowlett Station Pavilion Concept 2026-07-01



Downtown Rowlett Station

Draft Station Area & Pavilion Concepts

July 1, 2026



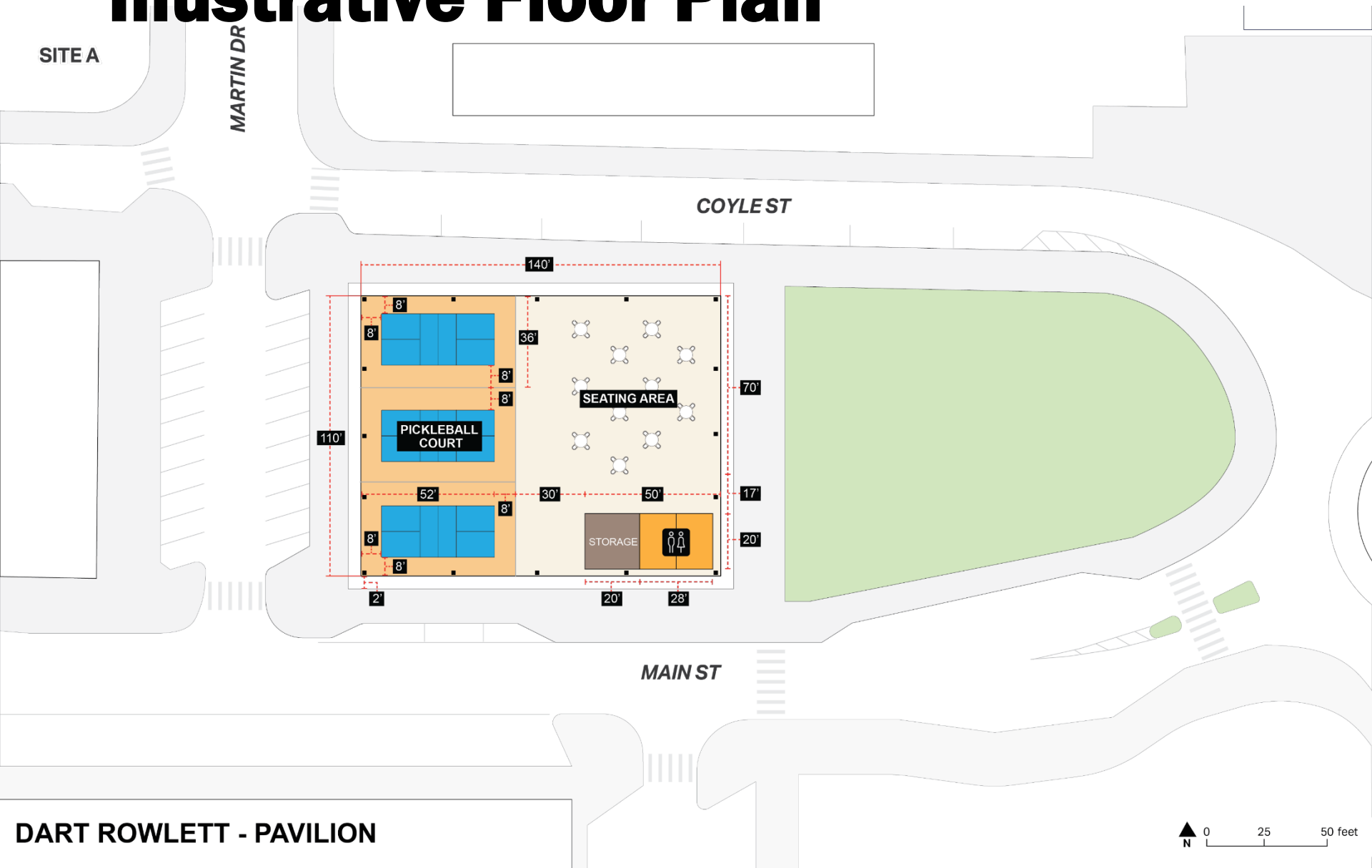


Draft Pavilion Concept

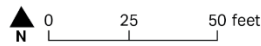
Pavilion Concept Design

- **Open Air:** The pavilion structure is designed without enclosing walls, keeping the space naturally ventilated and connected to the surrounding site.
- **Flexible Space:** The 140' x 110' footprint accommodates a multipurpose court that converts between three pickleball courts and one full basketball court, with the ability to transform further for farmers markets and pop-up community events. Protective materials when pickleball is active can be removed and stored in the storage room near the restrooms.
- **Sports + Seating + Recreation:** The court area is paired with an adjacent open seating zone, along with restrooms and storage, creating a complete recreational hub for players and spectators alike.

