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**NOTICE OF A CITY COUNCIL REGULAR SESSION IMMEDIATELY FOLLOWING
A WORKSHOP SESSION
OF THE CITY OF CORINTH
Thursday, July 16, 2020, 5:45 P.M.
CITY HALL - 3300 CORINTH PARKWAY**

Pursuant to Section 551.127, Texas Government Code, one or more Councilmembers or employees may attend this meeting remotely using videoconferencing technology. The videoconferencing technology can be accessed at <http://meetings.cityofcorinth.com>
The video and audio feed of the videoconferencing equipment can be viewed and heard by the public at the address posted above as the location of the meeting.
The City of Corinth is following the Center for Disease Control Guidelines for public meetings.

CALL TO ORDER:

WORKSHOP BUSINESS AGENDA

1. Receive a presentation from Recast City and hold a discussion on the creation and implementation of a downtown development strategy.
2. Receive a report and hold operational discussions on the Fire Department, Police Department and Public Works Department.
3. Discuss Regular Meeting Items on Regular Session Agenda, including the consideration of closed session items as set forth in the Closed Session agenda items below.

ADJOURN WORKSHOP SESSION

***NOTICE IS HEREBY GIVEN** of a Regular Session of the Corinth City Council to be held at Corinth City Hall located at 3300 Corinth Parkway, Corinth, Texas. The agenda is as follows:

CALL TO ORDER, INVOCATION, PLEDGE OF ALLEGIANCE & TEXAS PLEDGE:

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

CONSENT AGENDA

All matters listed under the Consent Agenda are considered to be routine and will be enacted in one motion. Should the Mayor, a Councilmember, or any citizen desire discussion of any Item that Item will be removed from the Consent Agenda and will be considered separately.
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1. Consider and Act on an Interlocal Cooperation Agreement for Shared Governance Communications and Dispatch Services between Denton County and the Lake Cities Fire Department for fiscal year, October 1, 2020-September 30, 2021.
2. Consider and Act on an Interlocal Cooperation Agreement for Shared Governance Communications and Dispatch Services between the Denton County Sheriff's Office and the City of Corinth Police Department for fiscal year, October 1, 2020-September 30, 2021.
3. Fugro pavement condition management software, in conjunction with the North Central Texas Council of Governments SHARE program.
4. Consider and act on minutes from the May 28, 2020 special session.
5. Consider and act on minutes from the June 4, 2020 workshop session.
6. Consider and act on minutes from the June 4, 2020 regular session.

CITIZENS COMMENTS

In accordance with the Open Meetings Act, Council is prohibited from acting on or discussing (other than factual responses to specific questions) any items brought before them at this time. Citizen's comments will be limited to 3 minutes. Comments about any of the Council agenda items are appreciated by the Council and may be taken into consideration at this time or during that agenda item. Please complete a Public Input form if you desire to address the City Council. All remarks and questions addressed to the Council shall be addressed to the Council as a whole and not to any individual member thereof. Section 30.041B Code of Ordinance of the City of Corinth.

PUBLIC HEARING

7. Conduct a public hearing to consider testimony and act on an ordinance to adopt a new Comprehensive Master Plan entitled "Envision Corinth" to be adopted as a proposed amendment to and/or a restatement of the "City of Corinth 2010 Comprehensive Plan" adopted by Ordinance No. 10-05-06-12, as thereafter amended, including potential amendments to other related ordinances adopted as part of the City of Corinth 2010 Comprehensive Plan to be incorporated into the Envision Corinth.
8. Hold a public hearing and receive citizen input on the proposed water and wastewater rates for FYE 2021.

BUSINESS AGENDA

9. Consider and act on an ordinance amending Sections 50.16 and 50.36 of the Code of Ordinances of the City of Corinth to increase the Water and Wastewater rates currently in effect; providing for the City Manager to make annual pass-through adjustments to recover costs for water and wastewater service provided by Upper Trinity Regional Water District; providing for the Incorporation of Premises; Providing Amendments; Providing for a Cumulative Repealer Clause; Providing a Savings Clause; Providing a Severability Clause; and Providing an Effective Date.

10. Consider and act upon a tree removal/mitigation plan on property legally described as Lot 1R, Block 1, Lake Dallas ISD School Addition, 53.667 acres, Edwin Marsh Survey, Abstract 833, within the City of Corinth, Denton County, Texas. (LDISD High School Expansion and Multipurpose Facility)

COUNCIL COMMENTS & FUTURE AGENDA ITEMS

The purpose of this section is to allow each councilmember the opportunity to provide general updates and/or comments to fellow councilmembers, the public, and/or staff on any issues or future events. Also, in accordance with Section 30.085 of the Code of Ordinances, at this time, any Councilmember may direct that an item be added as a business item to any future agenda.

CLOSED SESSION

The City Council will convene in such executive or (closed session) to consider any matters regarding any of the above agenda items as well as the following matters pursuant to Chapter 551 of the Texas Government Code.

Section 551.071. (1) Private consultation with its attorney to seek advice about pending or contemplated litigation; and/or settlement offer; and/or (2) a matter in which the duty of the attorney to the government body under the Texas Disciplinary Rules of Professional Conduct of the State of Texas clearly conflicts with chapter 551.

Section 551.072. To deliberate the purchase, exchange, lease or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the governmental body in negotiations with a third person.

a. Right-of-way consisting of .198 acres located at 6801 S I-35E and 3404 Dobbs Road along Dobbs Road within the H. Garrison Survey, Abstract No. 507, within the City of Corinth, Denton County, Texas

b. Right-of-way consisting of 1.56 acres located at 6881 South I-35E and along Dobbs Road within the H. Garrison Survey, Abstract No. 507, within the City of Corinth, Denton County, Texas

c. 3.792 acres, Tract 13H, out of the J.P. Walton Survey, Abstract 1389, within the City of Corinth, Denton County, Texas

Section 551.074. To deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee.

Section 551.087. To deliberate or discuss 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 to deliberate the offer of a financial or other incentive to a business prospect.

a. Project Agora

After discussion of any matters in closed session, any final action or vote taken will be in public by the City Council. City Council shall have the right at any time to seek legal advice in Closed Session from its Attorney on any agenda item, whether posted for Closed Session or not.

RECONVENE IN OPEN SESSION TO TAKE ACTION, IF NECESSARY, ON CLOSED SESSION ITEMS.

ADJOURN:

Posted this _____ day of _____, 2020 at _____ on the bulletin board at Corinth City Hall.

Lana Wylie, Interim City Secretary
City of Corinth, Texas

WORKSHOP BUSINESS ITEM 1.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: Presentation from Recast City
Submitted For: Jason Alexander, Director **Submitted By:** Jason Alexander, Director
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Land Development
Infrastructure Development
Economic Development
Citizen Engagement &
Proactive Government

AGENDA ITEM

Receive a presentation from Recast City and hold a discussion on the creation and implementation of a downtown development strategy.

AGENDA ITEM SUMMARY/BACKGROUND

Founded by Ilana Preuss, Recast City is a firm that specializes in providing economic and community development guidance for communities large and small seeking to reinvigorate their downtown districts or to create a dynamic downtown district. Some of the communities that Recast City completed work for and provided expertise to include: Fairfax County, Virginia; Grants Pass, Oregon; and Greensboro, North Carolina.

Considering the building momentum behind Corinth's emerging downtown district, staff reached out to Recast City to learn more about the firm, and how the firm could creatively and innovatively collaborate with staff on the creation and implementation of a robust downtown development strategy that would leverage the future commuter rail station, the future amphitheater and the increased interest from the real estate development community in vertical mixed-use projects. As part of that discussion, Preuss shared with staff that there were multiple opportunities to work with developers, and in particular, with regard to better informing their programming decisions for commercial development (i.e., the amount of space needed for home-based businesses seeking to expand). Further, Preuss explained that there were opportunities to tap into community networks that are often under-utilized in economic and community development policies and how small-scale and artisanal manufacturing can play a key role in creating a dynamic downtown district that develops vis-a-vis organic economic activity.

Accordingly, this presentation and discussion will provide the City Council with an overview of the opportunities that exist in Corinth's market; as well as how Recast City can provide additional support that will enhance the City's economic development efforts and maximize the economic value of future infill and redevelopment opportunities within the emerging downtown district.

A preliminary report of these opportunities in the Corinth market is attached.

RECOMMENDATION

N/A.

Attachments

Recast Spark - Corinth

Bob Hart
City Manager
City of Corinth
Texas

June 8, 2020

Recast Spark

Creating a Thriving Downtown Corinth with Small-Scale Manufacturing Businesses

The Urgency

Corinth, TX is on the cusp of creating a new, thriving downtown. The opportunity is there because of the city's leadership, its partnership with the community college, and its commitment to invest in downtown. Yet, while the potential for new economic and real estate development is great, the threat is real that this future could have a limited impact on the city, stall out before it gets far, not support locally owned businesses, and not create a place that brings residents of Corinth together.

The plan for downtown is the opportunity to ensure that the city benefits from targeted investment in a way that supports long-term economic growth. This growth will only be achieved by directly engaging with the local small business community, creating short- and long-term spaces for these businesses, working with existing property owners and other partners to create a thriving place, and purposeful steps to bring a diversity of business owners and community leaders into the discussion.

If we don't plan for it, the downtown plans may stall out or will take too long to be built. We will lose a vital way to grow a thriving heart for Corinth. We will lose the chance to help people build businesses within the community and incubate more locally owned businesses. We will lose a step to strengthen the city's competitive edge in the region and its ability to grow the local economy. We will lose a key way to bring people together, build the city's tax base, and create more opportunity for more people to thrive and be a part of Corinth's growth.

The Opportunity

Corinth's leadership recognizes the opportunity to build a place where families come together, young business owners can launch new ideas, and all of the generations can stroll and be a part of the community. The new downtown will serve the needs of residents, but also be able to draw people from the surrounding communities because of the special place created and its

unique businesses. Downtown Corinth will help to build a focused area for investment, development, and small business growth to strengthen the local economy.

Most of the major development is many years from now – large scale redevelopment of downtown properties and the future commuter rail stop. Yet the opportunity to build community, strengthen local businesses, and bring people together does not need to wait. In fact, by engaging in target activities in the next 3-12 months, the city will build momentum and buy-in for the downtown investments.

Engagement right now can be targeted to:

- Build buy-in among diverse leaders for investment in downtown and create stronger support for locally owned businesses.
- Activate areas of the future downtown to bring people together now and start to invest in creating a great place.
- Develop a clear quick hit strategy that builds off of existing investments to support a thriving downtown that benefits local residents and future students in downtown.

No one big investment will change the trajectory of downtown. It will become a thriving place only through a series of targeted, actionable steps to build the real estate market and create spaces and support for local small businesses. Direct engagement today also creates the opportunity to make sure that the city is represented by its storefronts - so that the culture and unique identity of the community stands out as future development happens.

The Businesses and Storefronts

Small-scale manufacturing businesses, and space for this business type in a downtown, are missing tools to create a thriving center. This type of business produces tangible goods (for example - hot sauce, handbags, or hardware) with one to fifty employees - a size that fits into the fabric of most neighborhoods and storefronts. These businesses provide a number of benefits to a city and the neighborhood:

- Business ownership is open to anyone with an entrepreneurial spirit and the ability to make something - college and advanced degree not required.
- The skill to create comes from every population in the city - allowing us to build an inclusive community of business owners and have more people build wealth for their families.
- Employees at these businesses make, on average, 50-100% more than their service or retail counterparts, allowing more people to move out of poverty and into the middle class.

- The businesses are locally owned, meaning they typically invest their revenue back into the community and hire from within it.
- They are often native to e-commerce which means that they bring revenue into the city from the rest of the country (and possibly internationally) from online sales.
- They help a city or a neighborhood stand out and remain unique even as a place is built up and changes.

Unfortunately, these businesses are often working “under the radar” and get no support from city programs. They are also one of the first to get pushed out of a city as lease costs rise. They cannot compete with a national chain for storefront space on a neighborhood main street, they often cannot commit to 10+ year leases, and they are often perceived as “high risk” tenants to a property owner because they are unfamiliar with this use type. All of this comes together to suppress new small business launches and push existing ones out of the city.

A targeted strategy that includes small-scale manufacturing businesses will help ensure that local businesses create a thriving and unique place that draws people to the neighborhood and supports a resilient and energized economy.

Now is the time for proactive steps to directly engage small business and property owners, civic leaders, and other decision makers in action for Corinth’s new downtown. Not what real estate will be built there in the future, but what we can do now to build a strong community for local business owners, begin to draw people to the future downtown, and show people the thriving place downtown Corinth will be.

These steps from Recast City allows Corinth’s leadership to:

- Identify small-scale manufacturing and artisan businesses in the region and understand their needs to grow locally, their potential for downtown, and real estate or economic development models to would support that.
- Engage select property owners to understand their challenges, how locally owned product businesses may become part of their strategy, and how different businesses can help to create a vibrant neighborhood.
- Identify a diverse mix of business types and owners to become part of downtown to represent all of the populations of the city, and to understand their needs and goals for locating downtown.
- Review select policies, business development programs, and zoning related to these goals to identify conflicts or key areas of support.
- Build buy-in among diverse leadership for investment in downtown and support for a clear vision.
- Develop a clear quick hit strategy that builds off of existing investments to support a thriving downtown that benefits local residents and future students in downtown.

The roadmap below provides details about how the community can accomplish this outcome.

Creating a Thriving Downtown Corinth with Small-Scale Manufacturing Businesses

Spark Roadmap

Goal:

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1. Experience and Outcomes

The team needs to begin with the essential first step to make sure that a core team working on the effort agrees on the outcomes. The goals presented above are the starting step.

Key questions to ask at this point include:

- How will we know if we succeeded? What does success look like in 3-9 months vs 3 years?
- Who needs to be at the table at the start to ensure we can implement the short- and long-term actions?
- How do we ensure that business owners engaged in this project represent the demographic diversity of our jurisdiction?
- Who will benefit from this investment? Who should be in the storefronts? Who should own the businesses? Who should shop there?
- What is the experience like on a Saturday night in our target area?
- How can we measure the benefits and the impact to individuals and the community?
- What work has the community completed to date that this should build from? Are there any specific recommendations to pull out specifically?

2. Build Capacity and Engage

Placemaking and economic development are more successful, with less risk and less potential to waste scarce resources, when we talk directly to people who should benefit from the investment. This direct engagement of small-scale manufacturing business owners, property owners in the target area, civic and local elected leaders is essential to understand what is working, what gaps remain, and which ones need to be fixed in the short-term for maximum impact on the target outcomes.

The team needs to map out target individuals for interviews and small group discussions. The individuals need to fall into a number of categories, such as:

- Small-scale manufacturing business owners in leased space
- Artisan business owners with home-based businesses or shared space
- Property owners in the target area who have the neighborhood's interest at heart (vs a distant landowner)
- Civic leaders who can connect us with a diversity of business owners to ensure those interviewed reflect the demographic diversity of the community
- Local elected leaders, appointees, and Chamber leadership who can support budget decisions to implement actions out of this effort

3. Meet and Interview

The interview step is deep engagement with target individuals to understand what they think, what is important to them, what works well already (that we can build on), and what needs to be fixed ASAP to achieve our stated outcomes. Engagement is different than outreach. Engagement asks people to talk with us. Outreach asks people what they think of the ideas we've come up with. In this step, we focus on direct engagement.

We interview small business owners and civic leaders, especially those who have not been invited in the past to participate, through one on one conversations. Small group meetings of property owners, non-profit service providers, or other civic leaders can be hosted by the lead team for additional essential conversations and to build buy-in for the project.

Interviews cover information such as:

- What works about having a business or property in the community?
- What are the most important assets for you in the community?
- What are the greatest challenges?
- Why do you choose to do this work here?
- Would a community or neighborhood of businesses benefit you? How so?

Additional questions to consider:

- What do we know about small-scale manufacturing and locally owned businesses in the city today?
- What is the relevance of these businesses to development in downtown?
- What are the needs of this business sector and what are their barriers to growth?
- How can the neighborhood and the city support more reinvestment in downtown from its existing residents?
- What is the role of property owners and developers to support locally owned businesses?
- What are some short-term and long-term steps the city can take to promote and support the local product industries?
- What are the land use and property needs of this business sector?
- What kinds of programming would best support downtown to attract more foot traffic today?

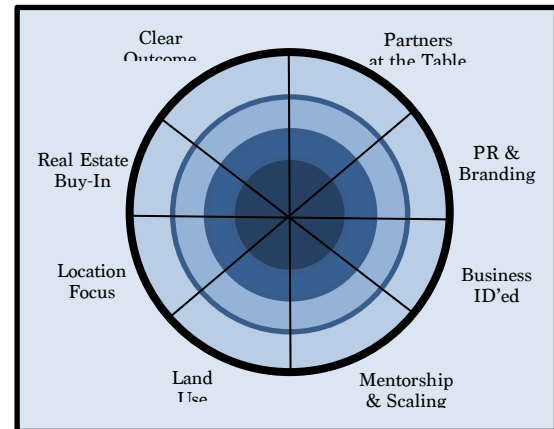
4. Mine and Analyze

We then go through all of this feedback to understand the core assets of the community, barriers to achieve our target outcomes, and major gaps that need to be addressed so we can successfully move forward. The analysis is more art than science, but it has a structure. The analysis is essential so that we understand big issues from the interviews and meetings. A few key pieces to think about as we sift through the feedback:

- What assets came up again and again?
- Are there different assets and challenges that came up for small-scale manufacturing businesses of different sizes vs property owners vs economic development decision makers vs banks and investors?
- What wasn't said? Is there some glaring issue that no one brought up? Why? That may be a gap to address.

We think through the interviews and feedback along the 8 elements of success in the chart. Ensure that you have assets, gaps, and potential next steps in each.

Note: This is also the step where we pull the best example of how to get that next step done from national models successful in other communities. This is part of the package we offer with the Recast Boost.



5. Document and Act

Be impatient. Now is the time to review the gaps you identified in relation to the outcomes and benefits you stated at the start. There are an unlimited number of actions you can take, but the goal is to focus on the ones that meet the needs of those outcomes and get you there the fastest.

Short-term wins will help build the support for your bigger, harder initiatives. It will also build good will among the business and property owners who see action happening now, and not just some new long-term plan with no impact.

As you review the gaps, potential actions, and outcomes, consider a few additional questions to help you refine your priority list of actions for the next 3-9 months:

- What helps you move forward on your outcomes?
- How do you target who should benefit by the way you create a program or the engagement around it?
- What are actions your partners can take on?
- Who has different roles of leadership and implementation who can help make pieces happen and support a budget proposal or a policy change?
- How will small-scale manufacturing have a seat at this table for implementation?

Remember to work with your connectors from Step 2 to reach people and implement. You may not be the right messenger or delivery person.

6. Make it happen!

Brief your local leadership, talk to the small-scale manufacturing business owners, regroup with the property owners. Tell them where this work landed and introduce them to the short-term actions. Pick your top 3 and implement them!

Are you ready to make this a reality?

We are ready to take this on with you.

With the Recast Boost, we take you through this process step by step, ensure each stage is complete, and ensure that you have the right targeted actions to take on at the end. We make sure you bring your downtown to life ASAP.

Recast Boost

**4-month engagement
Weekly calls, coaching, and mentorship
Conduct all interviews and meetings
Mine and analyze all input
Draft complete action plan
Brief local leaders to start action**

Regular Price: \$25,000

COVID Discount Rate: \$19,000
(all interviews conducted remotely)



RECAST CITY

Recast City is a national consulting firm that works with real estate developers, city, county and other civic leaders, and business owners to integrate manufacturing space for small-scale producers into redevelopment projects. We build the startup community for small manufacturers and makers in the city - across industries of textiles, electronics, wood, metal and other materials.

Recast City brings together small-scale manufacturers and community developers to strengthen our neighborhoods, build value in our real estate, and create more job opportunities for residents.

We help landowners, developers, and city leaders understand this growing business sector and how to incorporate it into real estate products. We help maker industry entrepreneurs and small manufacturing business owners get the support and exposure they need. And we help communities create more good paying jobs for our local residents.

For additional information, contact:

Ilana Preuss

Founder & CEO

Recast City LLC

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240-472-2765



Make Great Places

Build communities where
small-scale manufacturing businesses thrive

Recast City LLC

Our understanding of what makes a strong local economy is changing. We know that people and businesses pick a place first. That downtowns matter. And that what makes a place unique is just as important as, well, just about anything else.

The Soul of the Community study by the Knight Foundation made it clear: People are tied to a place because it is inclusive, there are places to gather, and there is some aesthetic beauty of the place – the buildings, the natural environment.

Yet when we work on city redevelopment plans, we forget these key elements. We know that we need to tie economic development and place together. We know that we want people to remember to love where they live.

That's where we come in - Recast City.

We work with local leaders to create great places that build energy, increase the number of good paying jobs, fill storefronts, and make people proud of where they're from. All by bringing small-scale manufacturing businesses to the forefront.

Small-scale manufacturing businesses (any business making a tangible good from handbags, to hot sauce, to hardware) on main street give us that competitive edge. They are modern manufacturing (Good paying jobs, but clean and quiet neighbors). They give us an attraction on main street (Look through that window to see what they're making!). They have diverse revenue models selling in-person and online (They're not dependent on foot traffic). And they remind our neighbors that we have something to be proud of when they see the locally owned businesses thrive.

ILANA PREUSS

Founder & CEO



Ilana Preuss is the Founder of Recast City LLC, a consulting firm that works with real estate developers, city and other civic leaders to integrate space for small-scale producers into redevelopment projects and place-based economic development. She is passionate about making great places and sees that small-scale manufacturers are a missing piece in today's mixed-use development and commercial property repositioning.

With over 20 years of experience in city development, Ms. Preuss works with real estate developers, economic development corporations, and other local leaders to go from idea to plan to action to build great places with vibrant economies. She supports businesses and organizations to develop strategies with measurable and achievable outcomes.

Preuss' passion for great places grew out of her experience working with big and small cities all over the country when she led the technical assistance program at the U.S. EPA Smart Growth Program, and as the Vice President & Chief of Staff at Smart Growth America.

Now through her work at Recast City, Ms. Preuss works with business leaders to understand the local small-scale manufacturing sector, discover the potential to enhance real estate development, and tap state and federal resources for support. She works with real estate developers to integrate small-scale manufacturing businesses into new and rehab products to increase a project's value and draw people to the target neighborhood. She works with economic development authorities to identify key assets in the local community and build goals and tactics to create vibrant and sustainable economic growth.

Ms. Preuss' forthcoming book, *Recast Your City: How to Save Downtown with Small-Scale Manufacturing* will be released in spring 2021 by Island Press. Her projects at Recast City span the country – from Washington, D.C. to Honolulu, HI. Through work with real estate developers, foundations, city planning and economic development offices, and with mayors, she develops demand analyses, economic development strategies, and business-retention and planning policies. Her technique of intensive one-on-one engagement with local business owners and other stakeholders provides clients with a deep understanding of local challenges and opportunities for success.

In 2017, Ms. Preuss co-authored, Made in PLACE: Small-scale manufacturing and placemaking, in partnership with Smart Growth America and funded by a grant from the U.S. Economic Development Administration, and she co-authored, Discovering Your City's Maker Economy, a field guide for National League of Cities, in partnership with NLC, Etsy, and the Urban Manufacturing Alliance. She also authored a chapter in Creative Placemaking, a publication by the National Endowment for the Arts.

Ms. Preuss is an experienced speaker, see her presentation “The Coming Revolution: Small-Scale Urban Industrial Development” at Meeting of the Minds 2014 in Detroit, and her TEDx presentation, “The Economic Power of Great Places.” She is a regular press spokesperson featured in the New York Times and USA Today.

Experience

Recast City LLC

Founder & CEO, December 2014-Present

- ***Saving Small Business.*** (current) Working with Sharon, PA to develop new programs to support local small businesses during the COVID-19 economic crisis. Directly engaging small business owners, property owners, and other local economic leaders to define a new grant program and other forms of assistance as the economy opens.
- ***Real estate with small-scale manufacturing.*** (current) Working with real estate development project in Brooklyn, NY to determine the feasibility of building space for small-scale manufacturers in a new mixed-use development. Directly engaging with small business owners in the neighborhood to gauge interest, understand market demand, and build metrics into the projects development plan.
- ***Etsy Maker Cities National Grant Program.*** (current) Working with Etsy's Maker Cities program and the Mastercard Center for Inclusive Development to run a national grant competition. Providing training for the 5 selected grantees on effective economic and community development program implementation. Hosting a 12-month learning cohort for the grantees to ensure implementation of projects.
- ***Economic Development Framework for Small-Scale Manufacturing, Montgomery County, MD.*** Conducted interviews and research with the client, the Montgomery County Economic Development Authority, to develop a county-wide strategy to support the target sector. 2019
- ***Downtown Development Authority, Longmont, CO.*** Developed policy and programming strategy for downtown Longmont in partnership with DDA's executive director. Provided training on tools and templates for user research interviews. Provided zoning language changes and real estate development models for immediate implementation. 2019

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- *Place-Based Economic Development – 6 Regional Projects, Smart Growth America.* Funded by the U.S. Economic Development Administration. Worked with all EDA regions to provide projects directly to six cities to integrate small-scale manufacturing into local economic development and redevelopment efforts. Project locations include: Kalispel, WA, Lafayette, LA, Columbia, MO, High Point, NC, Baltimore, MD, South Bend, IN. 2019
 - *Recast Spark 2018 – Fairfax City, Bend, OR, and Myrtle Beach, SC.* Targeted roadmap for each location based on Recast City Eight-Point Lens for Action.
 - *Reposition Retail with Small-Scale Production, Fairfax County, VA.* Conducted interviews with small-scale producers and real estate professional to develop a strategy that incorporates these small businesses into existing commercial space. Projects includes zoning modifications, permitting process analysis, development of a production business database, and direct business owner engagement.
 - *Identify Small-Scale Manufacturing and Positioning, Montgomery County, MD.* Conducted interviews and research in Montgomery County for Councilmember Riemer to identify assets and business growth potential in the small manufacturing sector and understand policy gaps that may need to be addressed.
 - *Repositioning Retail with Small-Scale Manufacturing, Greensboro, NC.* Engaging with City of Greensboro, Planning Department, to provide best practices and models for retail repositioning in historic buildings near downtown, using small-scale manufacturing as a key asset, and providing input on the new comprehensive plan.
 - *Discovering Your City’s Maker Economy, National League of Cities (NLC).* Co-authored with NLC, Etsy and UMA a field guide for elected officials on strategies to grow local economy with production-based micro-enterprises. Created and facilitated training on the guide for elected officials at the NLC City Summit. Released 2017.
 - *Small-Scale Manufacturing and Placemaking – Technical Assistance and Publication, Smart Growth America.* Partnered with SGA, through funding from the U.S. EDA to develop national report on best practices to promote small-scale manufacturing and placemaking to strengthen local economies. Providing workshops in four target communities, Lowell, MA, Knoxville, TN, Twin Falls, ID, and Youngstown, OH. Funded by the U.S. Economic Development Administration. Co-authored final report, *Made in PLACE: Small-scale manufacturing and placemaking*, released in 2017.
 - *Comparables for Shared Manufacturing Real Estate, Baltimore Arts Realty Corp., Baltimore, MD.* Providing research on multi-tenant real estate projects in other cities that contain small footprint manufacturing businesses and provide best practices for local development, business service needs, and build out details for real estate development potential.
 - *Training Local Economic Development Leadership on Maker Industries, I-69 Michigan Thumb Region.* Developed training for local economic development and
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elected leadership to identify, promote and strengthen local maker and small-scale manufacturing industries, and apply to pilot community in the region.

- ***Maker Economy Potential, Fremont, CA.*** Worked with the City of Fremont economic development office to develop strategy to engage and promote small-scale producers as part of the Innovation District at a new BART station and new downtown development.
 - ***Industrial Integration to TOD, Silver Spring, MD.*** Worked with a local real estate developer to promote and protect a vibrant local industrial area concurrent to development of a new mixed-use project at a transit station.
 - ***Guide for Local Maker Fund, Montgomery County, MD.*** Worked with the County to develop a guide for a new Maker Fund to support maker education in the short-term and maker and small-scale manufacturing businesses in the longer-term.
 - ***Cowork Manufacturing Space, Washington, DC.*** Demand analysis for local developer on the potential for a shared space for local small-scale manufacturers and artisans to co-locate in new or rehabilitated real estate projects.
 - ***Maker Industries in Mixed-Use, Washington, DC.*** Worked with a local real estate developer to test feasibility for small retail + production space in new mixed-use residential projects as a building amenity to attract new residents.
 - ***Maker Industries and Main Street, Grants Pass, OR.*** Funded through a state grant to develop a strategy to bring more small-scale manufacturing businesses into the rural city's downtown through one on one engagement with local businesses, review of existing funding and policies supporting this sector locally, and analysis of downtown redevelopment and transportation improvement opportunities.
 - ***Maker Industries & Chinatown Reinvestment, Honolulu, HI.*** Hired by the City to develop strategy to integrate maker industries and small-scale manufacturing into new transit-oriented development in Chinatown and the airport industrial area, as well as balance cultural interests in redevelopment of the historic Chinatown.
 - ***Maker Industries and Manufacturing Leadership, Indianapolis, IN.*** Hired by the City to develop a strategy that promotes and strengthens the maker industry and contract manufacturing sector while building leadership for this business community from the private sector.
 - ***Maker Industries & Neighborhood Redevelopment, Hoboken, NJ.*** Hired by the Mayor to identify key local producers and develop strategy for City Council to determine how these businesses should be incorporated into neighborhood rehabilitation development plans.
 - ***Make Space for Makers, Cincinnati, OH.*** Hired by local non-profit, through funding from the US Bank/Haile Foundation, to identify demand for maker industry spaces in Cincinnati, identify core leaders for action, and establish strategy to test out potential demand for real estate engagement.
-

Smart Growth America

Vice President & Chief of Staff, 2010-2014

- *Facilitated and led strategic planning process for organizational growth*, including staff survey, interviews with external partners, and drafting of 5-Year Strategic Plan – first strategic plan of the organization under new leadership.
- *Co-authored Building Better Budgets*, a national analysis of the fiscal impacts of smart growth and infill development showing one-third lower infrastructure costs and more than 10 times the tax revenue as compared to development at the fringe.
- *Co-authored two reports on Federal Involvement in Real Estate*, national reports profiling the \$450 billion each year the federal government spends on real estate through a combination of direct expenditures and tax and loan commitments. The second report recommends specific policy changes to better support reinvestment in communities. National spokesperson on the report.
- *Communications and outreach training workshops*, Programmed and led over 20 trainings over two years for local elected leaders and staff on effective communications and outreach strategies for local and regional planning efforts.
- *In the City series*, Led quarterly series in 2013 to convene local entrepreneurs and urbanists about what makes a city great, including events, Tech in the City, Food in the City, Transportation in the City, and Production in the City.
- *Management*, Managed and supervised staff of 40, and directed communications team.

Previous Experience

Transportation for America campaign, Smart Growth America

National Outreach Director, 2008-2010

US Environmental Protection Agency

Director, Technical Assistance Program, Smart Growth Division 2001-2008

Economic Research Associates

Associate, 1999-2001

Israel Union for Environmental Defense

City Planner, 1996-1998

WORKSHOP BUSINESS ITEM 2.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020

Title: Operational Workshop

Submitted For: Bob Hart, City Manager

Submitted By: Lee Ann Bunselmeyer, Director

Finance Review:

Legal Review:

City Manager Review: **Approval:** Bob Hart, City Manager

Strategic Goals: Infrastructure Development
Citizen Engagement & Proactive Government
Regional Cooperation
Organizational Development

AGENDA ITEM

Receive a report and hold operational discussions on the Fire Department, Police Department and Public Works Department.

AGENDA ITEM SUMMARY/BACKGROUND

Staff has begun preparing for next year's operational budget. The new budget will go into effect on October 1, 2020. It is important to establish the foundation of the City's three largest operational budgets in the General Fund: Public Works, Police and Fire.

Staff will provide a presentation on the accomplishments, workload, and challenges for each department.

RECOMMENDATION

Attachments

Presentation



DEPARTMENT OVERVIEW

PUBLIC WORKS, POLICE, AND FIRE DEPARTMENTS

JULY 16, 2020 CITY COUNCIL WORKSHOP



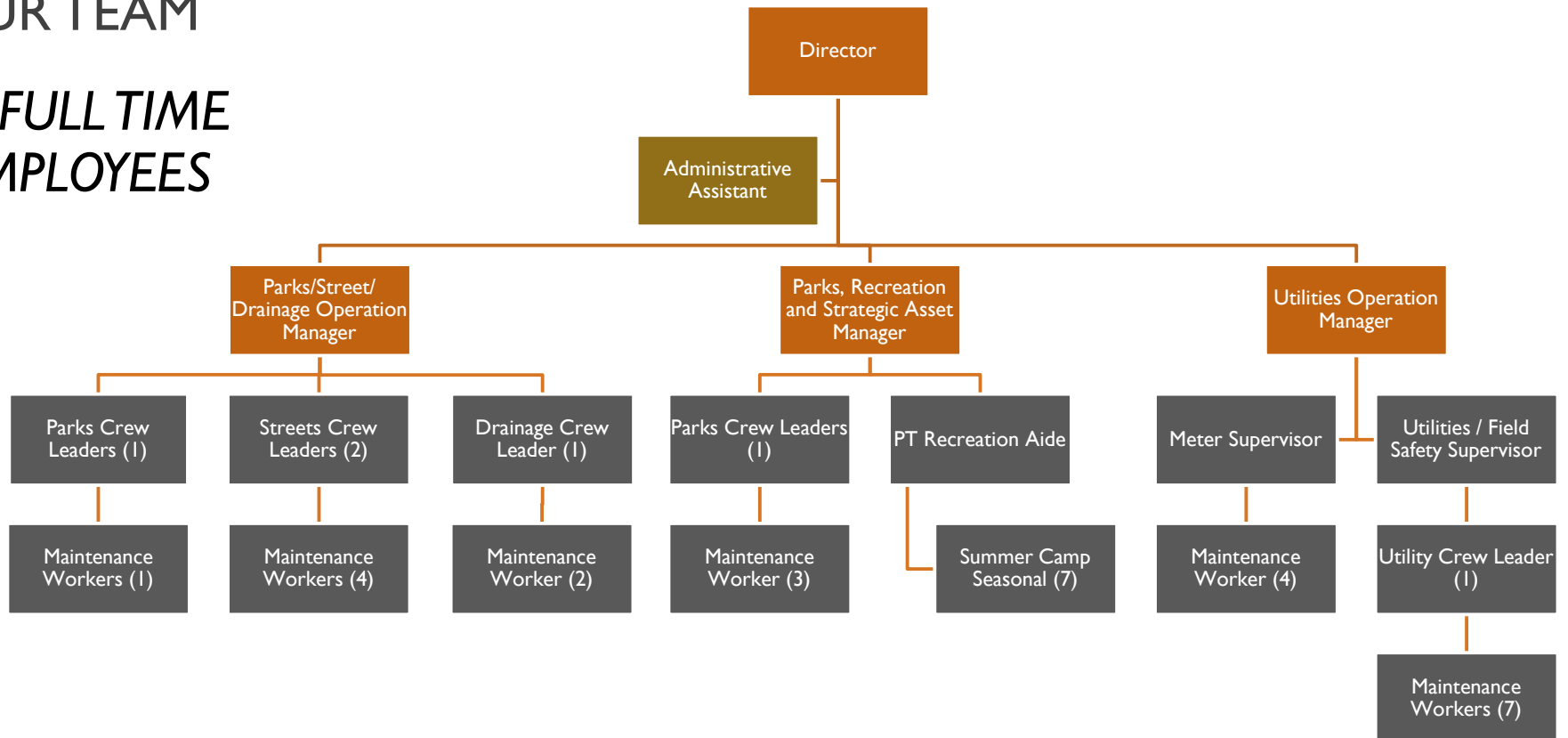
PUBLIC WORKS

CODY COLLIER, DIRECTOR

The Department has multi-faceted services comprised of the following: Maintain the City Street System through proactive maintenance; preserve and enhance the City's quality of life through landscaping and park amenities in the community's public open spaces; and provide potable water at adequate pressure and in sufficient quantities to the residents of Corinth.

OUR TEAM

34 *FULL TIME*
EMPLOYEES



PARKS & STREETS



Accomplishments for FY2019-20

- Installed soccer net between game fields and tree line
- Installed rubber mulch at all playgrounds within the parks
- Green Ribbon project completion for FM 2499 and FM 2181 with TXDOT.
- Shady Shores and Riverview reconstruction
- Became Tree City USA certified member
- Purchased road condition analysis software through the NTCOG Share Program
- Entered into an agreement with the Dallas Off Road Bicycle Association (DORBA)
- Entered into an agreement with Public Works Emergency Response Team (PWERT)
- Complete mid-term APWA accreditation review
- Blue Ribbon Program and Tree Removal

Goals & Objectives for FY2020-21

- Purchase and integrate a work order and asset management software program.
- Enhanced Community Park Preventive Maintenance Plan
- Renew Sports Association (Soccer, Softball/Baseball) co-sponsorship agreements.)

Street Department



106 Potholes
Repaired



800 linear feet of
sidewalk replaced



6,147 square yards of
street reconstruction

266 Work Orders- Average Resolution Time -14 Days

Parks & Recreation



- Trails

- 12.74 miles

- Parks

- 184 acres of public parkland
- 15 neighborhood parks
- 12 playgrounds
- 10 miles of ROW maintained
- Athletic Fields Prepped for 875 Games

- Recreation

- 168* Class Participants
 - *Down from 272 due to COVID-19
- 0* Summer Camp Participants due to COVID-19
 - *Down from 2,874 from Summer Camp 2019
- 9,770* Association Athletic Participants due to COVID-19
 - *Down from 21,012 FY 19-20

70 Work Orders- Average Resolution Time - 6 Days

STORM DRAINAGE



Accomplishments for FY2019-20

- TCEQ approved the 5-year SWMP permit
- Zero West Nile Virus positive samples
- Annual Report (year 14) approved by TCEQ.
- Met or exceed TCEQ Storm Water Compliance regulations and BMP's.

Goals & Objectives for FY2020-21

- Continue Mosquito Abatement Program.
- Continue to meet or exceed TCEQ Storm Water Compliance regulations and BMP's.

Stormwater/Drainage Department



990 Storm Inlet
Inspections



40 Storm Inlets Cleaned

45 Work Orders
Performed

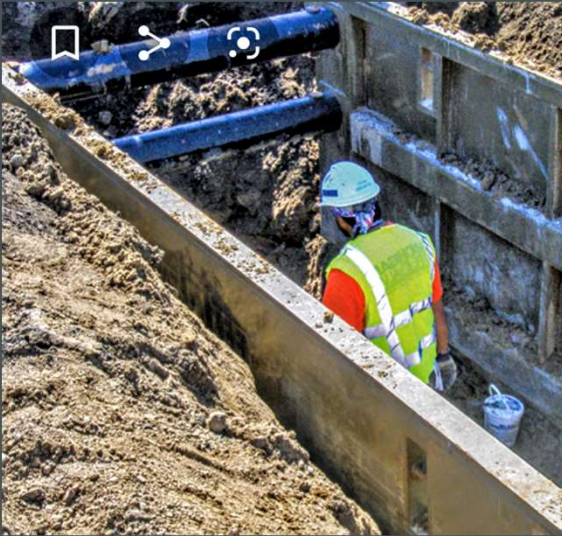
23,000 linear feet of
channel mowing

1,598 linear feet of channel
cleaning & grading



45 Work Orders- Average Resolution Time - 4 Days

WATER/WASTEWATER



Accomplishments for FY2019-20

- Maintained a superior/outstanding water rating with TCEQ
- Upgrade and replace Phase 3 of the City's utility transponder system to a single point meter reading system
- Continue to update GIS for new water/sewer lines and older lines that have been repaired.
- Maintained 100% compliance with state backflow and cross connection standards.
- 100% compliant with TCEQ for all water samples and reports.