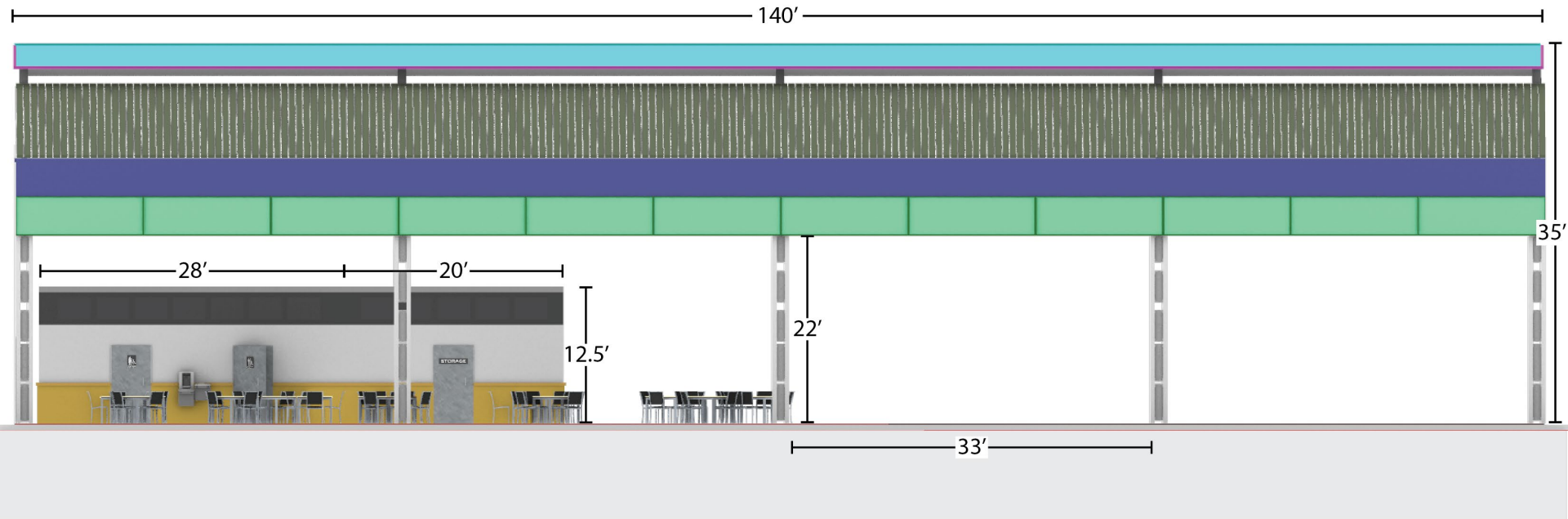
Illustrative Floor Plan