Goals & Objectives for FY2020-21

- Upgrade and replace all commercial & residential meters that are 15 years or older
- Meet State requirements for the City's public water system to be recognized with the Outstanding Water and Cross Connection awards from TCEQ
- Perform Inflow & Infiltration testing within the 3A basin
- Maintain a superior water rating with TCEQ

Water /Wastewater



13 Water Main Repairs



2 Water Pump Stations Repaired



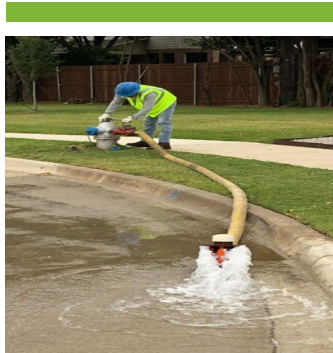
13 Lift Stations Maintained



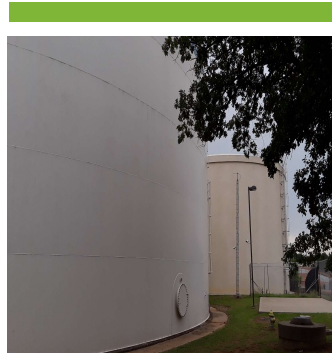
3,236 Water Quality Sample Tests



Subscription usage
Water – 70% annually
Sewer – 80% annually



Flushed dead end lines 475 times



6 Water Storage Tanks Maintained



7,260 Water Accounts



7,260 Transponders Replaced

4,870 Work Orders- Average Resolution Time - 3 Days



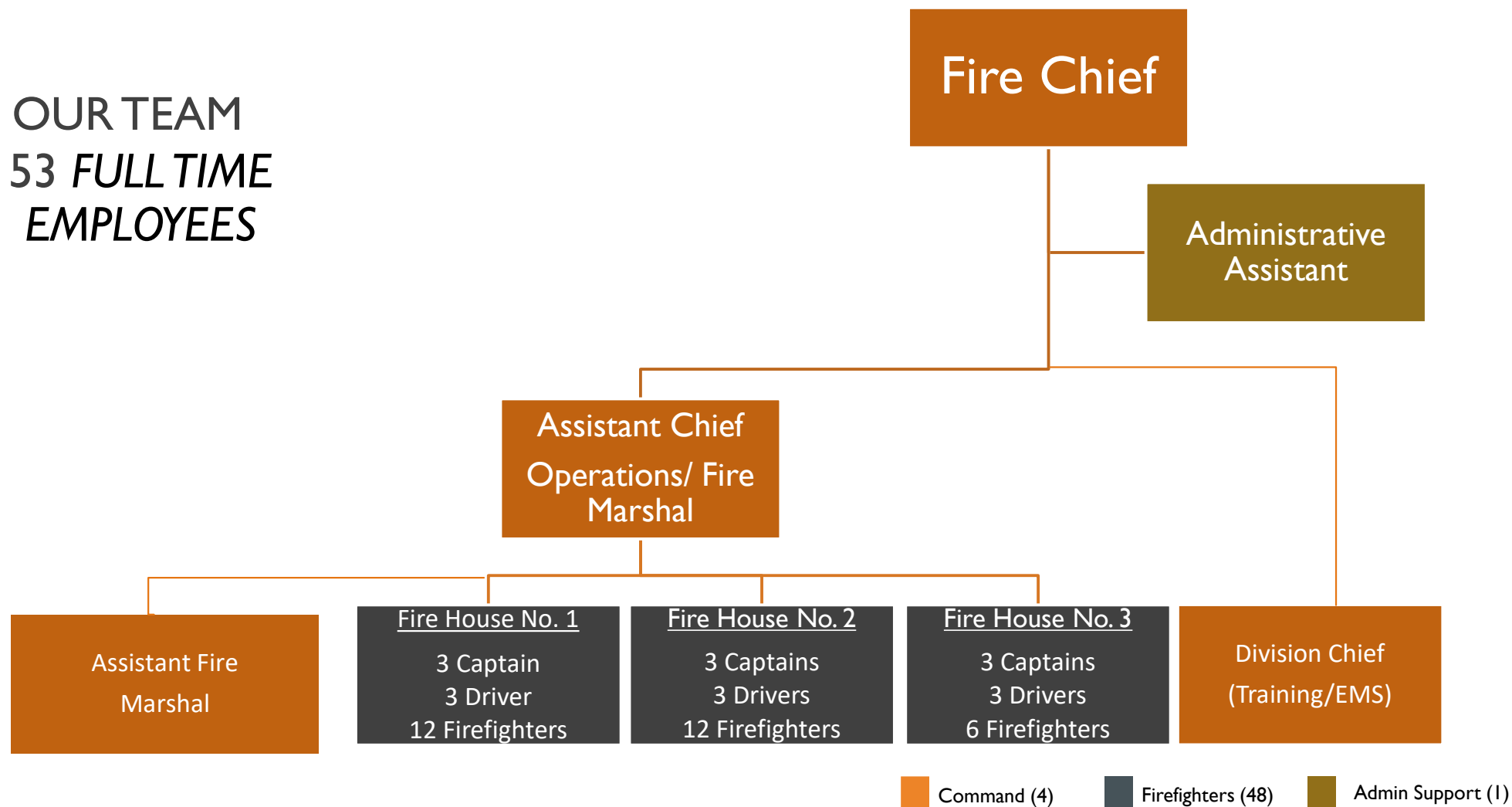


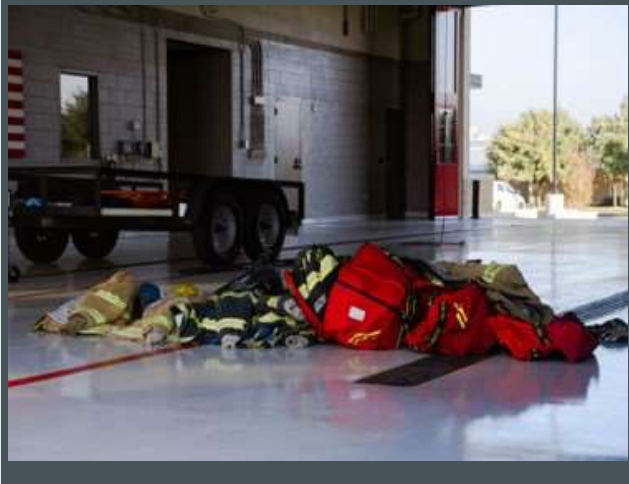
FIRE SERVICES

MICHAEL ROSS, FIRE CHIEF

The Fire Department is a recognized leader in the development and delivery of professional and innovative emergency and life-safety services. We'll be there – Ready to respond, compassionate in our care, and safe in our work.

OUR TEAM
53 *FULL TIME*
EMPLOYEES





ACCOMPLISHMENTS

- Created a joint Public Safety Citizens Academy.
- Majority completion of road for fire training field.
- Upgraded outdoor warning sirens.
- Established framework for leadership development program for company officers and command staff positions.
- Continued fire training field partnership with the City of Little Elm.
- Revamped fire prevention for school aged children using educational characterization.
- Updated security and communications between reporting programs.
- Renewed fire contract with City of Lake Dallas, Town of Shady Shores and Town of Hickory Creek.



Firehouse No.1

275 W. Main, Lake Dallas

Station Staffing:

- 1 Captain
- 1 Driver
- 4 Firefighters

Equipment

- Engine 591
- Medic 591

Minimum
Firefighters on
duty daily

5



Firehouse No.2

2700 W. Shady Shores, Corinth

Station Staffing:

- 1 Captain
- 1 Driver
- 4 Firefighters

Equipment:

- Engine 592
- Medic 592
- Reserve Engine/Medic
- Brush, Fleet Trucks, ATV

Minimum
Firefighters on
duty daily

5



Firehouse No.3

3750 Cliff Oaks, Corinth

Station Staffing:

- 1 Captain
- 1 Driver
- 2 Firefighters

Equipment:

- Quint 593,
- Heavy Rescue 593

Minimum
Firefighters on
duty daily

3

LCFD 2019 Call Volume by Incident Types

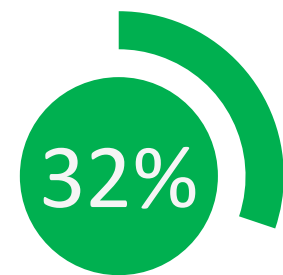
Provided Service to Corinth, Lake Dallas, Hickory Creek and Shady Shores



Calls that required
action on scene



Response time
within 8 minutes

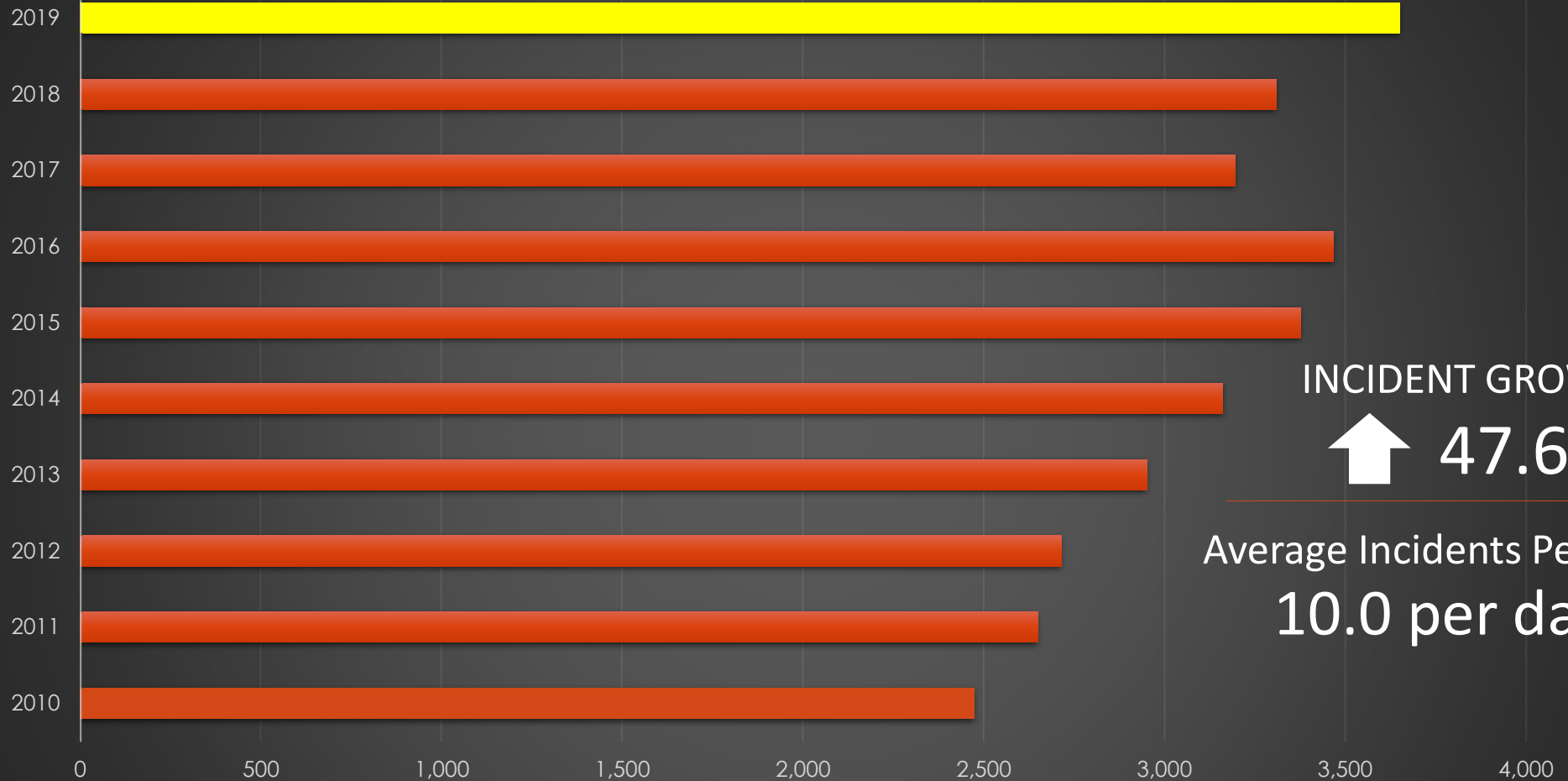


Response time
within 4 minutes

3,650 Total Calls for Service

1	EMS	1,884	2	Service Calls	480	3	Good Intent	397
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Call Volume Trends



	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
■ Calls	2,473	2,649	2,714	2,951	3,162	3,377	3,468	3,195	3,310	3,650

LCFD in the Community



Fire & Life Safety Education

- Reached approx. 8000 children, pre-K to 3rd grade + 5th grade.
- Included LDISD, Charter School, and Daycare Facilities
- High School Fire Academy
- Citizens Public Safety Academy



Commercial Occupancy Inspections

- Inspected 575 businesses
- 69 reinspections due to violations.
- 83 Finals, CO's and Alarm Inspections.



Community Support

- 363 public education, public appearances, ride outs, and station tours.



Siren Upgrades

- All sirens will be on a single point of activation
- Web based- can set off remotely
- Sirens are encrypted
- Polygon based siren activation
- Maintenance program with automatic alerts
program with automatic alerts

9 outdoor siren systems for the Lake Cities Area:

300 East Hundley, Lake Dallas

700 North Shady Shores Road,
Lake Dallas

Intersection of S. Hooks and
Lakewood, Hickory Creek

Intersection of Oak Tree and Strait,
Hickory Creek

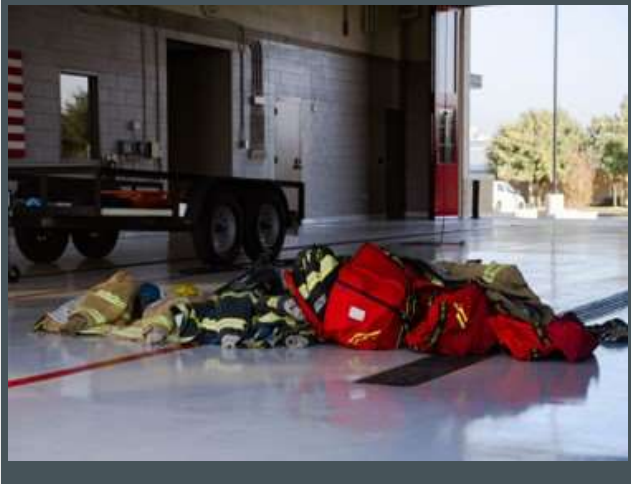
3101 South Garrison, Corinth

3200 Post Oak, Corinth

1701 Ford Street, Corinth

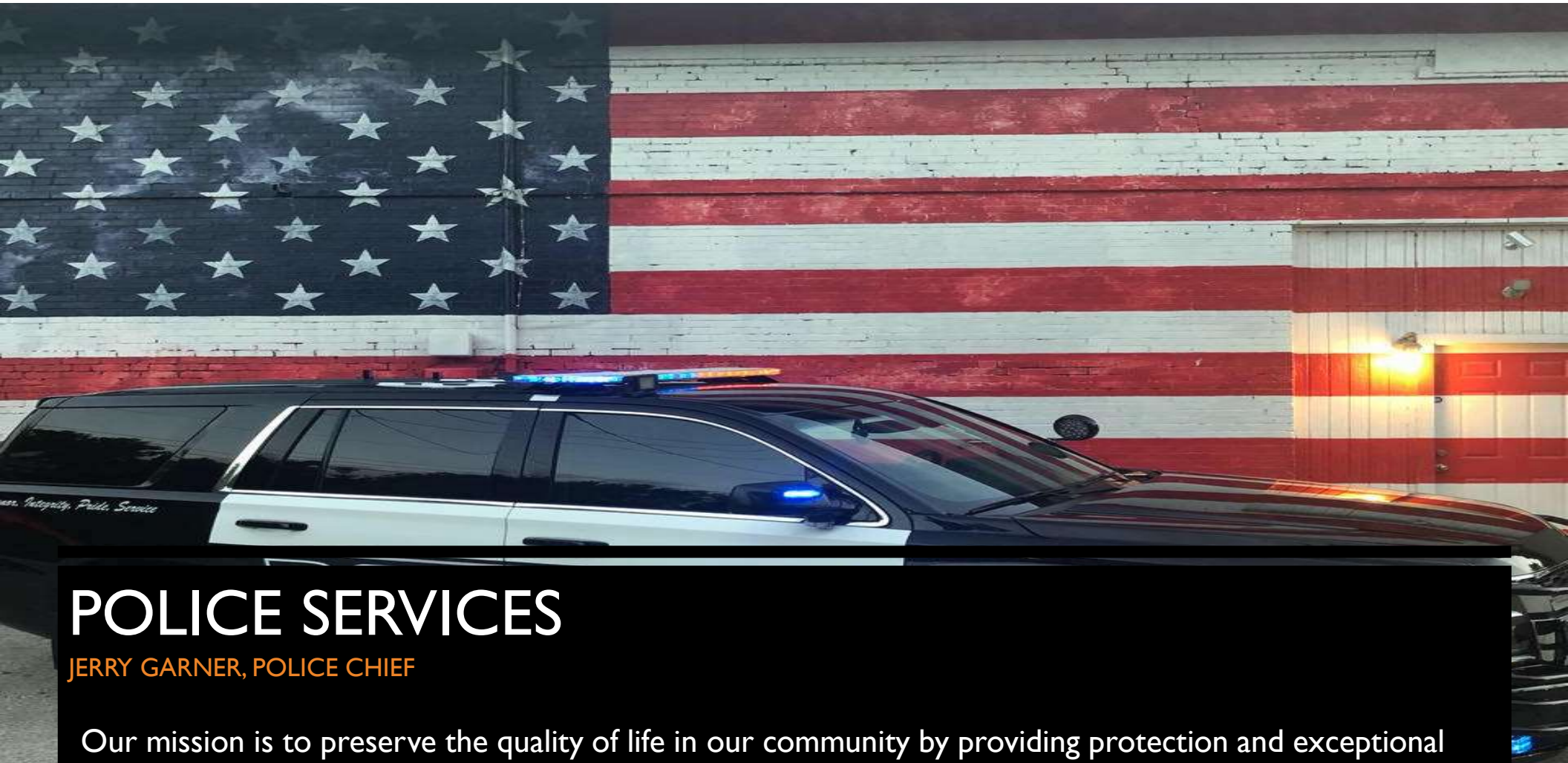
Shady Shores Road, Corinth

101 Shady Shores Road, Shady
Shores



OBJECTIVES FOR FY2020-21

- Seek recognized status through the Texas Fire Chiefs Association Best Practices.
- Revamp fire prevention program for senior citizens.
- Finalize a master plan for the design of the fire training field.
- Approve fire services agreements with the Lake Cities.
- Signed MOU with NCTC for fire training field.
- Implement step-up Shift Command position.
- Create fire prevention brochure for businesses and station tours.
- Personality profile training for Captains, Drivers, and FTO's.



POLICE SERVICES

JERRY GARNER, POLICE CHIEF

Our mission is to preserve the quality of life in our community by providing protection and exceptional customer service with honor, integrity, and pride.



Our Vision:

A police department and community working in partnership for a safer, better Corinth and Shady Shores.

Our Mission:

Preserve the quality of life in our community by providing protection and exceptional customer service with honor, integrity, and pride.



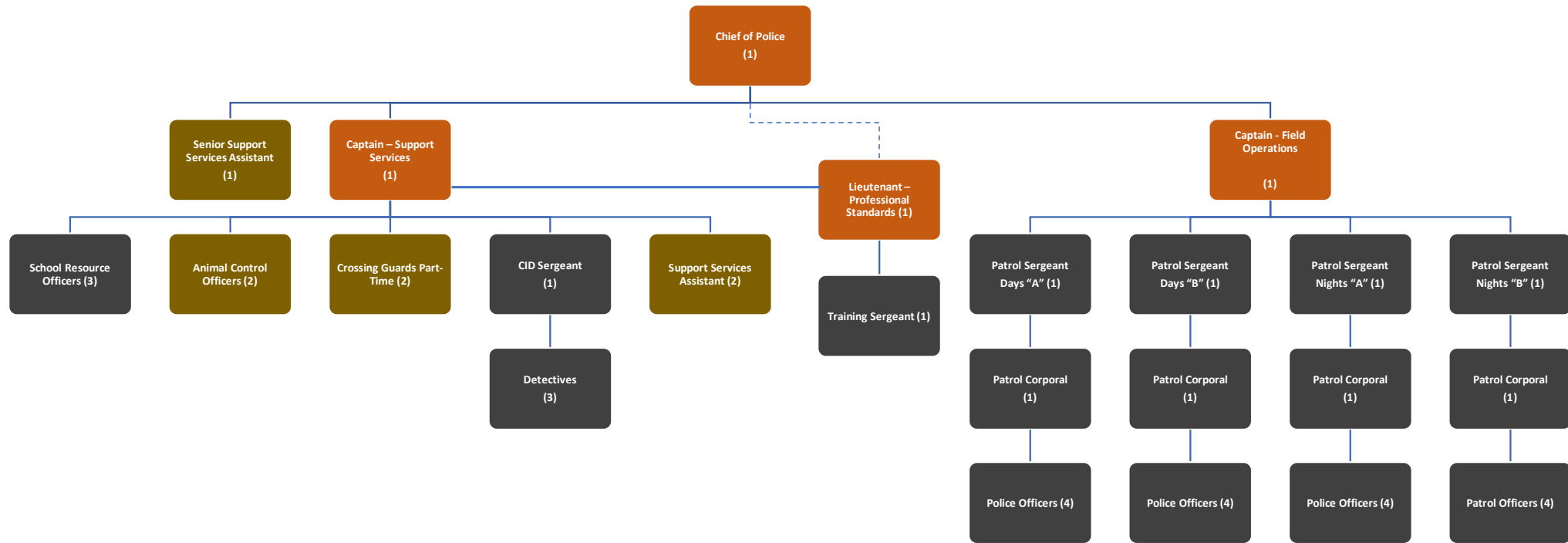
Our Goals:

- Work Safely
- Find a way to help (exceptional customer service)
- Do the right thing, on-duty and off

Our Values:

- **Honor**-We realize that we are privileged to work in a vital cause and we pledge to bring only positive recognition to ourselves and our Department.
- **Integrity**-We recognize that an earned reputation for integrity--for doing the right thing-- is a police officer's most precious possession.
- **Pride**-We are proud of our organization, our profession, and the community we serve.
- **Service**-We will do our best to provide prompt, effective, and courteous service to our citizen-customers.

Corinth PD Organizational Chart 2020



Professional Standards to report to Chief of Police during Internal Affairs Investigation

Command (4)
 Sworn Officers (32)
 Civilians (7)

ACCOMPLISHMENTS 2018-2019



- Saw significant decreases in reported Part One or Index crimes during the year in both Corinth and Shady Shores.
- Updated the Police Department's Strategic Plan and organizational structure.
- Increased educational opportunities for sworn personnel, including supervisory/leadership training.
- Promoted multiple well-qualified officers to first-line supervisor positions.
- In cooperation with the Lake Cities Fire Department conducted the first annual combined Citizens Public Safety Academy.

COMMUNITY POLICING OPERATIONS 2018-2019

National Night Out

13 parties attended

Directed Patrols/Park
and Walk
15,100



Citizens Public Safety Academy

25

School Resource Officers

3 Dedicated Officers

CSI Youth Camp

25 Students

PATROL DIVISION OPERATIONS 2018-2019



CALLS FOR SERVICE

Answered 9,983 calls



TRAFFIC CITATIONS

Issued 6,330 Citations.



WARNINGS

Issued 5,054 citations



PARK & WALKS/ DIRECTED PATROLS

Conducted 15,100 Patrols



VEHICLE ACCIDENTS

Investigated 533 Accidents



TRAFFIC COMPLAINTS

Investigated 787 Complaints



ARRESTS

(Felony & Misdemeanor)

Conducted 431 Arrests

AVERAGE RESPONSE
7.24 minutes on Priority Calls

CRIMINAL INVESTIGATIONS OPERATIONS 2018-2019



**CLEARED 79
CRIMINAL CASES**



**RECOVERED \$70,595
IN STOLEN PROPERTY**



**INVESTIGATED 542
CRIMINAL CASES**



**FILED 465
CRIMINAL CASES**

Animal Services Operations 2018-2019

ANIMAL SHELTER

Sheltered 80 Animals

CITATIONS

Issued 26 citations

CALLS FOR SERVICE

Answered 920 Calls

ANIMALS RETURNED TO OWNER

Returned 35 Animals



PET REGISTRATIONS

Conducted 185 Pet Registrations

ANIMAL BITES

Responded to 22 Bite Calls

QUARANTINES

Quarantined 21 Animals

WILDLIFE RELEASED

Released 60 Animals

Volunteers in Police Service 2018-2019

TOTAL HOURS

2,458 Hours Volunteered



VACATION WATCHES

Conducted 1,842 vacation watches

The Corinth P.D. Volunteers In Police Service (VIPs) program started in 2012. Volunteers receive formal training on tasks involving Vacation House Watch, Abandoned Vehicle Notification, Special Patrols and clerical duties. We currently have approximately 10 active volunteers.

U.C.R. Stats 2015-2019

Classification of Offense	2015	2016	2017	2018	2019
Murder	0	0	1	0	0
Rape	2	3	1	2	3
Robbery	3	1	4	2	2
Assault	111	125	123	96	78
Burglary	31	32	33	32	33
Theft	165	154	218	160	125
Motor Vehicle Theft	21	11	21	13	10
<i>Grand Total</i>	<i>333</i>	<i>326</i>	<i>401</i>	<i>305</i>	<i>251</i>

OBJECTIVES FOR FY2020-21



- Recruit, hire, and train exceptional candidates for the two additional officer positions authorized by the Corinth City Council.
- Begin preparations for developing an interlocal agreement for continuing to provide police services to the Town of Shady Shores.
- Reach and maintain an authorized staffing level of 36 sworn personnel by filling existing vacancies.
- When and if staffing permits, return to Patrol deployment one or more full-time traffic officers.
- Conduct Citizens Public Safety Academy with Lake Cities Fire Dept.
- Conduct research and develop a plan for preventing and treating PTSD in first responders.

CONSENT ITEM 1.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: LCFD & Denton County Interlocal Agreement for Communications and Dispatch Services
Submitted For: Michael Ross, Fire Chief
Submitted By: Lana Wylie, Administrative Assistant
Finance Review: N/A **Legal Review:** Yes
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Citizen Engagement & Proactive Government
Regional Cooperation

AGENDA ITEM

Consider and Act on an Interlocal Cooperation Agreement for Shared Governance Communications and Dispatch Services between Denton County and the Lake Cities Fire Department for fiscal year, October 1, 2020-September 30, 2021.

AGENDA ITEM SUMMARY/BACKGROUND

Denton County currently services the needs of the Lake Cities Fire Department as it relates to 911, dispatch and communication services that allow the fire department to be notified of and mitigate calls for service. The County has the equipment and personnel to perform these services; the Lake Cities Fire Department and City of Corinth do not have the ability to operate our own 911 communication center. There are numerous FTE's and millions of dollars worth of equipment required to support a communication center. The services provided by the county are shared with many fire departments throughout the county which reduces cost. The amount, \$31,775.00, is based on our workload for the entire call center.

RECOMMENDATION

Staff recommends approval of the Interlocal Cooperation Agreement with Denton County.

Fiscal Impact

Source of Funding: General Fund

FINANCIAL SUMMARY:

The Lake Cities Fire Department contracts with Denton County for Communication and Dispatch services. These services receive and process 911 calls as well as determining which units to send, dispatching and assisting with call mitigation as well as sending additional resources as requested. The contract price is based on the percent of the workload placed on the communication center. This contract is based on 1.661% of the workload equating to \$27,836.00 for services over the next contract period (12 months).

Attachments

Denton County ICA Shared Governance

STATE OF TEXAS §
 §
COUNTY OF DENTON §

**INTERLOCAL COOPERATION AGREEMENT FOR
SHARED GOVERNANCE COMMUNICATIONS & DISPATCH SERVICES SYSTEM**

This Interlocal Cooperation Agreement for Shared Governance Communications and Dispatch Services System, hereinafter referred to as "Agreement", is made by and between Denton County, a political subdivision of the State of Texas, hereinafter referred to as the "County", and

Name of Agency: City of Corinth - Lake Cities Fire Department
--

hereinafter referred to as "Agency".

WHEREAS, the County is a duly organized political subdivision of the State of Texas engaged in the administration of county government and related services for the benefit of the citizens of Denton County, Texas; and

WHEREAS, the Agency is duly organized and operating under the laws of the State of Texas engaged in the provision of municipal government and/or related services for the benefit of the citizens of Agency; and

WHEREAS, parties agree that the utilization of combined communications and dispatch services system will be in the best interests of both the County and the Agency,

WHEREAS, the County and the Agency mutually desire to be subject to the provisions of the Interlocal Cooperation Act of the V.T.C.A. Government Code, Chapter 791; and

NOW THEREFORE, the County and the Agency, for the mutual consideration hereinafter stated, agree and understand as follows:

1. **PURPOSE.** The Denton County Sheriff ("Sheriff") has the facilities to provide emergency telecommunications and dispatch services throughout Denton County. The Agency wishes to utilize the Sheriff's available telecommunications and dispatch services ("Services") during the term of this agreement.

2. **ADVISORY BOARD.** The Denton County Sheriff's Office will establish an Advisory Board for the Shared Governance Communication and Dispatch System "Advisory Board". The membership of the board shall be the Chief of each Agency, or designee. The Advisory Board may advise and make recommendations to the Sheriff and the Sheriff's Office on matters relating to the Communications Center, as well as the recommendations for the Annual Agency Workload and Cost Statistics, within the limitations set forth in paragraph 6.1, herein.

3. **TERM OF AGREEMENT.** The initial term of this Agreement shall be for a one year period beginning **October 1, 2020** and ending on **September 30, 2021**.

4. **TERMINATION OF AGREEMENT.** Either party may terminate this agreement, with or without cause, after providing ninety (90) days written notice to the other party.

5. **ANNUAL SERVICE FEE.** Each Agency shall pay to the County a fee for services based on the workload generated by the Agency.

- 5.1. Agency shall pay to County the Total Amount on *Exhibit "A"*.
- 5.2. The Agency shall complete *Exhibit "A"*, Agency Payment Worksheet, to identify the payment terms preferred by Agency. Agency is responsible for sending payments to County
- 5.3. The fee for service will be based on the pro rata share of the workload generated by the Agency.
- 5.4. County agrees to provide Agency a proposed service fees for the next budget/fiscal year as agreed by the parties.
- 5.5. If this Agreement is terminated prior to the expiration of the term of the Agreement, payment shall be pro-rated by written agreement between the parties.
- 5.6. Dispatch costs for the upcoming fiscal year are calculated utilizing 50% of the approved Communications Budget for the current fiscal year and agency workload statistics from the previous fiscal year.

Agency workload percentages are calculated by:

- 5.6.1. Determining the agency's percentage of total Calls For Service (CFS)
- 5.6.2. Determining the agency's percentage of total Officer Initiated Activity (OIA)
- 5.6.3. Averaging the values from # 5.6.1 & # 5.6.2
- 5.6.4. Determining the percentage of OIA that is Mobile Data Computer (MDC) activity
- 5.6.5. Determining agency OIA that is not MDC Activity
- 5.6.6. Determining adjusted percentage of OIA that is MDC activity by dividing value of # 5.6.5 by total OIA
- 5.6.7. Determining agency CFS that are public requests by subtracting agency assists or mutual aid calls from the agency's CFS
- 5.6.8. Determining adjusted percentage of total CFS that are public requests by dividing value of # 5.6.7 by total CFS
- 5.6.9. Determining agency workload percentage by calculating average of # 5.6.6 and # 5.6.8
- 5.6.10. Determining agency final cost by workload by multiplying value of # 5.6.9 against 50% of the approved Communications budget

6. **COUNTY SERVICES AND RESPONSIBILITIES.** The County agrees to provide the following services and responsibilities:

6.1 The Sheriff shall have the sole discretion as to the method of providing the Services including, but not limited to the order of response to calls, and shall be the sole judge as to the most expeditious and effective manner of handling and responding to calls for service or the rendering thereof. The Sheriff shall have the sole discretion as to the method and final decision regarding the annual workload and cost statistics. The Sheriff will devote sufficient time to insure the performance of all duties and obligations set forth herein.

6.2 County shall furnish full-time communications services including a twenty-four (24) hours a day, seven (7) days a week public safety answering point, radio services, dispatching services, or law enforcement transmission originating from AGENCY requesting law enforcement and fire

protection services and access to local, regional, state, and national data bases and telecommunications systems.

- 6.3 The services provided by County include the following:
 - 6.3.1 twenty-four (24) hours a day, seven (7) days a week public safety answering point;
 - 6.3.2 receiving emergency and routine calls for law enforcement, fire, and medical services;
 - 6.3.3 directing a response to said calls by dispatching the appropriate law enforcement, fire, and medical services;
 - 6.3.4 providing on-going communication support to the emergency personnel in the field; and
 - 6.3.5 updating, maintaining, and managing the County owned radio communications system, computer systems, support files, and resource materials necessary to accomplish the above.

6.4 County may add new Agencies not currently served by Denton County at the discretion of Denton County and the Denton County Sheriff's Office.

7. **AGENCY RESPONSIBILITIES.** The Agency agrees to the following responsibilities:

- 7.1 Providing accurate current GIS data of the corporate limits and extraterritorial jurisdiction of the Agency.
- 7.2 Furnish County with a current list of all Officers and Reserves authorized by Agency to use the communications system.
- 7.3 Agency is responsible for the costs and upgrades associated with maintaining Agency's communication equipment.
- 7.4 Agency agrees to abide by all laws of the United States and the State of Texas and all present or hereafter approved rules, policies and procedures of TLETS, NLETS, TCIC, NCIC and any other system now or in the future associated with TLETS concerning the collection, storage, processing, retrieval, dissemination and exchange of information for criminal justice purposes
- 7.5 Adherence to all Sheriff's Office communications rules and regulations.
- 7.6 Agency agrees to provide all necessary and required TLETS paperwork. See ***Exhibit "B"***.
- 7.7 Appoint representative and agree to participate in the Advisory Board.
- 7.8 Agency is responsible for sending payments to County as more fully described in ***Exhibit "A"*** to this Agreement.

8. **AGREEMENT.** The parties acknowledge they have read and understand and intend to be bound by the terms and conditions of this Agreement. This Agreement contains the entire understanding between the parties concerning the subject matter hereof. No prior understandings, whether verbal or written, between the parties or their agents are enforceable unless included in writing in this agreement. This Agreement may be amended only by written instrument signed by both parties.

9. **AGREEMENT LIASONS.** Each party to this agreement shall designate a Liaison to insure the performance of all duties and obligations of the parties. The Liaison for each party shall devote sufficient time and attention to the execution of said duties on behalf of the Party to ensure full compliance with the terms and conditions of this Agreement.

10. **ASSIGNMENT.** Neither party shall assign, transfer, or sub-contract any of its rights, burdens, duties, or obligations under this Agreement without the prior written permission of the other party to this Agreement.

11. **AGENCY LIABILITY.** The Agency understands and agrees that the Agency, its employees, servants, agents, and representatives shall at no time represent themselves to be employees, servants, agents, and/or representatives of the County. The Agency shall not be required to indemnify nor defend County for any liability arising out of the wrongful acts of employees or agents of County to the extent allowed by Texas law.

12. **COUNTY LIABILITY.** The County understands and agrees that the County, its employees, servants, agents, and representatives shall at no time represent themselves to be employees, servants, agents, and/or representatives of the Agency. The County shall not be required to indemnify nor defend Agency for any liability arising out of the wrongful acts of employees or agents of Agency to the extent allowed by Texas law.

13. **DISPUTES/RECOURSE.** County and Agency agree that any disputes or disagreements that may arise which are not resolved at the staff level by the parties should be referred to the Appointed Liaisons for each entity. Any further disputes arising from the failure of either Agency or County to perform and/or agree on proportionate reduction in fees shall be submitted to mediation, with the parties splitting the mediation fees equally. It is further agreed and understood that the scope of matters to be submitted to dispute mediation as referenced above is limited to disputes concerning sufficiency of performance and duty to pay or entitlement, if any, to any reduced fee or compensation. Any other disputes or conflicts involving damages or claimed remedies outside the scope of sufficiency of performance and compensation adjustment shall be referred to a court of competent jurisdiction in Denton County, Texas.

14. **EXHIBITS.** Attached hereto, and referred to elsewhere in this Agreement are the following Exhibits, which are hereby incorporated by reference.

Exhibit A	Agency Payment Worksheet
Exhibit B	TEXAS LAW ENFORCEMENT TELECOMMUNICATION SYSTEM (TLETS) NON - TWENTY-FOUR HOUR TERMINAL AGENCY AGREEMENT

15. **MULTIPLE ORIGINALS.** It is understood and agreed that this Agreement may be executed in a number of identical counterparts, each of which shall be deemed an original for all purposes.

16. NOTICES. All notices, demands or other writings may be delivered by either party by U.S. First Class Mail or by other reliable courier to the parties at the following addresses:

County:	1	Denton County Judge Denton County Commissioners Court 110 West Hickory, Room #207 Denton, Texas 76201
	2	Denton County Sheriff Denton County Sheriff's Office 127 N. Woodrow Lane Denton, Texas 76205
	3	Assistant District Attorney Counsel to the Sheriff 127 N. Woodrow Lane Denton, Texas 76205

Name of Agency:	City of Corinth – Lake Cities Fire Department
Contact Person	Michael Ross, Fire Chief
Address	3501 FM 2181, #B
City, State, Zip	Corinth, TX 76210
Telephone	940-321-2141
Email	michael.ross@lakecitiesfire.com

17. SEVERABILITY. The validity of this Agreement and/or any of its terms or provisions, as well as the rights and duties of the parties hereto, shall be governed by the laws of the State of Texas. Further, this Agreement shall be performed and all compensation payable in Denton County, Texas. In the event that any portion of this Agreement shall be found to be contrary to law, it is the intent of the parties hereto that the remaining portions shall remain valid and in full force and effect to the extent possible.

18. THIRD PARTY. This Agreement is made for the express purpose of providing communications and dispatch services, which both parties recognize to be a governmental function. Except as provided in this Agreement, neither party assumes any liability beyond that provided by law. This Agreement is not intended to create any liability for the benefit of third parties.

19. VENUE. This agreement will be governed and construed according to the laws of the State of Texas. This agreement shall be performed in Denton County, Texas.

20. WAIVER. The failure of County or Agency to insist upon the performance of any term or provision of this Agreement or to exercise or enforce any right herein conferred, or the waiver of a breach of any provision of this Agreement by either party, shall not be construed as a waiver or relinquishment to any extent of either party's right to assert or rely upon any such term or right, or future breach of such provision, on any future occasion.

21. AUTHORIZED OFFICIALS. Each party has the full power and authority to enter into and perform this Agreement. The persons executing this Agreement represent they have been properly authorized to sign on behalf of their governmental entity.

22. CURRENT FUNDS. All payments made by Agency to County pursuant to this Agreement shall be from current revenues available to Agency.

23. DISPATCH & COMMUNICATION RECORDS. The parties acknowledge that the Denton County Sheriff's Office may release dispatch and communication records of Agency pursuant to the Texas Public Information Act until such a time that the parties agree to transfer such responsibility to Agency.

DENTON COUNTY, TEXAS

AGENCY

Andy Eads, County Judge
Denton County Commissioners Court
110 West Hickory, Room #207
Denton, Texas 76201
(940)349-2820

Bill Heidemann, Mayor

City of Corinth

3300 Corinth Pkwy.

Corinth, TX 76208

940-321-2141

EXECUTED duplicate originals on this

EXECUTED duplicate originals on this

Date: _____

Date: _____

Approved as to content:

Approved as to content:

Denton County Sheriff's Office

Chief Michael Ross

Approved as to form:

Approved as to form:

Assistant District Attorney
Counsel to the Sheriff

Attorney for Agency

Exhibit A

2020-21 Budget Year Denton County Sheriff's Office Communications Agreement Agency Payment Worksheet

Agency:	City of Corinth – Lake Cities Fire Department
Payment Contact Person:	Chief Ross and/or Terri Fairfield, Admin Asst
Phone Number:	940-321-2141
Email:	michael.ross@lakecitiesfire.com or LCFD@lakecitiesfire.com
Address:	3101 S. Garrison Rd.
City, State, Zip	Corinth, TX 76210
AGENCY TOTAL AMOUNT DUE	\$ 31,775.00

Agency Should Include this Worksheet with Each Payment Sent to Denton County.

Make checks payable to:	Denton County
Mail payments to:	Communications Agreement Payments Denton County Auditor 401 W. Hickory, Suite 423 Denton, Texas 76201-9026

Payment Plan Options	1	One Annual Payment (100%)
	2	Two Payments (50%)
	3	Four Payments (25%)
	4	Twelve Monthly Payments
	5	Other Payment Option

**Agency MUST
Select One
Payment Option**

Exhibit B

TEXAS LAW ENFORCEMENT TELECOMMUNICATION SYSTEM (TLETS) NON - TWENTY-FOUR HOUR TERMINAL AGENCY AGREEMENT 2020-2021

Twenty-Four Hour Terminal Agency	DENTON COUNTY SHERIFF'S OFFICE
Non Twenty-Four Hour Terminal Agency	City of Corinth - Lake Cities Fire Department

This document constitutes an agreement between the following parties:

The Twenty-Four Hour Terminal Agency agrees to make entries into the Texas Crime Information Center (TCIC) and the National Crime Information Center (NCIC) computers for the Non Twenty-Four Hour Terminal Agency.

All records must be entered with the Twenty-Four Hour Agency's ORI, and all case reports and original warrants must be held at the Twenty-Four Hour Agency for hit confirmation purposes.

The Non Twenty-Four Hour Agency agrees to abide by all laws of the United States and the State of Texas and all present or hereafter approved rules, policies and procedures of TLETS, NLETS, TCIC, NCIC and any other system now or in the future associated with TLETS concerning the collection, storage, processing, retrieval, dissemination and exchange of information for criminal justice purposes.

The Twenty-Four Hour Agency reserves the right to suspend service to the Non Twenty-Four Hour Agency which may include canceling of records entered for the Non Twenty-Four Hour Agency when applicable policies are violated. The Twenty-Four Hour Agency may reinstate service following such instances upon receipt of satisfactory assurances that such violations have been corrected.

In order to comply with NCIC policies established by the NCIC Advisory Policy Board, the Non Twenty-Four Hour Agency agrees to maintain accurate records of all TCIC/NCIC entries made through the Twenty-Four Hour Agency and to immediately notify the Twenty-Four Hour Agency of any changes in the status of those reports to include the need for cancellation, addition, deletion or modification of information. The Twenty-Four Hour Agency agrees to enter, update and remove all records for the Non Twenty-Four Hour Agency on a timely basis, as defined by NCIC.

In order to comply with NCIC Validation requirements, the Non Twenty-Four Hour Agency agrees to perform all validation procedures as required by NCIC on all records entered through the Twenty-Four Hour Agency.

Either the Twenty-Four Hour Agency or the Non Twenty-Four Hour Agency may, upon thirty days written notice, discontinue this agreement.

To the extent allowed by the laws of the State of Texas, the Non Twenty-Four Hour Agency agrees to indemnify and save harmless the Twenty-Four Hour Agency as well as the DPS, its Director and employees from and against all claims, demands, actions and suits, including but not limited to any liability for damages by reason of or arising out of any false arrests or imprisonment or any cause of the Non Twenty-Four Hour Agency or its employees in the exercise of the enjoyment of this Agreement.

In witness whereof, the parties hereto caused this agreement to be executed by the proper officers and officials.

DENTON COUNTY SHERIFF'S OFFICE

AGENCY

N/A

N/A

By: Tracy Murphree

By: _____

Title: Denton County Sheriff

Title: _____

Date: _____

Date: _____

CONSENT ITEM 2.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: Corinth Police Dept & Denton County Interlocal Agreement for Communications and Dispatch Services
Submitted For: Jerry Garner, Police Chief
Submitted By: Lana Wylie, Administrative Assistant
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Citizen Engagement & Proactive Government
Regional Cooperation

AGENDA ITEM

Consider and Act on an Interlocal Cooperation Agreement for Shared Governance Communications and Dispatch Services between the Denton County Sheriff's Office and the City of Corinth Police Department for fiscal year, October 1, 2020-September 30, 2021.