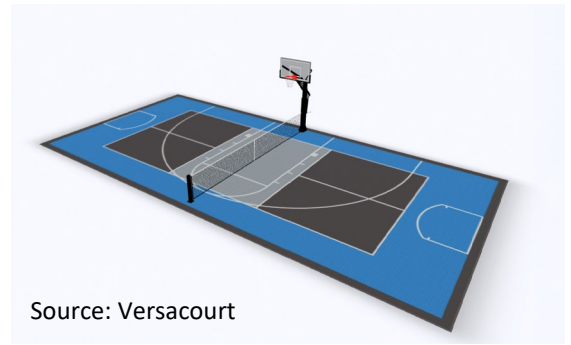
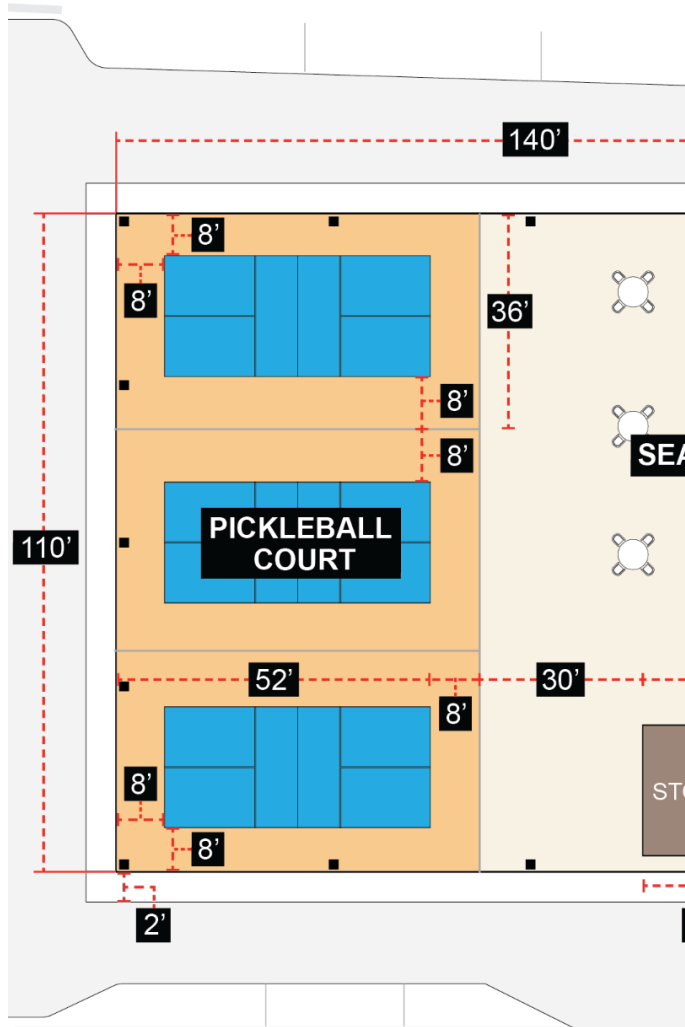
DART ROWLETT - PAVILION