AGENDA ITEM SUMMARY/BACKGROUND

The Police Department has partnered with the Denton County Sheriff's Office for 911 calls and dispatch services since 1994-1995. The County provides 24 hour, 7 day per week support for Corinth, utilizing their staff and equipment. The fee for this service is based on amount of use. For this contract period, the assessed cost is \$91,373.

RECOMMENDATION

Staff recommends approval of the Interlocal Cooperation Agreement with the Denton County Sheriff's Office for Shared Governance Communications and Dispatch Services.

Attachments

Denton County ICA Shared Governance - Police

STATE OF TEXAS §
 §
COUNTY OF DENTON §

**INTERLOCAL COOPERATION AGREEMENT FOR
SHARED GOVERNANCE COMMUNICATIONS & DISPATCH SERVICES SYSTEM**

This Interlocal Cooperation Agreement for Shared Governance Communications and Dispatch Services System, hereinafter referred to as "Agreement", is made by and between Denton County, a political subdivision of the State of Texas, hereinafter referred to as the "County", and

Name of Agency: Corinth Police Department

hereinafter referred to as "Agency".

WHEREAS, the County is a duly organized political subdivision of the State of Texas engaged in the administration of county government and related services for the benefit of the citizens of Denton County, Texas; and

WHEREAS, the Agency is duly organized and operating under the laws of the State of Texas engaged in the provision of municipal government and/or related services for the benefit of the citizens of Agency; and

WHEREAS, parties agree that the utilization of combined communications and dispatch services system will be in the best interests of both the County and the Agency,

WHEREAS, the County and the Agency mutually desire to be subject to the provisions of the Interlocal Cooperation Act of the V.T.C.A. Government Code, Chapter 791; and

NOW THEREFORE, the County and the Agency, for the mutual consideration hereinafter stated, agree and understand as follows:

1. **PURPOSE.** The Denton County Sheriff ("Sheriff") has the facilities to provide emergency telecommunications and dispatch services throughout Denton County. The Agency wishes to utilize the Sheriff's available telecommunications and dispatch services ("Services") during the term of this agreement.

2. **ADVISORY BOARD.** The Denton County Sheriff's Office will establish an Advisory Board for the Shared Governance Communication and Dispatch System "Advisory Board". The membership of the board shall be the Chief of each Agency, or designee. The Advisory Board may advise and make recommendations to the Sheriff and the Sheriff's Office on matters relating to the Communications Center, as well as the recommendations for the Annual Agency Workload and Cost Statistics, within the limitations set forth in paragraph 6.1, herein.

3. **TERM OF AGREEMENT.** The initial term of this Agreement shall be for a one year period beginning **October 1, 2020** and ending on **September 30, 2021**.

4. **TERMINATION OF AGREEMENT.** Either party may terminate this agreement, with or without cause, after providing ninety (90) days written notice to the other party.

5. **ANNUAL SERVICE FEE.** Each Agency shall pay to the County a fee for services based on the workload generated by the Agency.

- 5.1. Agency shall pay to County the Total Amount on *Exhibit "A"*.
- 5.2. The Agency shall complete *Exhibit "A"*, Agency Payment Worksheet, to identify the payment terms preferred by Agency. Agency is responsible for sending payments to County
- 5.3. The fee for service will be based on the pro rata share of the workload generated by the Agency.
- 5.4. County agrees to provide Agency a proposed service fees for the next budget/fiscal year as agreed by the parties.
- 5.5. If this Agreement is terminated prior to the expiration of the term of the Agreement, payment shall be pro-rated by written agreement between the parties.
- 5.6. Dispatch costs for the upcoming fiscal year are calculated utilizing 50% of the approved Communications Budget for the current fiscal year and agency workload statistics from the previous fiscal year.

Agency workload percentages are calculated by:

- 5.6.1. Determining the agency's percentage of total Calls For Service (CFS)
- 5.6.2. Determining the agency's percentage of total Officer Initiated Activity (OIA)
- 5.6.3. Averaging the values from # 5.6.1 & # 5.6.2
- 5.6.4. Determining the percentage of OIA that is Mobile Data Computer (MDC) activity
- 5.6.5. Determining agency OIA that is not MDC Activity
- 5.6.6. Determining adjusted percentage of OIA that is MDC activity by dividing value of # 5.6.5 by total OIA
- 5.6.7. Determining agency CFS that are public requests by subtracting agency assists or mutual aid calls from the agency's CFS
- 5.6.8. Determining adjusted percentage of total CFS that are public requests by dividing value of # 5.6.7 by total CFS
- 5.6.9. Determining agency workload percentage by calculating average of # 5.6.6 and # 5.6.8
- 5.6.10. Determining agency final cost by workload by multiplying value of # 5.6.9 against 50% of the approved Communications budget

6. **COUNTY SERVICES AND RESPONSIBILITIES.** The County agrees to provide the following services and responsibilities:

6.1 The Sheriff shall have the sole discretion as to the method of providing the Services including, but not limited to the order of response to calls, and shall be the sole judge as to the most expeditious and effective manner of handling and responding to calls for service or the rendering thereof. The Sheriff shall have the sole discretion as to the method and final decision regarding the annual workload and cost statistics. The Sheriff will devote sufficient time to insure the performance of all duties and obligations set forth herein.

6.2 County shall furnish full-time communications services including a twenty-four (24) hours a day, seven (7) days a week public safety answering point, radio services, dispatching services, or law enforcement transmission originating from AGENCY requesting law enforcement and fire

protection services and access to local, regional, state, and national data bases and telecommunications systems.

- 6.3 The services provided by County include the following:
 - 6.3.1 twenty-four (24) hours a day, seven (7) days a week public safety answering point;
 - 6.3.2 receiving emergency and routine calls for law enforcement, fire, and medical services;
 - 6.3.3 directing a response to said calls by dispatching the appropriate law enforcement, fire, and medical services;
 - 6.3.4 providing on-going communication support to the emergency personnel in the field; and
 - 6.3.5 updating, maintaining, and managing the County owned radio communications system, computer systems, support files, and resource materials necessary to accomplish the above.

6.4 County may add new Agencies not currently served by Denton County at the discretion of Denton County and the Denton County Sheriff's Office.

7. **AGENCY RESPONSIBILITIES.** The Agency agrees to the following responsibilities:

- 7.1 Providing accurate current GIS data of the corporate limits and extraterritorial jurisdiction of the Agency.
- 7.2 Furnish County with a current list of all Officers and Reserves authorized by Agency to use the communications system.
- 7.3 Agency is responsible for the costs and upgrades associated with maintaining Agency's communication equipment.
- 7.4 Agency agrees to abide by all laws of the United States and the State of Texas and all present or hereafter approved rules, policies and procedures of TLETS, NLETS, TCIC, NCIC and any other system now or in the future associated with TLETS concerning the collection, storage, processing, retrieval, dissemination and exchange of information for criminal justice purposes
- 7.5 Adherence to all Sheriff's Office communications rules and regulations.
- 7.6 Agency agrees to provide all necessary and required TLETS paperwork. See *Exhibit "B"*.
- 7.7 Appoint representative and agree to participate in the Advisory Board.
- 7.8 Agency is responsible for sending payments to County as more fully described in *Exhibit "A"* to this Agreement.

8. **AGREEMENT.** The parties acknowledge they have read and understand and intend to be bound by the terms and conditions of this Agreement. This Agreement contains the entire understanding between the parties concerning the subject matter hereof. No prior understandings, whether verbal or written, between the parties or their agents are enforceable unless included in writing in this agreement. This Agreement may be amended only by written instrument signed by both parties.

9. **AGREEMENT LIASONS.** Each party to this agreement shall designate a Liaison to insure the performance of all duties and obligations of the parties. The Liaison for each party shall devote sufficient time and attention to the execution of said duties on behalf of the Party to ensure full compliance with the terms and conditions of this Agreement.

10. **ASSIGNMENT.** Neither party shall assign, transfer, or sub-contract any of its rights, burdens, duties, or obligations under this Agreement without the prior written permission of the other party to this Agreement.

11. **AGENCY LIABILITY.** The Agency understands and agrees that the Agency, its employees, servants, agents, and representatives shall at no time represent themselves to be employees, servants, agents, and/or representatives of the County. The Agency shall not be required to indemnify nor defend County for any liability arising out of the wrongful acts of employees or agents of County to the extent allowed by Texas law.

12. **COUNTY LIABILITY.** The County understands and agrees that the County, its employees, servants, agents, and representatives shall at no time represent themselves to be employees, servants, agents, and/or representatives of the Agency. The County shall not be required to indemnify nor defend Agency for any liability arising out of the wrongful acts of employees or agents of Agency to the extent allowed by Texas law.

13. **DISPUTES/RECOURSE.** County and Agency agree that any disputes or disagreements that may arise which are not resolved at the staff level by the parties should be referred to the Appointed Liaisons for each entity. Any further disputes arising from the failure of either Agency or County to perform and/or agree on proportionate reduction in fees shall be submitted to mediation, with the parties splitting the mediation fees equally. It is further agreed and understood that the scope of matters to be submitted to dispute mediation as referenced above is limited to disputes concerning sufficiency of performance and duty to pay or entitlement, if any, to any reduced fee or compensation. Any other disputes or conflicts involving damages or claimed remedies outside the scope of sufficiency of performance and compensation adjustment shall be referred to a court of competent jurisdiction in Denton County, Texas.

14. **EXHIBITS.** Attached hereto, and referred to elsewhere in this Agreement are the following Exhibits, which are hereby incorporated by reference.

Exhibit A	Agency Payment Worksheet
Exhibit B	TEXAS LAW ENFORCEMENT TELECOMMUNICATION SYSTEM (TLETS) NON - TWENTY-FOUR HOUR TERMINAL AGENCY AGREEMENT

15. **MULTIPLE ORIGINALS.** It is understood and agreed that this Agreement may be executed in a number of identical counterparts, each of which shall be deemed an original for all purposes.

16. NOTICES. All notices, demands or other writings may be delivered by either party by U.S. First Class Mail or by other reliable courier to the parties at the following addresses:

County:	1	Denton County Judge Denton County Commissioners Court 110 West Hickory, Room #207 Denton, Texas 76201
	2	Denton County Sheriff Denton County Sheriff's Office 127 N. Woodrow Lane Denton, Texas 76205
	3	Assistant District Attorney Counsel to the Sheriff 127 N. Woodrow Lane Denton, Texas 76205

Name of Agency:	Corinth Police Department
Contact Person	Police Chief Jerry Garner
Address	3501 FM 2181, Suite A
City, State, Zip	Corinth, TX 76210
Telephone	940-279-1500
Email	jerry.garner@cityofcorinth.com

17. SEVERABILITY. The validity of this Agreement and/or any of its terms or provisions, as well as the rights and duties of the parties hereto, shall be governed by the laws of the State of Texas. Further, this Agreement shall be performed and all compensation payable in Denton County, Texas. In the event that any portion of this Agreement shall be found to be contrary to law, it is the intent of the parties hereto that the remaining portions shall remain valid and in full force and effect to the extent possible.

18. THIRD PARTY. This Agreement is made for the express purpose of providing communications and dispatch services, which both parties recognize to be a governmental function. Except as provided in this Agreement, neither party assumes any liability beyond that provided by law. This Agreement is not intended to create any liability for the benefit of third parties.

19. VENUE. This agreement will be governed and construed according to the laws of the State of Texas. This agreement shall be performed in Denton County, Texas.

20. WAIVER. The failure of County or Agency to insist upon the performance of any term or provision of this Agreement or to exercise or enforce any right herein conferred, or the waiver of a breach of any provision of this Agreement by either party, shall not be construed as a waiver or relinquishment to any extent of either party's right to assert or rely upon any such term or right, or future breach of such provision, on any future occasion.

21. AUTHORIZED OFFICIALS. Each party has the full power and authority to enter into and perform this Agreement. The persons executing this Agreement represent they have been properly authorized to sign on behalf of their governmental entity.

22. CURRENT FUNDS. All payments made by Agency to County pursuant to this Agreement shall be from current revenues available to Agency.

23. DISPATCH & COMMUNICATION RECORDS. The parties acknowledge that the Denton County Sheriff's Office may release dispatch and communication records of Agency pursuant to the Texas Public Information Act until such a time that the parties agree to transfer such responsibility to Agency.

DENTON COUNTY, TEXAS

AGENCY

Andy Eads, County Judge
Denton County Commissioners Court
110 West Hickory, Room #207
Denton, Texas 76201
(940)349-2820

Bill Heidemann, Mayor
City of Corinth
3300 Corinth Pkwy.
Corinth, TX 76208
940-321-3277

EXECUTED duplicate originals on this

EXECUTED duplicate originals on this

Date: _____

Date: _____

Approved as to content:

Approved as to content:

Denton County Sheriff's Office

Jerry Garner, Chief of Police

Approved as to form:

Approved as to form:

Assistant District Attorney
Counsel to the Sheriff

Attorney for Agency

Exhibit A

2020-21 Budget Year
Denton County Sheriff's Office
Communications Agreement
Agency Payment Worksheet

Agency:	Corinth Police Department
Payment Contact Person:	Captain Tyson and/or Lee Ann Bunselmeyer, Director of Finance
Phone Number:	940-498-3280
Email:	jerry.garner@cityofcorinth.com or LeeAnn.Bunselmeyer@cityofcorinth.com
Address:	3300 Corinth Pkwy
City, State, Zip	Corinth, TX 76208
AGENCY TOTAL AMOUNT DUE	\$91,373.00

Agency Should Include this Worksheet with Each Payment Sent to Denton County.

Make checks payable to:	Denton County
Mail payments to:	Communications Agreement Payments Denton County Auditor 401 W. Hickory, Suite 423 Denton, Texas 76201-9026

Payment Plan Options

Agency MUST
Select One
Payment Option

1	☐	One Annual Payment (100%)
2	☐	Two Payments (50%)
3	☐	Four Payments (25%)
4	☐	Twelve Monthly Payments
5	☐	Other Payment Option

Exhibit B

TEXAS LAW ENFORCEMENT TELECOMMUNICATION SYSTEM (TLETS) NON - TWENTY-FOUR HOUR TERMINAL AGENCY AGREEMENT 2020-2021

Twenty-Four Hour Terminal Agency	DENTON COUNTY SHERIFF'S OFFICE
Non Twenty-Four Hour Terminal Agency	Corinth Police Department

This document constitutes an agreement between the following parties:

The Twenty-Four Hour Terminal Agency agrees to make entries into the Texas Crime Information Center (TCIC) and the National Crime Information Center (NCIC) computers for the Non Twenty-Four Hour Terminal Agency.

All records must be entered with the Twenty-Four Hour Agency's ORI, and all case reports and original warrants must be held at the Twenty-Four Hour Agency for hit confirmation purposes.

The Non Twenty-Four Hour Agency agrees to abide by all laws of the United States and the State of Texas and all present or hereafter approved rules, policies and procedures of TLETS, NLETS, TCIC, NCIC and any other system now or in the future associated with TLETS concerning the collection, storage, processing, retrieval, dissemination and exchange of information for criminal justice purposes.

The Twenty-Four Hour Agency reserves the right to suspend service to the Non Twenty-Four Hour Agency which may include canceling of records entered for the Non Twenty-Four Hour Agency when applicable policies are violated. The Twenty-Four Hour Agency may reinstate service following such instances upon receipt of satisfactory assurances that such violations have been corrected.

In order to comply with NCIC policies established by the NCIC Advisory Policy Board, the Non Twenty-Four Hour Agency agrees to maintain accurate records of all TCIC/NCIC entries made through the Twenty-Four Hour Agency and to immediately notify the Twenty-Four Hour Agency of any changes in the status of those reports to include the need for cancellation, addition, deletion or modification of information. The Twenty-Four Hour Agency agrees to enter, update and remove all records for the Non Twenty-Four Hour Agency on a timely basis, as defined by NCIC.

In order to comply with NCIC Validation requirements, the Non Twenty-Four Hour Agency agrees to perform all validation procedures as required by NCIC on all records entered through the Twenty-Four Hour Agency.

Either the Twenty-Four Hour Agency or the Non Twenty-Four Hour Agency may, upon thirty days written notice, discontinue this agreement.

To the extent allowed by the laws of the State of Texas, the Non Twenty-Four Hour Agency agrees to indemnify and save harmless the Twenty-Four Hour Agency as well as the DPS, its Director and employees from and against all claims, demands, actions and suits, including but not limited to any liability for damages by reason of or arising out of any false arrests or imprisonment or any cause of the Non Twenty-Four Hour Agency or its employees in the exercise of the enjoyment of this Agreement.

In witness whereof, the parties hereto caused this agreement to be executed by the proper officers and officials.

DENTON COUNTY SHERIFF'S OFFICE

AGENCY

Signature: _____

By: Tracy Murphree

Title: Denton County Sheriff

Date: _____

Signature: _____

By: Jerry Garner

Title: Chief of Police

Date: _____

CONSENT ITEM 3.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: Fugro Pavement Condition Managment Software- Through NTCOG SHARE Program
Submitted For: Cody Collier, Director **Submitted By:** Cody Collier, Director
Finance Review: N/A **Legal Review:** N/A
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Infrastructure Development
Economic Development
Citizen Engagement & Proactive Government
Regional Cooperation
Organizational Development

AGENDA ITEM

Fugro pavement condition management software, in conjunction with the North Central Texas Council of Governments SHARE program.

AGENDA ITEM SUMMARY/BACKGROUND

City staff has identified a need to ascertain better the condition of Corinth's 120 miles of streets and recognized the need to prioritize street maintenance, and account for asset management. Staff has evaluated several companies who specialize in road condition analysis and providing budgetary modeling specific to the needs and ability of the city. Fugro is a leader amongst those reviewed during demonstrations and by reputation. Fugro is a member of the North Central Texas Council of Governments (NCTCOG) SHARE program, which is an interlocal purchasing agreement amongst the region. Corinth became a member of the SHARE program on June 15, 2017, by an agreement authorized by City Council.

City staff has worked with Fugro to create a cost estimate providing a full pavement condition inventory, to give a five and ten-year pavement rehabilitation plan, and to create a priority schedule to ensure the maximum life of pavements. \$70,000 was budgeted in the 1/4 Cent Sales Tax Fund to acquire the services and software for pavement management. Fugro has provided a not to exceed cost of \$70,200 in their proposal.

RECOMMENDATION

Staff recommends approval of Fugro agreement and the authorization of the City Manager to execute all necessary documents.

Attachments

SHARE Program Agreement
FUGRO Agreement

MASTER INTERLOCAL PURCHASING AGREEMENT

THIS MASTER INTERLOCAL AGREEMENT ("ILA"), made and entered into pursuant to the Texas Interlocal Cooperation Act, Chapter 791, Texas Government Code (the "Act"), by and between the North Central Texas Council of Governments, hereinafter referred to as "NCTCOG," having its principal place of business at 616 Six Flags Drive, Arlington, TX 76011, and The City of Corinth, a local government, a state agency, or a non-profit corporation created and operated to provide one or more governmental functions and services, hereinafter referred to as "Participant," having its principal place of business at 3300 Corinth Parkway, Corinth Texas 76208

WHEREAS, NCTCOG is a regional planning commission and political subdivision of the State of Texas operating under Chapter 391, Texas Local Government Code; and

WHEREAS, pursuant to the Act, NCTCOG is authorized to contract with eligible entities to perform governmental functions and services, including the purchase of goods and services; and

WHEREAS, in reliance on such authority, NCTCOG has instituted a cooperative purchasing program under which it contracts with eligible entities under the Act; and

WHEREAS, Participant has represented that it is an eligible entity under the Act, that it is authorized to enter into this Agreement on June 15, 2017 (Date), and that it desires to contract with NCTCOG on the terms set forth below;

NOW, THEREFORE, NCTCOG and the Participant do hereby agree as follows:

ARTICLE 1: LEGAL AUTHORITY

The Participant represents and warrants to NCTCOG that (1) it is eligible to contract with NCTCOG under the Act for the purposes recited herein because it is one of the following: a local government, as defined in the Act (a county, a municipality, a special district, or other political subdivision of the State of Texas or any other state, or a combination of two or more of those entities), a state agency (an agency of the State of Texas as defined in Section 771.002 of the Texas Government Code, or a similar agency of another state), or a non-profit corporation created and operated to provide one or more governmental functions and services, and (2) it possesses adequate legal authority to enter into this Agreement.

ARTICLE 2: SCOPE OF SERVICES

The Participant appoints NCTCOG its true and lawful purchasing agent for the purchase of certain products and services ("Products" or "Services") through the **North Texas SHARE** program. Participant will access the Program through www.NorthTexasSHARE.org. All purchases under this Agreement shall comply with applicable Texas competitive bidding statutes as well as the specifications, contract terms and pricing applicable to such purchases. NCTCOG may also serve as a coordinating agent to administer the use of eligible Participant contracts to other participants of North Texas SHARE. The eligibility of such contracts will be determined by incorporation of coordinating agent authorization in Participant's solicitation documents. Title to all products purchased under the North Texas SHARE program shall be held by Participant unless otherwise agreed. Nothing in this Agreement shall preclude the Participant from purchasing Products and/or Services offered in the North Texas SHARE program directly from the vendor/supplier.

ARTICLE 3: PAYMENTS

Upon delivery of goods or services purchased and presentation of a properly documented invoice, the Participant shall promptly, and in any case within thirty (30) days, pay the contracted provider the full amount of the invoice. All payments for goods or services will be made from current revenues available to the paying party. In no event shall NCTCOG have any financial liability to the Participant for any goods or services Participant purchases through the North Texas SHARE program.

ARTICLE 4: PERFORMANCE PERIOD

This Agreement shall be effective when signed by the last party whose signing makes the Agreement fully executed and will remain in full force and effect for one (1) year. This Agreement shall automatically renew for successive one-year terms unless sooner terminated in accordance with Article 6 below. Any modification of this Agreement must comply with the requirements of Article 5 below.

ARTICLE 5: CHANGES AND AMENDMENTS

This Agreement may be amended only by a written amendment executed by both parties, except that any alternations, additions, or deletions to the terms of this Agreement which are required by changes in Federal and State law or regulations are automatically incorporated into this Agreement without written amendment hereto and shall become effective on the date designated by such law or regulation. NCTCOG reserves the right from time to time to make changes in the scope of products and services offered through the North Texas SHARE program.

ARTICLE 6: TERMINATION PROCEDURES

NCTCOG or the Participant may cancel this Agreement for any reason and at any time upon thirty (30) days written notice by certified mail to the other party to this Agreement. The obligation of the Participant to pay for any Service and/or Products purchased under this Agreement, shall survive such cancellation, as well as any other Participant costs incurred prior to the effective date of the cancellation.

ARTICLE 7: APPLICABLE LAWS

NCTCOG and the Participant agree to conduct all activities under this Agreement in accordance with all applicable rules, regulations, and ordinances and laws in effect or promulgated during the term of this Agreement.

ARTICLE 8: DISPUTE RESOLUTION

The parties to this Agreement agree to the extent possible and not in contravention of any applicable state or federal law or procedure established for dispute resolution, to attempt to resolve any dispute between them regarding this Agreement informally through voluntary mediation, arbitration or any other local dispute mediation process before resorting to litigation.

ARTICLE 9: MISCELLANEOUS

- a. This Agreement has been made under and shall be governed by the laws of the State of Texas. Venue and jurisdiction of any suit or cause of action arising under, or in connection with, this Agreement shall lie exclusively in Tarrant County, Texas.
- b. The persons executing this Agreement hereby represent that they have authorization to sign on behalf of their respective entities.
- c. This Agreement and the rights and obligations contained herein may not be assigned by either party without the prior written approval of the other party to this Agreement.

North Texas
SHARE
Your Public Sector Solutions Center

For NCTCOG Use Only

ILA No: _____

- d. All parties agree that should any provision of this Agreement be determined to be invalid or unenforceable, such determination shall not affect any other term of this Agreement, which shall continue in full force and effect.
- e. To the extent that either party to this Agreement shall be wholly or partially prevented from the performance within the term specified of any obligation or duty placed on such party by reason of or through strikes, stoppage of labor, riot, fire, flood, acts of war, insurrection, accident, order of any court, act of God, or specific cause reasonably beyond the party's control and not attributable to its neglect or nonfeasance, in such event, the time for the performance of such obligation or duty shall be suspended until such disability to perform is removed; provided, however, force majeure shall not excuse an obligation solely to pay funds.
- f. This Agreement and any attachments/addendums, as provided herein, constitute the complete agreement between the parties hereto, and supersede any and all oral and written agreements between the parties relating to matters herein.

THIS INSTRUMENT HAS BEEN EXECUTED IN TWO ORIGINALS BY THE PARTIES HERETO AS FOLLOWS:

North Central Texas Council of Governments

North Texas SHARE
616 Six Flags Drive, Arlington, Texas 76011

Monte Mercer Deputy Executive Director

NCTCOG Executive Director or Designee



Signature of Executive Director or Designee

June 20, 2017

Date

City of Corinth

Name of Participant Agency

3300 Corinth Parkway

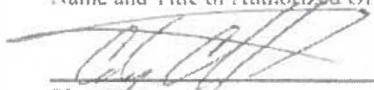
Mailing Address

Corinth TX 76208

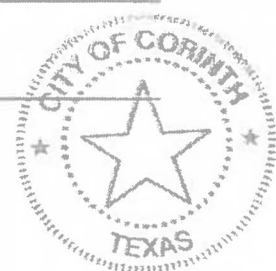
City State Zip

Cody Collier P.W. Director

Name and Title of Authorized Official or Designee


Signature

6/19/17
Date





Pavement Condition Survey and Pavement Management Implementation

Proposal No. 114370 | 7 July 2020

City of Corinth, TX



Fugro

8613 Cross Park Drive
Austin, Texas 78754
T +1 512 977 1800

July 7, 2020

Ms. Melissa Dolan

City of Corinth
1200 N. Corinth Street
Corinth, Texas 78208

Dear Ms. Dolan,

Fugro USA Land, Inc. is pleased to submit this proposal to perform pavement condition survey and pavement management services for the City of Corinth as a member listed on the North Texas SHARE Buy Board for Pavement Analysis Services (RFQ #NCT-2016-14).

Fugro's project team has the experience and resources required to deliver projects on time and to the quality standards expected by the City of Corinth. We have had the privilege of providing pavement data collection and condition assessment services to NCTCOG participating agencies for over 20 years, and this offers us a unique understanding of the needs and expectations of the City of Corinth. Based on our experience with other similarly sized projects, we have put together this proposal that addresses our team's qualifications as well as our proposed scope of work, schedule, and fee.

Please do not hesitate to contact me by phone at 949.536.5175 or email at salavi@fugro.com if you have questions or need additional information.

Sincerely,

Fugro USA Land, Inc.



Sirous Alavi, Ph.D., P.E., PTOE

Manager, Pavement Engineering & Infrastructure Management

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Section A: Description of Fugro Capabilities

A.1: Introduction to Fugro

Fugro has over 45 years of experience with pavement and roadway asset data collection. Fugro provides services for all aspects of pavement management and evaluation, planning and oversight, developing maintenance and rehabilitation strategies, and optimizing network conditions within available budgets. Our services deliver value by planning, accurately diagnosing, and prioritizing maintenance and rehabilitation activities.

Nearly 50% of State DOTs and numerous federal and municipal agencies rely on our automated data collection technology for their roadway asset management needs, and we have approximately a quarter of a million miles presently under contract for data collection and analysis services. Fugro has collected and processed in excess of 3,000,000 miles of pavement data collection in North America in the past few decades. Fugro's data collection and analysis services are described in the following subsections.

A.1.1: Pavement Management System (PMS) Services

Fugro is experienced with a variety of pavement management software packages such as Cartegraph, StreetSaver, AgileAssets, Deighton dTIMS and PAVER. Our experience with these software packages includes developing condition listings, condition maps, work plans, budget optimization, and maintenance and rehabilitation alternatives for agencies.

Fugro can provide tailored pavement management solutions to clients based upon their specific requirements. Fugro has provided pavement management services for all different sized agencies with a wide variety of needs:

- Data migration from legacy systems
- Loading of Pavement Management Data
- Pavement Management Implementation
- Pavement Management Update
- Geographic Information System services
- Work plans, budget analysis, and network condition reporting
- Performance Modelling
- Computer Hardware and PMS/Asset Software
- Presentations to City Councils and Commissioners Courts

A.1.2: Training

Fugro's certified professionals have years of experience providing clients and engineering professionals with a variety of training and continuing education courses pertaining to pavement design, materials, pavement management, and pavement preservation.

A.1.3: Pavement Data Collection and Processing

Fugro's Automatic Road Analyzer (ARAN), as shown in Figure 1, is the world's most reliable and trusted fully integrated pavement surveying vehicle. Today's sixth generation ARAN technology collects more miles per day than any other platform. Each ARAN has the ability to collect and measure all the necessary data types in a single pass at posted speeds. Its modular



Figure 1: The Automatic Road Analyzer (ARAN)

design enables us to quickly configure any ARAN vehicle in our fleet to fit the client's needs. Operators are trained in the use of the ARAN's quality assurance systems in order to quickly identify errors that may impact the integrity of collected data. In addition, each day, a data subset is uploaded and examined by Fugro's project manager and data analysis department.

Fugro's ARAN data collection vehicle offers the ability to automatically and synchronously collect the following data types:

- Transverse profile and Rutting
- Pavement images and Surface distress
- Texture data, mean profile depth (MPD) from our laser based system
- Roadway Geometry (POS LV)
- Longitudinal profile and Roughness (IRI)
- Right of Way (ROW) digital images
- Linear reference data with the use of a Distance Measurement Instrument (DMI)

- Geo-referenced data with the use of an inertial aided Global Positioning System (GPS)
- LiDAR
- Ground Penetrating Radar

A.1.3.1: Positioning

The ARAN is equipped with a Distance Measuring Instrument (DMI) that measures chainage and linear distance travelled, and a Global Positioning System (GPS). However, if satellite signal is lost, the ARAN's Inertial Reference System (POS LV) will fill in the gaps. POS LV is a state-of-the-art inertial aided navigation system that provides precise roll, pitch, heading, velocity, and position information to other onboard subsystems.

A.1.3.2: Pavement Imaging

The pavement surface condition will be documented by the equipment as a series of high-definition images. Planar-view digital

images (JPEG format) are recorded to removable hard drives for 100% of the width (up to 14 feet) and length of the travelled lane. The high-definition images clearly show the types of distresses encountered along the road.

A.1.3.3: Surface Distress

Automated distress data collection will be performed in accordance with ASTM D6433 Standard Practice for Roads and Parking lots Pavement Condition Index Surveys using Fugro's Vision software. Vision facilitates the entire data processing workflow from the ARAN to the final deliverable formats including key modules for Data Upload, Linear Referencing/ Segmentation, Video Quality Analysis, Sensor Data Quality Analysis and Pavement Distress, and Report Generation. The Report Generator wizard of Vision facilitates the creation of custom reports and for data upload to Pavement Management System (PMS) or Asset Management System (AMS) applications. Figure 2 provides a screenshot of Fugro's Vision software.

Digital pavement images collected by the ARAN serve as input to the distress rating process. Right-of-Way (ROW) images (forward-view) are also used to enhance distress-rating accuracy. Each distress can be identified in terms of location, severity, exact dimensions, and other characteristics. This level of detail can provide benefits during planning, performing maintenance, and detailed pavement design. It is also possible to greatly expand the types of distresses monitored for only a minor increase in effort. This detailed categorization can be used to provide more accurate predictions of future conditions and enhance recommendations for preventative maintenance strategies.

A.1.3.4: Rutting

Transverse profile and rutting data are collected and measured according to client specifications. The Laser XVP produces excellent results on all pavement surfaces. Fugro's Vision software is used for the review and plotting of transverse profile raw data or data corrected as a result of

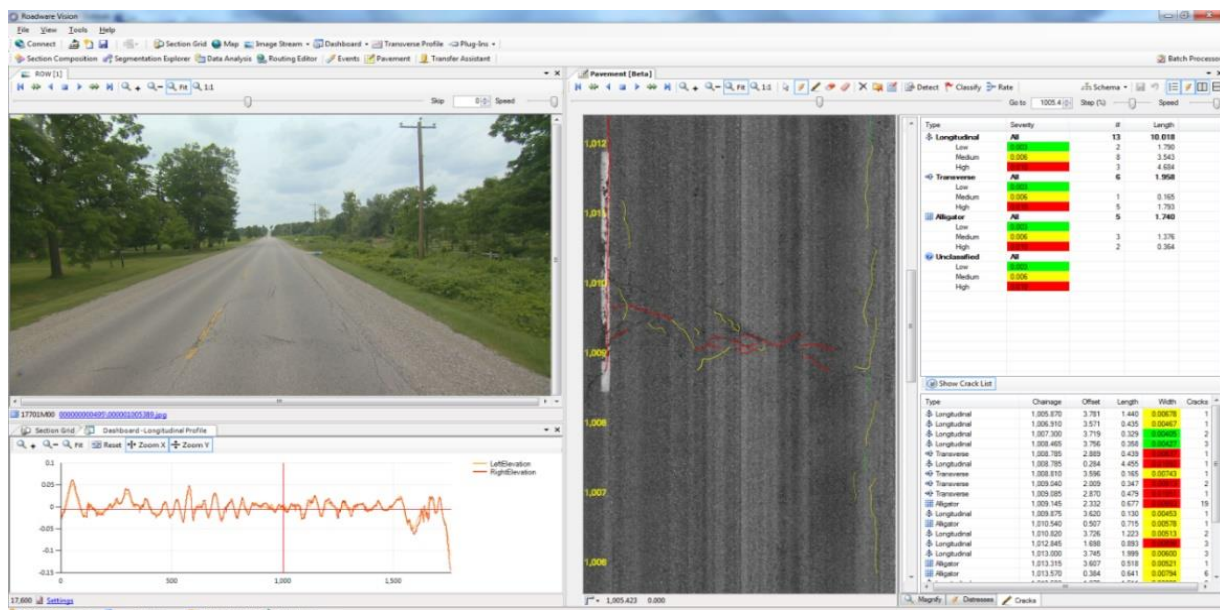


Figure 2: Vision Screenshot

inputs for vehicle roll. Furthermore, the software can recalculate rut depth using the straight-edge method and detect and measure edge drop-off from stored raw transverse profiles. Edge drop-off can be a critical safety factor for high-speed roadways that have unpaved or soft shoulders.

Rutting will also be categorized based on severity levels and can be uploaded into the pavement management system. Pavement rutting can either be included in the Pavement Condition Index Score or reported as its own index. Rut measurements will be in accordance with AASHTO R 48.

A.1.3.5: Pavement Roughness Data

The ARAN's Profiler subsystem provides longitudinal profile measurements that will be collected in both wheel paths and used to calculate International Roughness Index (IRI). The Laser SDP is a non-contact Class 1 inertial profiler that uses lasers and accelerometers mounted over each wheel path to determine pavement profile in real-time.

A.1.3.6: Digital Right-of-Way (ROW) Images

The ARAN will be equipped with 3 Sensor cameras offering a high 1920 x 1080 image resolution, a standard angle lens (63°), and a free-running frame rate of 60 frames per second (fps). The additional advantage of using 3 Sensor cameras is the increased color density of images. Figure 3 provides an example of the ROW image collected by Fugro's ARAN.

A.1.3.7: Roadway Asset Data Collection

The calibrated, geo-referenced HD ROW images can be used in combination with our Surveyor software (see Figure 4) for asset extraction and inventory. The combination of the forward-facing ROW images and Fugro's Surveyor software can be used for the initial assessment of asset inventories for assets such as sidewalks, sidewalk ramps, and sign inventories. Field assessment crews will only be deployed if additional condition assessment is required, saving both time and money.



Figure 3: HD Camera View

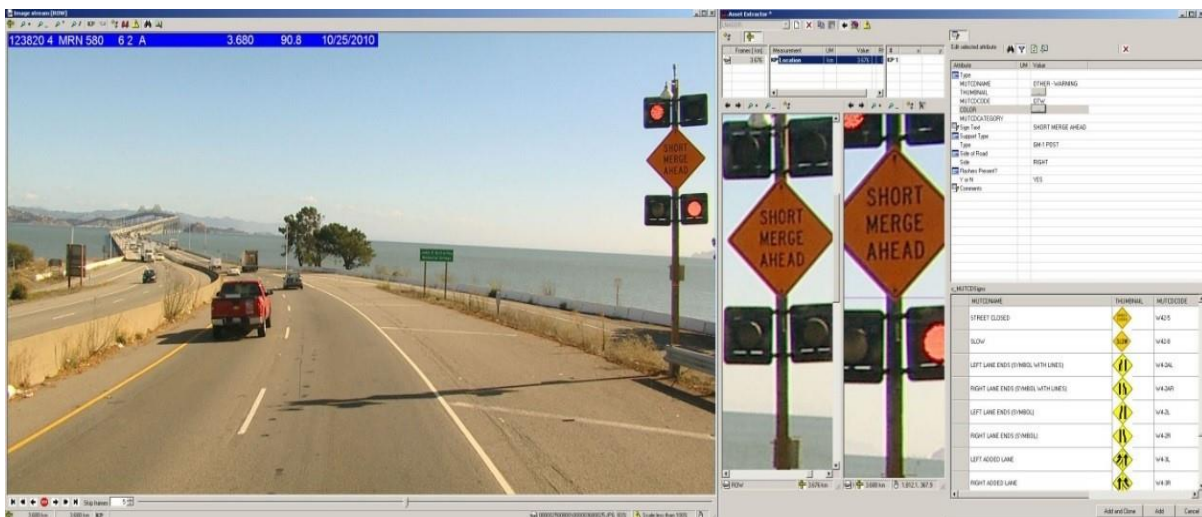


Figure 4: Surveyor Software Screenshot

A.1.3.8: iVision Hosting Service

The City will receive the managed hosting services from Fugro for all of the collected roadway data and images. This will be completely free of charge for one year for up to 5 users. iVision is Fugro's web-based software that requires only a web browser with internet connectivity (see Figure 5). iVision allows client

images, and a choice of collected pavement management and condition data over the internet. All of the client's data can be displayed in maps, charts, and tables. With just a few clicks, iVision can present information in the way that best suits the City's needs.

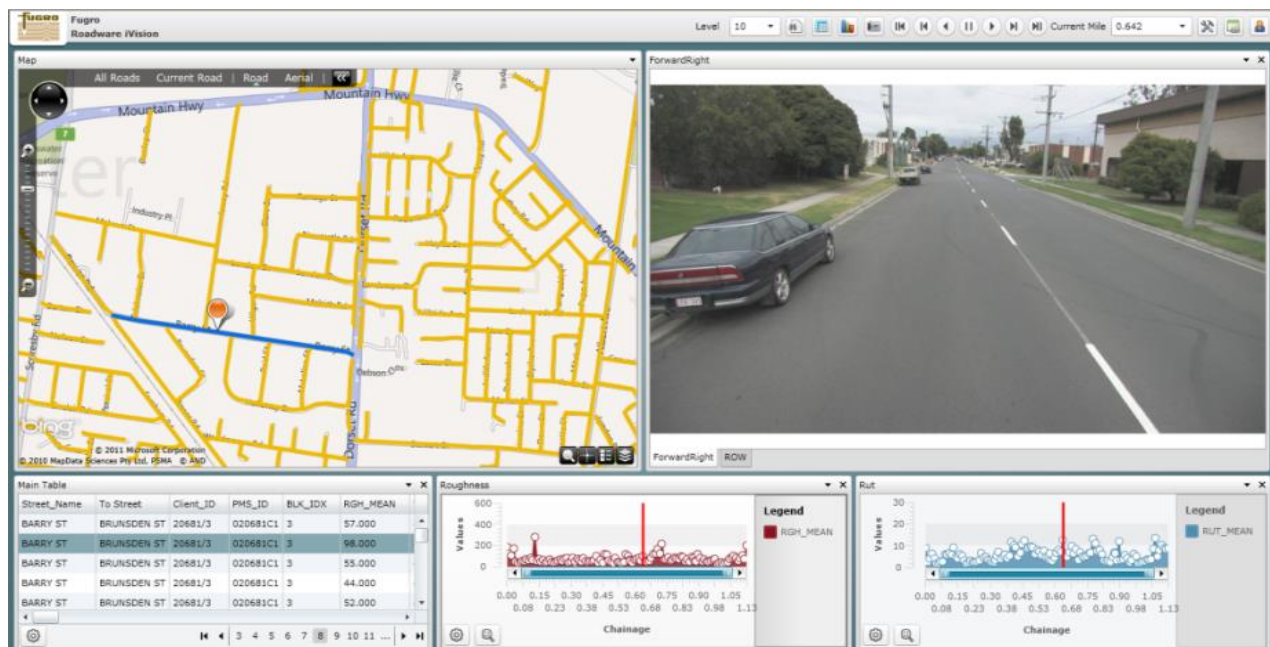


Figure 5: iVision Screenshot

Section B: Scope of Work

Fugro will provide all the necessary resources required to perform the professional pavement management services proposed for this project including:

1. Automatic and continuous measurement of pavement cracking, texture, rutting (both wheel path ruts), digital images, and dual-wheel path roughness data according to International Roughness Index (IRI) standards.
2. Calculation of Pavement Condition Index (PCI) for each surveyed road segment.
3. Delivery of PCI data in a format compatible with the City's Geographic Information System (GIS) database.
4. Pavement management data analysis and reporting.

The City's roadway network is approximately 85 centerline miles of paved roads. Fugro will collect pavement data along one lane for each local and residential street and one lane in each direction for each collector and arterial street. We are assuming that 120 test miles of pavement distress data will be collected for this project.

B.1: Kick-off Meeting and Data Needs

Fugro will schedule a project kick-off meeting with City staff to confirm that all aspects of the project align with the City's goals. We will begin by reviewing the project approach, methods, and tasks. Any gaps that are identified in the project approach will be resolved prior to commencing the pavement management assessment. The final deliverables of the project will then be

discussed. In addition, we will verify the format in which the final deliverables will be provided to the City. We will provide a data dictionary to the City that describes all datasets that will be collected and delivered to ensure that all data needs are met. The project schedule will be reviewed to ensure that all deadlines meet the goals of the City, and Fugro will adhere to the project schedule upon approval by the City.