Section



Multipurpose Court



Source: Versacourt



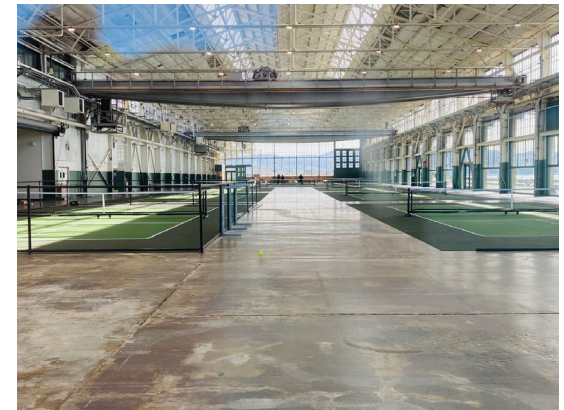
Pickleball



Basketball



Blackburn Pickleball Pavilion
Mount Vernon, WA

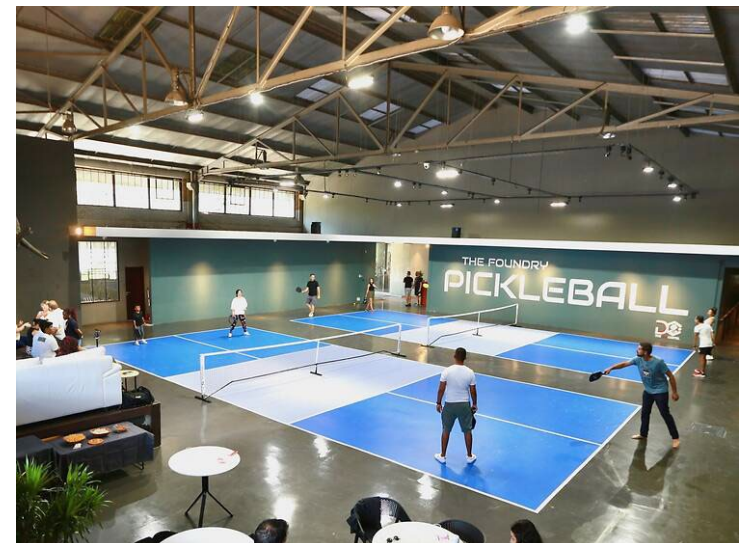


Craneway Pavilion
Richmond, CA

Seating Area

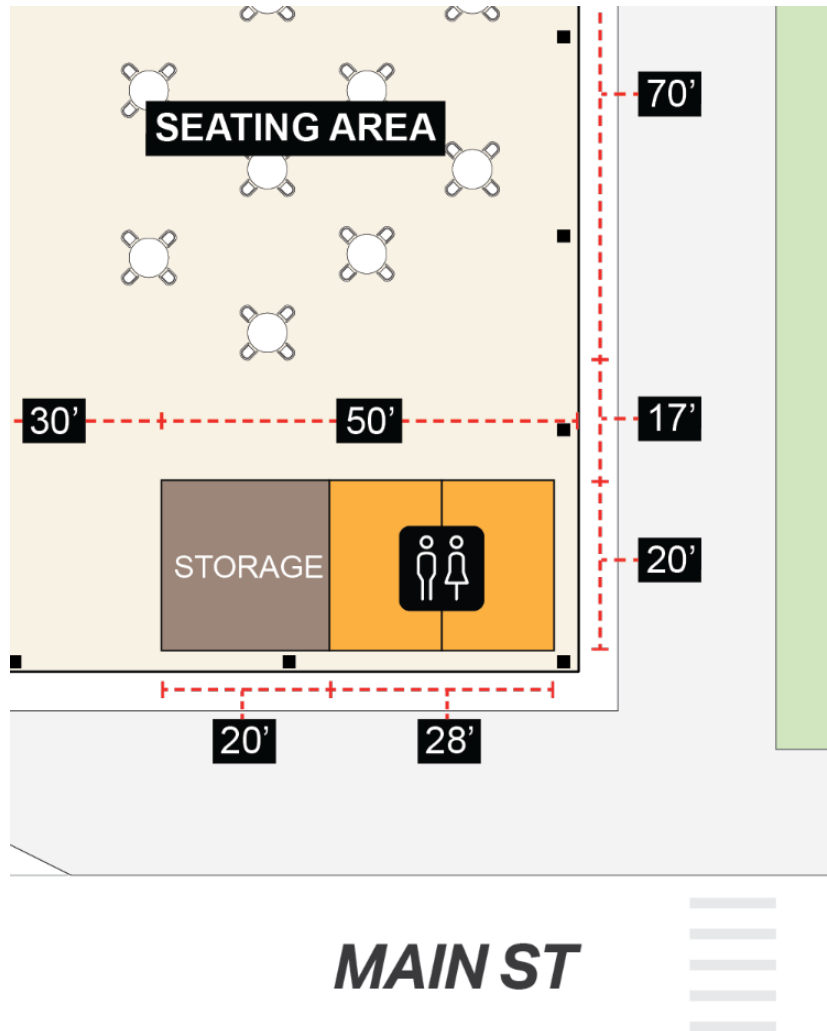


Mercer Bucks Pickleball Club
Ewing Township, NJ



The Foundry Pickleball
Cape Town, South Africa

Storage & Restroom



Cubberley Community Center
Palo Alto, CA



PICKLR
Henderson, NV

Rendering View 1 (in progress)



Rendering View 2 (in progress)



Rendering View 3 (in progress)



Meeting Date: 7/20/2026

Agenda Item: 3.E.

Title

Receive an update regarding the Municipal Complex and Animal Services site selection process.