Another critical topic that will be discussed during the project kick-off meeting is existing sources of data that will be required for project completion. We understand that the City will provide us a street centerline inventory file of all roadways (i.e., a GIS shapefile) to be included in the pavement management assessment. This centerline file will be important for efficient data collection and processing activities as well as for linking pavement management results back to the City's current systems and processes. We will also review the City's Capital Improvement Plan (CIP), and we will discuss how other relevant projects in the CIP will be incorporated into the pavement management program. Identifying the strategy for incorporating CIP projects into the pavement management program during this initial stage of the project will ensure that all project activities are working toward meeting the City's objectives.

We will also discuss our communication plan during the project kick-off meeting. It is our goal to provide monthly updates to the City regarding the progress of the project as well as meetings with our project manager as requested by the City. Weekly updates will be provided

during data collection to ensure the City is aware of activities on their streets.

Fugro anticipates meeting with City staff at the following milestones:

- Kick-off meeting
- Vehicle Visit
- Review of Work Plan

B.2: Right-of-Way (ROW) and Pavement Images

ROW and pavement images will be collected for each lane surveyed using the ARAN. ROW images will be collected at an interval of 25 feet, and pavement images will be collected continuously along the surveyed lane. All images will be delivered to the City electronically. Images will also be available to the client for one year via Fugro's Web based iVision viewing software with five (5) user licenses. After one year, licenses can be renewed annually for additional fees.

B.3: Pavement Data Collection and Processing

The following data will be collected and reported to the City for each lane surveyed using the ARAN:

- Street Name
- Segment ID
- Segment Length
- Pavement Width
- Inventory Date
- Pavement Type
- Surface Distress
- International Roughness Index (IRI)

Fugro will make reasonable effort in the field to maximize the collection of valid PCI and IRI data. Recollection will not be performed for pavement sections with invalidated PCI or IRI data for reasons such as the construction, gated communities, or slow travel speeds (i.e., speeds below 15 mph impacting IRI values).

B.4: Pavement Management Analysis

Fugro will utilize a pavement management software of choice licensed to Fugro to perform pavement management analysis using the collected pavement distress data. Fugro will work with City personnel to optimize the City's maintenance and rehabilitation strategies and develop a 10-year M&R plan. The pavement management services provided by Fugro includes the following steps:

1. Maintenance and Rehabilitation (M&R) Decision Tree- Fugro will work with the City to develop an M&R decision tree, which incorporates the City's M&R treatments and PCI threshold values for triggering various M&R strategies.
2. Treatment Costs- Fugro will work with the City to assign unit costs to each treatment type for use in the pavement management analysis and the development of a 10-year M&R plan.
3. Pavement Management System (PMS) Implementation- Fugro will incorporate the pavement condition information, M&R decision tree, and treatment costs into a pavement management system using pavement management software or tools licensed to Fugro. Please note that no pavement management software will

be provided to the client as part of this project.

4. Budget Analysis- The pavement management software will be used to forecast the condition of the City's roadway network over a period of ten years using budget and PCI target driven scenarios. The budget and target driven scenarios will be selected based on close consultation with the City. The City would then select a scenario that fits its current and upcoming funds the best.
5. Network- Level M&R Treatment Plan- Fugro will develop a 10-year network-level M&R treatment plan to prioritize roadway repairs for the City. The treatment plan indicates which treatments will be applied to each pavement section based on the M&R decision tree and the selected budget scenario.
6. Final Deliverables- Fugro will develop a comprehensive final report that summarizes all project activities and project results.

Section C: Project Schedule

Fugro proposes the following timeline (Figure 6) to complete the pavement assessment project for the City of Corinth.

Task	Month 1				Month 2				Month 3				Month 4				Month 5				Month 6			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Notice to Proceed	■																							
Kickoff Meeting			■																					
Project Setup		■	■	■	■																			
Data Collection						■	■																	
Data Processing								■	■	■	■	■	■	■	■	■								
Pavement Analysis																■	■	■	■					
Preliminary Results																		■						
Report Development																			■	■				
Report Delivery																						■		

Figure 6. Project Schedule

Note: The data collection start date is dependent on equipment availability at the time the notice to proceed is received. An updated schedule will be provided to the client once the data collection is scheduled.

Section D: Project Fee

The following table represents Fugro's proposed fee for this project, which includes 120 test miles of pavement data collection. This fee is compliant with the NCTCOG North Texas SHARE contract for pavement analysis services. The fee does not include the purchase or implementation price of a PMS software for the City.

Item	Description	Unit	Base Cost (\$)	Unit Cost (\$)	Quantity	Item Total (\$)
1	Automatically and continuously measure pavement cracking, texture, rutting, width, and pavement type	Test Mile	5,000	100	120	17,000
2	Collect pavement surface distress through automated means	Test Mile	5,000	60	120	12,200
3	Provide a digital condition rating system to collect user defined severity/extent based pavement distresses and pertinent roadway attributes to accommodate a standardized approach to collecting data	Lump Sum	2,000		1	2,000
4	Collect dual-wheel path roughness data to International Roughness Index standards	Test Mile		10	120	1,200
5	Roadway information that shall be collected and provided to the Participant at a minimum includes: street name, endpoints, segment ID, segment length, pavement width, inventory date, pavement type, functional class, pavement condition score, rutting, surface distress, and pavement age.	Test Mile		20	120	2,400
6	Collect digital images at 25-foot intervals of the road surface condition and link to a geodatabase (minimum forward facing imagery)	Test Mile		10	120	1,200
13	Load assessment data for all Participant-maintained pavements into a pavement management software system required by local government Participant(s), if applicable. Cost includes base cost plus lane mile unit cost.	Each Participant	5,000	5	120	5,600
14	Implement map module so that pavement condition and other data can be integrated, displayed, and accessed through the map interface in a format consistent with the Participant's horizontal and vertical control network system, if applicable. Cost includes base cost plus lane mile unit cost.	Each Participant	5,000	5	120	5,600
16	Calculate a Pavement Condition Index (PCI) score for each road segment using an approved pavement management system and in accordance with ASTM D6433. Provide results compatible with the Participant's GIS database, if applicable	Test Mile		15	120	1,800
17	Calculate the International Roughness Index for each road segment in accordance with ASTM E1926. Provide results compatible with the Participant's GIS database, if applicable	Test Mile		5	120	600

Item	Description	Unit	Base Cost (\$)	Unit Cost (\$)	Quantity	Item Total (\$)
18	With input from Participant's staff, devise a weighing system taking into account PCI, IRI, average daily traffic for thoroughfares (traffic count raw data provided by Participant), and public safety emergency routes; and apply this 0-100 numeric index to the roadway information collected for the entire jurisdiction. Cost includes base cost plus lane mile unit cost.	Test Mile	5,000	10	120	6,200
19	Estimate the annual budget required to meet the long term goals regarding desired pavement condition levels. Cost includes base cost plus lane mile unit cost.	Each Participant	6,000	10	120	7,200
20	Create a five year and ten year pavement rehabilitation plan with input from Participant's staff. Cost includes base cost plus lane mile unit cost.	Each Participant	6,000	10	120	7,200
Grand Total						70,200

Section E: Terms and Conditions

The attached General Conditions for Technical Services (Fugro Schedule 40.01) describe general contractual conditions including identification of Client, on-site responsibilities and risks, warranty, invoicing procedures, and record maintenance.

To indicate acceptance of this proposal, please have the signature block on the following page signed by an authorized representative and return one copy to us for our files. For the purposes of this proposal and services agreement, the Client reference used throughout the attached Fugro Schedule 40.01 is agreed to be the agency represented by the signature on the following page.

CLIENT:

Agency Name

Authorizing Signature

Typed Name and Title

Date

Fugro Schedule 40.01

1. Parties to This Agreement

CLIENT as used herein is the entity who authorizes performance of services by Fugro USA Land, Inc. (FUGRO) under the conditions stated herein. FUGRO as used herein includes, Fugro USA Land, Inc., its employees and officers, and its subcontractors and sub-consultants (including affiliated corporations).

2. On-site Responsibilities and Risks

2.1 Right-of-Entry. Unless otherwise agreed, CLIENT will furnish unfettered rights-of-entry and obtain permits as required for FUGRO to perform the fieldwork.

2.2 Damage to Property. FUGRO will take reasonable precautions to reduce damage to land and other property caused by FUGRO's operations. However, CLIENT understands that damage may occur and FUGRO's fee does not include the cost of repairing such damage. If CLIENT desires FUGRO to repair and/or pay for damages, FUGRO will undertake the repairs and add the pre-agreed cost to FUGRO's fee.

2.3 Toxic and Hazardous Materials. CLIENT will provide FUGRO with all information within CLIENT's possession or knowledge as to the potential occurrence of toxic or hazardous materials, or Biological Pollutants (as defined in 9. below) at the site being investigated. If unanticipated toxic or hazardous materials, or biological pollutants are encountered, FUGRO reserves the right to demobilize FUGRO's field operations at CLIENT's expense. Remobilization will proceed following consultation with FUGRO's safety coordinator and CLIENT's acceptance of proposed safety measures and fee adjustments.

2.4 Utilities and Pipelines. While performing FUGRO's fieldwork, FUGRO will take reasonable precautions to avoid damage to subterranean and subaqueous structures, pipelines, and utilities. CLIENT agrees to defend, indemnify, and hold FUGRO harmless for any damages to such structures, pipelines, and utilities that are not called to FUGRO's attention and/or correctly shown on plans furnished to FUGRO.

2.5 Site Safety. FUGRO is not responsible for the job site safety of others, nor does FUGRO have stop-work authority over work by others. However, FUGRO will conduct its work in a safe, workman-like manner, and will observe the work-site safety requirements of CLIENT that have been communicated to FUGRO in writing.

3. Standard of Care

3.1 FUGRO will perform its services consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions in the same location.

3.2 CLIENT acknowledges that conditions may vary from those encountered at the location where borings, surveys, or explorations are made and that FUGRO's data, interpretations, and recommendations are based solely on the information available to FUGRO, and FUGRO is not responsible for the interpretation by others of the information developed.

4. Limitation of Remedies

To the greatest extent permitted by law, CLIENT's sole remedy against FUGRO for claims and liabilities (including attorney's fees, litigation expenses and costs of court) in any way arising out of or directly or indirectly related to FUGRO's work for CLIENT will not exceed an aggregate limit of \$50,000 or the amount of FUGRO's fee, whichever is greater, regardless of the legal theory under which remedy is sought, whether based on negligence [whether sole or concurrent, active or passive], breach of warranty, breach of contract, strict liability or otherwise. In the event CLIENT does not wish to limit FUGRO's remedy to this sum, and if CLIENT requests in writing prior to acceptance of this Agreement, FUGRO agrees to negotiate a greater remedy amount in exchange for an increase in scope and fee appropriate to the project and remedy risks involved.

5. Invoices and Payment

At FUGRO's discretion, invoices will be submitted at the completion of task elements, or monthly for services rendered. Payment is due upon presentation of FUGRO's invoice and is past due thirty (30) days from invoice date. CLIENT agrees to pay a financing charge of one percent (1%) per month (or the maximum rate allowable by law, whichever is less), on past due accounts, and agrees to pay attorney's fees or other costs incurred in collecting any delinquent amount.

6. Data, Records, Work Product and Report(s), and Samples

Data, Records, Work Product and Report(s) are FUGRO's property. All pertinent records relating to FUGRO's services shall be retained for a minimum of two (2) years after completion of the work. CLIENT shall have access to the records at all reasonable times during said period. FUGRO will retain samples of soil and rock for a minimum of 30 days after submission of FUGRO's report unless CLIENT advises FUGRO otherwise. Upon CLIENT's written request, for an agreed charge FUGRO will store or deliver the samples in accordance with CLIENT's instructions.

7. Indemnification

Each party (Indemnitor) shall protect, defend, indemnify and hold harmless the other party (Indemnitee) from and against any claims, damages, losses, and costs arising from this Agreement or the project, including, but not limited to, reasonable attorney's fees and litigation costs, to the extent such claims, damages, losses or costs are caused by the sole negligence of the Indemnitor.

8. Consequential Damages

Notwithstanding any other provision of this Agreement, CLIENT and FUGRO waive and release any claim against the other for loss of revenue, profit or use of capital, loss of services, business interruption and/or delay, loss of product, production delays, losses resulting from failure to meet other contractual commitments or deadlines, downtime of facilities, or for any special, indirect, delay or consequential damages resulting from or arising out of this Agreement, or as a result of or in connection with the work, and whether based on negligence (whether sole or concurrent, active or passive), breach of warranty, breach of contract, strict liability or otherwise.

9. Biological Pollutants

FUGRO's scope of work does not include the investigation, detection, or design related to the presence of any Biological Pollutants. The term "Biological Pollutants" includes, but is not limited to, mold, fungi, spores, bacteria, and viruses, and the byproducts of any such biological organisms. CLIENT agrees that FUGRO will have no liability for any claim regarding bodily injury or property damage alleged,

arising from, or caused directly or indirectly by the presence of or exposure to any Biological Pollutants. In addition, CLIENT will defend, indemnify, and hold harmless FUGRO from any third party claim for damages alleged to arise from or be caused by the presence of or exposure to any Biological Pollutants. If CLIENT requests in writing prior to acceptance of this Agreement, FUGRO will negotiate a greater limitation amount, and remove CLIENT's responsibilities, in exchange for an increase in fee to develop an expanded scope of work to provide biological pollutant protection.

10. Acceptance of Agreement

These GENERAL CONDITIONS have been established in large measure to allocate certain risks between CLIENT and FUGRO. FUGRO will not initiate service without formal agreement on the terms and conditions set forth in these GENERAL CONDITIONS. Acceptance or authorization to initiate services shall be considered by both parties to constitute formal acceptance of all terms and conditions of these GENERAL CONDITIONS. Furthermore, all preprinted terms and conditions on CLIENT's purchase order or purchase order acknowledgment forms are inapplicable to these GENERAL CONDITIONS and FUGRO's involvement in CLIENT's project.

11. Termination of Contract

CLIENT and FUGRO may terminate services at any time upon ten (10) days written notice. In the event of termination, CLIENT agrees to fully compensate FUGRO for services performed including reimbursable expenses to the termination date, as well as demobilization expenses. FUGRO will terminate services without waiving any claims or incurring any liability.

CONSENT ITEM 4.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: May 28, 2020 Special Session Minutes
Submitted For: Bob Hart, City Manager
Submitted By: Lana Wylie, Administrative Assistant
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Citizen Engagement & Proactive Government

AGENDA ITEM

Consider and act on minutes from the May 28, 2020 special session.

AGENDA ITEM SUMMARY/BACKGROUND

Attached are the minutes from the May 28, 2020 special session. The minutes are in draft form and are not considered official until formally approved by the City Council.

RECOMMENDATION

Staff recommends approval of the May 28, 2020 special session minutes.

Attachments

Minutes

**STATE OF TEXAS
COUNTY OF DENTON
CITY OF CORINTH**

On this the 28th day of May 2020 the City Council of the City of Corinth, Texas met in Special Session at the Corinth City Hall at 6:00 P.M., located at 3300 Corinth Parkway, Corinth, Texas. The meeting date, time, place and purpose as required by Title 5, Subtitle A, Chapter 551, Subchapter C, Section 551.041, Government Code, with the following members to wit:

Members Present:

Mayor Heidemann
Sam Burke, Mayor Pro Tem
Scott Garber, Council Member
Lowell Johnson, Council Member
Tina Henderson, Council Member
Kelly Pickens, Council Member

Staff Members Present:

Bob Hart, City Manager
Jerry Garner, Police Chief
Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director
Jason Alexander, Economic Development Director
Helen-Eve Beadle, Planning & Development Director
Cody Collier, Public Works Director
Shea Rodgers, Technology Services Communications Manager
Lana Wylie, Interim City Secretary

Others Present:

Steve Holzwarth
Lindsey Rayl

CALL TO ORDER, INVOCATION, PLEDGE OF ALLEGIANCE & TEXAS PLEDGE:

Mayor Heidemann called the meeting to order at 6:01 P.M. City Manager Bob Hart delivered the Invocation, due to the COVID-19, the Pledge of Allegiance and the Texas Pledge did not take place.

BUSINESS AGENDA:

1. Receive a report and hold a discussion on the Strategic Plan and Budget.

City Manager Hart presented the May 28, 2020 Budget Priorities and responded to questions from the City Council.



PRIORITIES WORKSHOP OVERVIEW

- Mission & Vision Review
- General Priorities
- County COVID-19 Funding
- November Election
- Senior Tax Exemptions
- Transit Oriented Development
- Tax Increment Financing
- Lake Cities Relationship
- Water Conservation
- Legislative Session
- Land Use Challenges
- AGORA Logo Design
- General Priorities Review & Wrap-up

Vision

A Growing Community that is conveniently located, delivers outstanding services, engages its residents, and provides a good mix of high-quality retail, restaurant, and entertainment.

Mission

To provide services that meet or exceed the needs of our community and enhance their quality of life.



Mayor Pro Tem Burke would like to take advantage of the low bid process.

Councilmember Garber would like staff to review the pay gaps in selected positions and involvement with the

legislative process.

Mayor Heidemann would like to focus attention on broadband, providing better internet communication and technology to our residents.

Councilmember Johnson would like staff to consider mobility within the city, including walking and bike lanes.

GENERAL PRIORITIES

What would you like to
accomplish over the next
1 to 3 years?

City Manager Hart discussed the eligible expenses available for the CARES Act, with Corinth eligible to receive approximately \$1.2 million. With regard to economic development eligible expenses, included, Corinth will contract with Recast, a 25 year experienced company who will contribute to the vitalization of a downtown center.

DENTON COUNTY COVID-19 FUNDING



CORONAVIRUS RELIEF FUND

- Allocation of the \$147,733,721 CARES Act funds received from the U.S. Treasury for COVID-19 related expenses
- \$55 per capita allocation cities in Denton County.

The CARES Act requires that the payments from the Coronavirus Relief Fund only be used to cover expenses that—

- (1) are necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19);
- (2) were not accounted for in the budget most recently approved as of March 27, 2020 (the date of enactment of the CARES Act) for the State or government; and
- (3) were incurred during the period that begins on March 1, 2020, and ends on December 30, 2020.

ELIGIBLE GRANT FUNDING EXPENSES

Emergency medical response expenses, including emergency medical transportation, related to COVID-19.

Communication and enforcement by local governments of public health orders

Acquisition and distribution of medical and protective supplies, including sanitizing products and personal protective equipment

Disinfection of public areas and other facilities

Improve telework capabilities for public employees to enable compliance with COVID-19 public health precautions.

Expenses of providing paid sick and paid family and medical leave to public employees to enable compliance with COVID-19 public health precautions

Expenditures related to the provision of grants to small businesses to reimburse the costs of business interruption caused by required closures.

Payroll expenses for public safety, human services, and similar employees whose services are substantially dedicated to mitigating or responding to the COVID-19 public health emergency.

City Manager Hart shared with the Council, staff's consideration for the November 2020 election and the rental car tax. Staff is favoring the Fire District Tax over the Street Maintenance Tax and will proceed also with the rental car tax. Mr. Hart responded to questions from the Council regarding the election.

Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director explained how the SB2 tax affects both the Fire District Sales Tax and the Street Maintenance Sales Tax.

The consensus of the Council is to move forward with the Fire Sales Tax election.

NOVEMBER ELECTION



OPTION 1:

- Create the Fire Control, Prevention, and Emergency Medical Services District
- Let Street Maintenance lapse.
- Loss of \$100,000

OPTION 2:

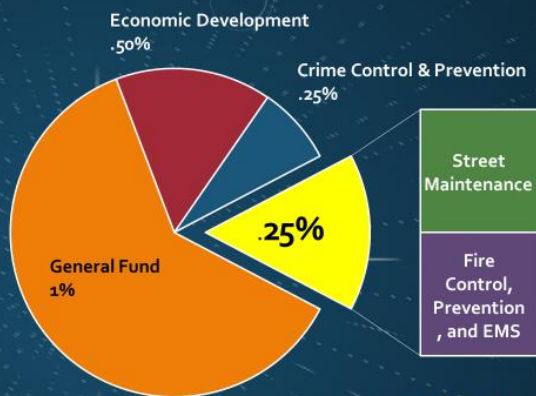
- Renew Street Maintenance Sales Tax
- Cannot move forward with Fire District until 2025

OPTION 3:

- Election to lower EDC by .25%

OPTION 4:

- Short-Term Vehicle Rental Tax



CITY OF CORINTH
SPECIAL ELECTION
November 2020

Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director reviewed the presentation with Council regarding the Senior Exemption Options.

Councilmembers Burke, Garber and Johnson recommended not moving forward with the Senior Exemption Options at this time.