Staff Representative

Gary Enna, Interim Director of PW/City Engineering
 Lynnette Lawyer, Sr. CIP Manager

Executive Summary

At their June 2, 2026, meeting, the City Council approved a proposal by Hoefer Welker, the selected design and engineering firm for the Municipal Complex project, to explore alternative locations for the components of the new Municipal Complex: City Hall, Public Safety Administration, and Animal Services buildings. The purpose of this item is to provide the City Council with an update regarding the site selection process.

Strategic Priority and Goal(s)

Strategic Priority	Strategic Goal
 Promote Operational Excellence	7.1 Provide responsive, reliable, and cost-efficient public services. 7.2 Become an employer of choice. 7.3 Support investments in upgraded, consolidated City facilities. 7.4 Improve organizational capacity and effectiveness. 7.5 Maintain the integrity and continuity of the City's network and applications systems. 7.6 Streamline internal business processes. 7.7 Maintain a sound system of internal control.

Background Information

On May 6, 2023, residents of Rowlett voted to authorize the issuance of general obligation bonds in the amount of \$76.3 million for three facility bond propositions comprising: Proposition A – Public Safety facility in the amount of \$63.9M, Proposition B – Animal Shelter building in the amount of \$8.4M, and Proposition C – Herfurth Park in the amount of \$4M.

From July 18, 2023 to October 1, 2025, City Council approved the Contract of Hoefer Welker for architecture and engineering, as well as the contacted Swinerton to act as the City's Construction Manager at Risk. City Council held several Special Work Sessions with Hoefer Welker and Swinerton to review layouts of the Municipal Complex, to discuss the Council's Vision and to discuss Design and Budget Options for the Municipal Complex.

On March 16, 2026, City Council directed that the Municipal Complex design at Herfurth Park be placed on hold and proceed with identifying alternative locations for the City Hall, Public Safety Administration, and Animal Services buildings.

Discussion

At their June 2, 2026 meeting, the City Council approved a proposal by Hoefer Welker to assess and analyze alternative locations for municipal facilities. The Selection Process is broken into two parts: Part A. Site Suitability Assessment and Selection Process, and Part B. Community Engagement and Education (Charrettes). The study will be a multi-tiered evaluation (Tier 0, Tier 1, Tier 2, and Tier 3) of potential locations to determine their viability for the Municipal Complex. The scope of work and the first task were presented on July 6, 2026. This consisted of the "Tier 0" findings of the Site Suitability Assessment and Selection Process from Hoefer Welker. Over 150 properties were evaluated based on multiple Site Selection criteria. Sixteen properties have been identified as preferred locations for the Municipal Complex and Animal Services facilities. The design team recommends moving the 16 properties forward to Tier 1 due to their advantageous sizing, strong transit orientation, or Strategic municipal programming alignment.

Additionally at the June 2, 2026 meeting, the City Council directed a third party real estate consultant to assist with the review and acquisition of potential future sites. A Statement of Qualifications (SOQ) for said task was issued on July 7, 2026, for the review and acquisition of potential sites for the Municipal Complex and Animal Services facilities. The deadline for questions is July 16, 2026, and the SOQ's are due from the respondents on July 22, 2026.

If the City proceeds with the real estate consultant, the selected firm will work collaboratively with Hoefer Welker to review the Tier 0 results and provide recommendations regarding which properties should advance to Tier 1. The approved shortlist would then undergo a more detailed evaluation of jurisdictional and regulatory considerations, utility and infrastructure capacity, environmental and drainage constraints, connectivity and access, and ownership and development logistics. Sites that successfully satisfy these criteria would advance to Tier 2.

It should be taken into consideration that the procurement of an independent real estate consultant will extend the evaluation process by approximately four to six months. Proceeding without the real estate specialist would allow the Tier 1 analysis to begin immediately and the remaining timeline would be approximately five months as

identified in the Hoefer Welker scope.

Financial/Budget Implications

N/A

Recommended Action

No action at this time. The purpose of this item is to provide an update to the City Council regarding this program.

Attachments

None