SENIOR EXEMPTION OPTIONS



SENIOR TAX EXEMPTION

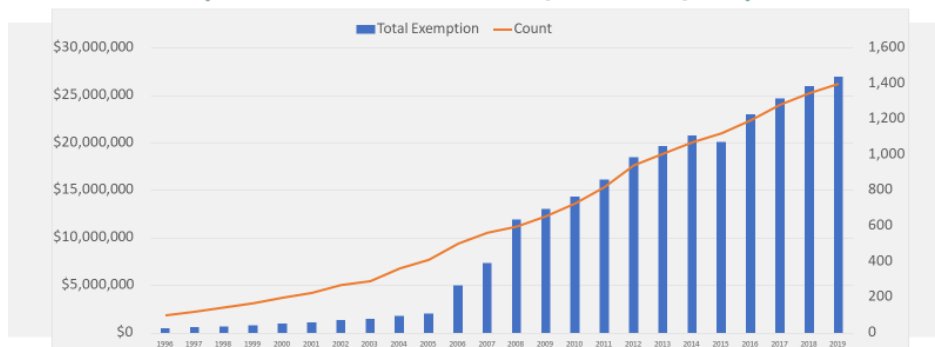
- The Senior Tax Exemption lowers the taxable value of the property and the amount of property taxes owed.
- Can change at Council Discretion
- Current exemption is \$20,000
 - Tax Reduction per senior equal to \$109
- Current revenue reduction is \$147K

SENIOR TAX FREEZE

- The senior tax freeze sets a cap, or ceiling, on the amount of property taxes paid annually.
- **Permanent & irrevocable**
- Property value & Tax Rate is frozen
- Freeze is transferable to surviving spouse
- May be transferred to another property
- Must adopt by July 1 to impact the next tax year.
- Annual Revenue Reduction
 - Year 1-\$63k-\$70k; Year 2- \$128k-\$143k; Year 3- \$196k-\$218k



Corinth Senior Tax Exemption Analysis



Tax Exemption Accounts

1,398

Since 2010 accounts increased by an average of 67.2 per year or 9.25%

Total Tax Exemption Value

\$26,994,905

Since 2010 exempted value increased by an average of \$1,267,282 per year or 8.85%

Total Tax Revenue Reduction

\$ 147,122

Equal to .06¢ on the Tax Rate

	2010	2011	2012	2013	2014	2015	2016	2017	2018	Growth	2023	2024
Population	18,588	19,324	19,736	20,126	20,432	20,614	20,764	20,908	21,158	14%	23,747	24,612
Median Age	36.1	36	35.4	35.2	34.4	34.6	36.7	38	38.1		37.8	37.7
65 Years and Over	1,377	1,711	1,811	1,665	1,705	1,699	1,920	2,289	2,448	78%	2,992	3,150
Percent of population 65	7%	9%	9%	8%	8%	8%	9%	11%	12%		12.6%	12.8%
Senior Exemptions	726	818	940	1,005	1,069	1,120	1,193	1,280	1,345	85%	1,708	1,798
% of 65 Population that received Senior Exemption	52.7%	47.8%	51.9%	60.3%	62.6%	65.9%	62.1%	55.9%	54.9%		57.1%	57.1%

City Manager Hart outlined the TOD and TIRZ strategy through the presentation with the Council, including moving forward with the DCTA membership. Lake Dallas, Shady Shores and Hickory Creek stated they will assist Corinth in working with Denton County.

Mayor Pro Tem Burke stated DCTA will begin tracking those who use the trails and suggested connecting the trail system between cities to encourage participation of the TIRZ.





TOD

- ❖ DCTA Membership
- ❖ Funding Strategy
- ❖ Capital projects
 - ❖ N. Corinth Street
 - ❖ NCTC Way
 - ❖ Park/Pavilion
 - ❖ TOD Flood/Wetland mitigation
 - ❖ Main Street
 - ❖ Lion Blvd
 - ❖ Hospital Drive

15



16



17

TAX INCREMENT FINANCING



DENTON COUNTY PARTICIPATION

- Need to develop strategy to get County Participation

City Manager Hart spoke with the Council regarding the relationship between the Lake Cities. Current projects include the broadband study, fire contract, Lake Sharon/Dobbs Road realignment and the Shady Shores Police Contract. Mr. Hart responded to

Councilmember Pickens commented on the broadband study and the city obtaining interest from businesses to update the infrastructure.

LAKE CITIES RELATIONSHIPS



Broadband

- Corinth will lead with ILA
- Task Force review
- Prepare for winter/spring strategic plan
 - Resident/Task Force
 - Council Representatives
 - School Representatives
 - LCMUA
 - Business Interests
- Investor Owned Utility vs Public/Private Partnership vs City Utility



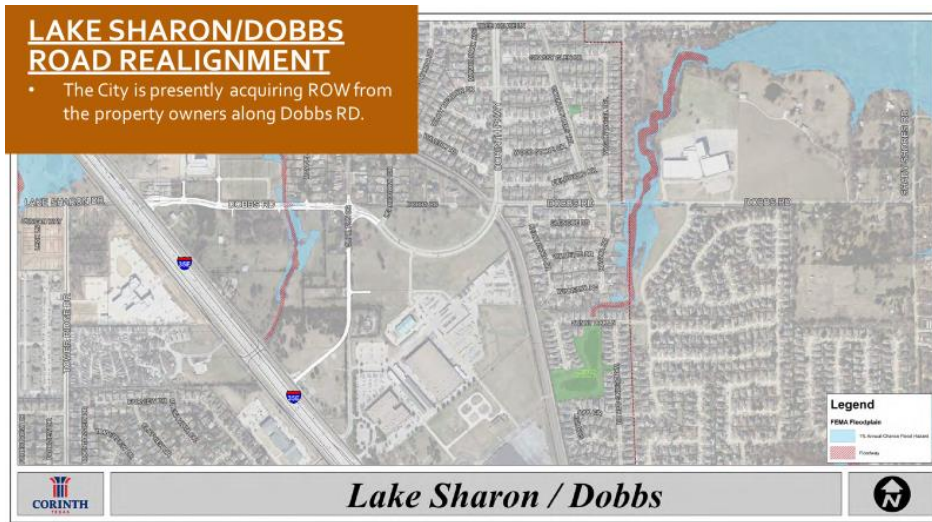
PROPOSAL

- Field Validation, Mapping, and Data Analysis - \$25,000
- Demand Survey - \$9,500
- Asset Inventory - \$16,000
 - To be conducted in-house through GIS Division
- Strategic Plan - \$9,000

Entity	Allocation	Total
Corinth	51.7%	\$22,490
Hickory Creek	18.9%	\$8,222
Lake Dallas	17.7%	\$7,700
Shady Shores	11.8%	\$5,133

LAKE CITIES FIRE CONTRACT

- Current contract expires - September 30, 2021
- Deadline for Lake Cities to adopt new contract - July 1, 2020
- Will place on Corinth July 2, 2020 Agenda



SHADY SHORES POLICE CONTRACT

- Contract Expires September 30, 2022
- General conversations about including Animal Control

City Manager Hart shared staff's Water Conservation Plan to work with Corinth's key account customers working with businesses to reduce water consumption, discussed the legislative session and topics for discussion in the upcoming meeting with Representative Stuckey.

WATER CONSERVATION



KEY ACCOUNT WATER CONSERVATION PROGRAM



- Identify key account partners
 - **NCTC**
 - **Glory of Zion**
 - **Co-Serv**
 - **Responsive Education Center (Corinth Classical)**
 - **DATCU**
 - Lake Dallas ISD
 - Huffines
 - Oxford at the Boulevard
 - Albertson's
- Partner with UTRWD for "Water My Yard" evaluation and one-on-one conservation education meetings.
- Develop water conservation plans in order to meet daily MGD levels.

26

LEGISLATIVE SESSION



LEGISLATIVE ISSUES

- TML Lobby Efforts
- Spending Caps
- SB2 Implementation
- Economic Development Sales Tax Funding

Helen-Eve Beadle, Planning & Development Director outlined the Land Use Challenges presentation, discussing five areas within the community; noting many of the properties have physical constraints.

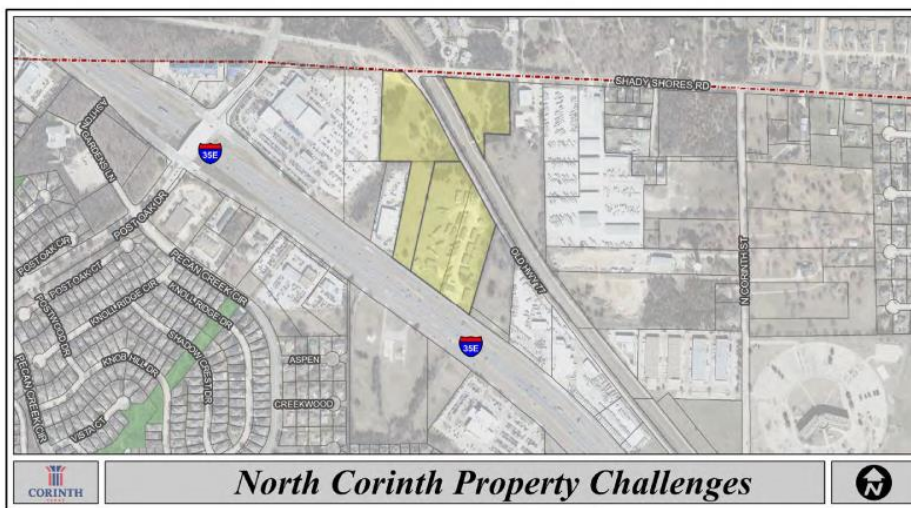
Jason Alexander, Economic Development Director addressed the City Council regarding the Robison Tract, two inquiries being luxury movie theaters.

LAND USE CHALLENGES

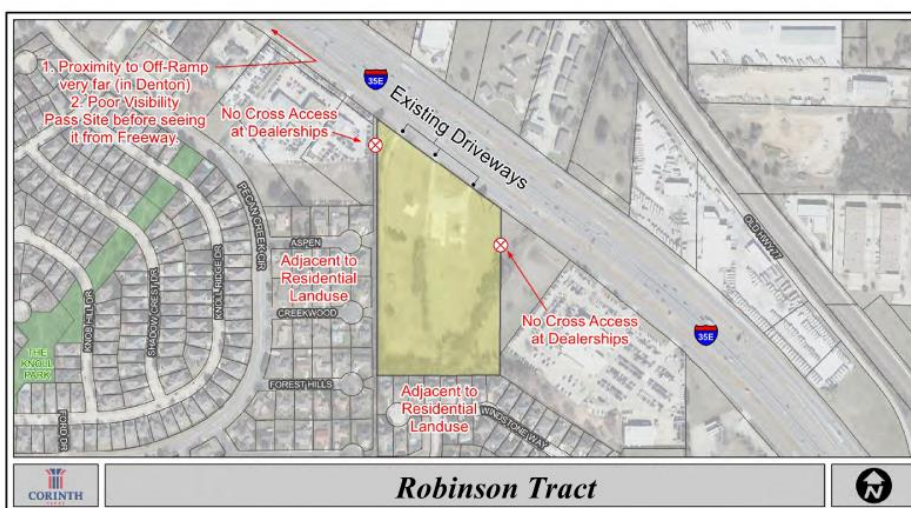
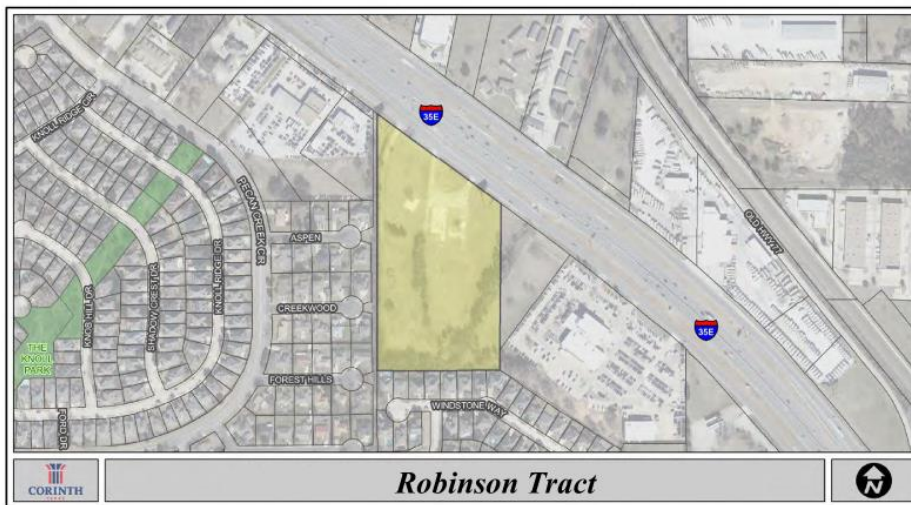


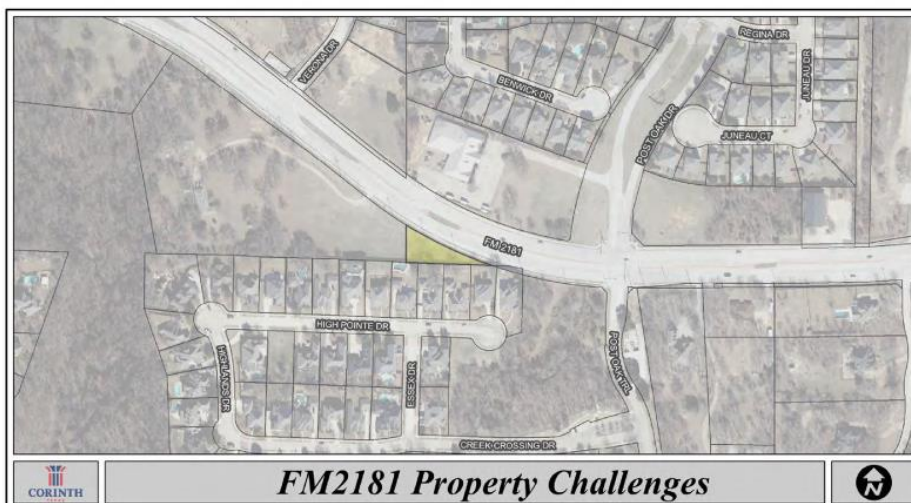
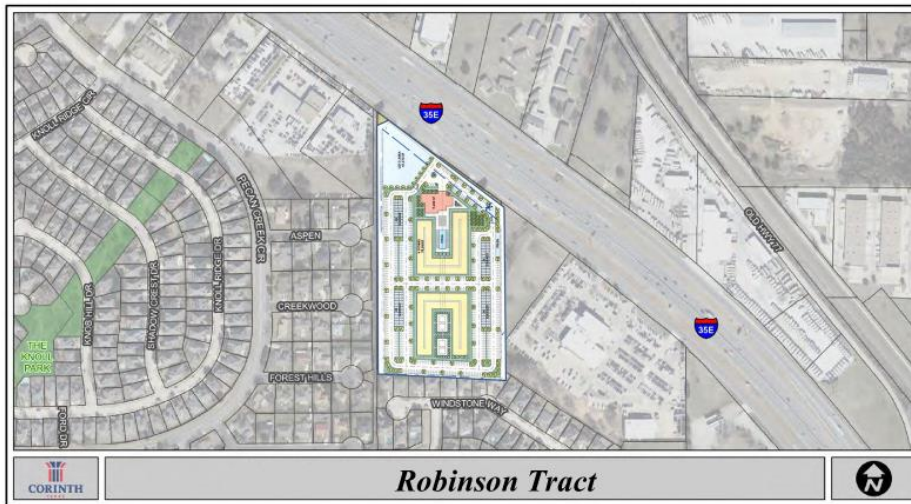
LAND USE CHALLENGES

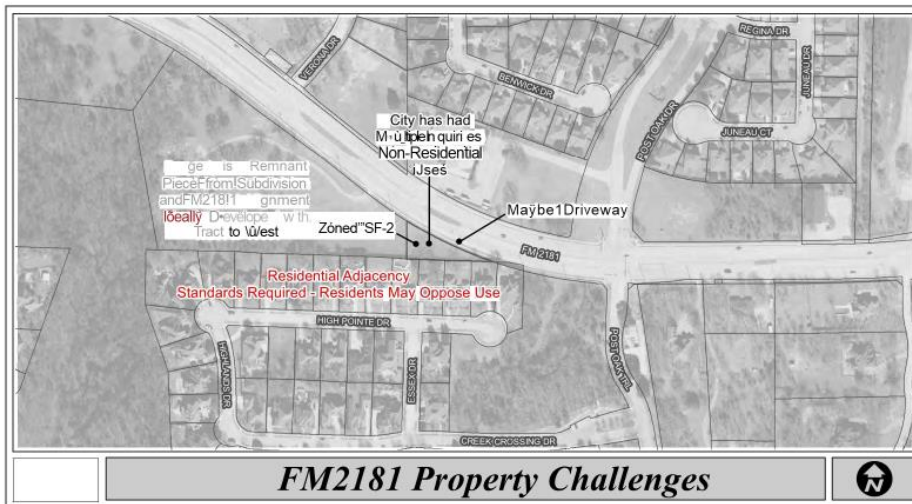
- The following sites have been identified as challenging due to poor access, adjacent land uses, and physical constraints.
- Staff is presenting the tracts for special consideration and guidance to allow for development.















Jason Alexander, Economic Development Director outlined the AGORA presentation, requesting feedback from the Council. After recommendation, he will share with the Ambassador group and the Corinth Economic Development Corporation for guidance and then return to Council.

Mayor Pro Tem Burke selected Option 1. **Councilmember Pickens** commented on the size of the letters. **Councilmember Garber** likes Option 1. **Councilmember Johnson** likes Option 3. The consensus of the Council is Option 1 and 3 and using At Corinth versus District.

Jason Alexander, Economic Development Director will work with Slate Communications with City Council's recommendations.



AGORA
AT CORINTH

AGORA
CORINTH, TX

AGORA
DISTRICT

AGORA
AT CORINTH

AGORA
CORINTH, TX

AGORA
DISTRICT

corinth



AT CORINTH

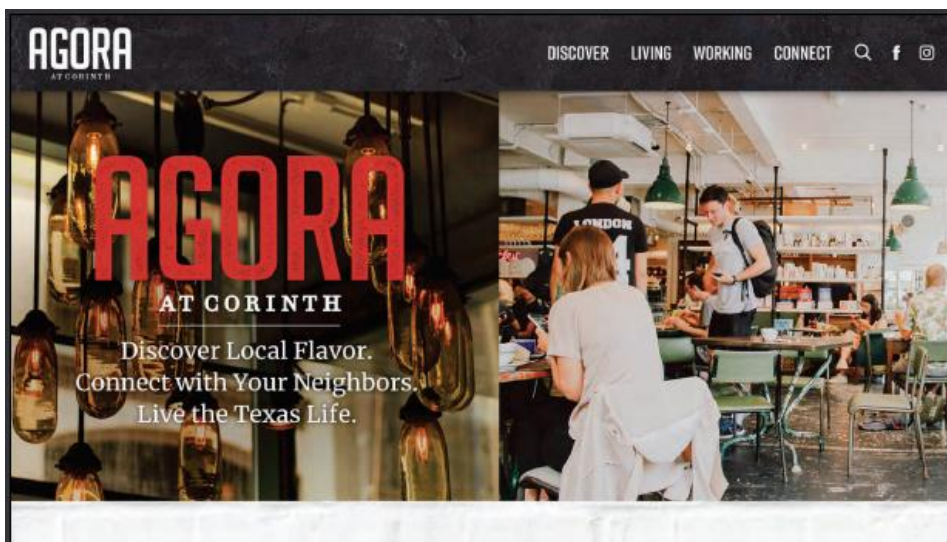


CORINTH, TX



DISTRICT

Option 1-Secondary vertical logo



AGORA LOGO

Option 2

AGORA AGORA AGORA
— AT CORINTH — — CORINTH, TX — — DISTRICT —

Option 2



AGORA LOGO

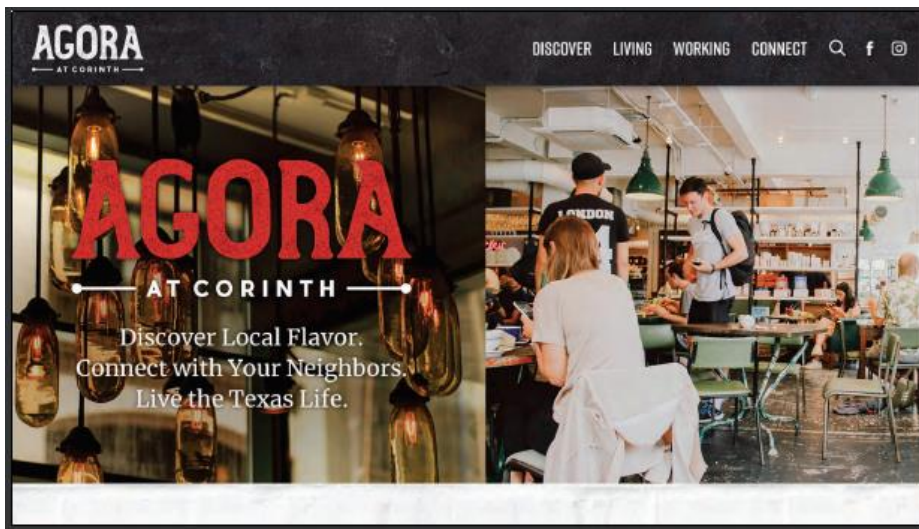
Option 3

AGORA
AT CORINTH —

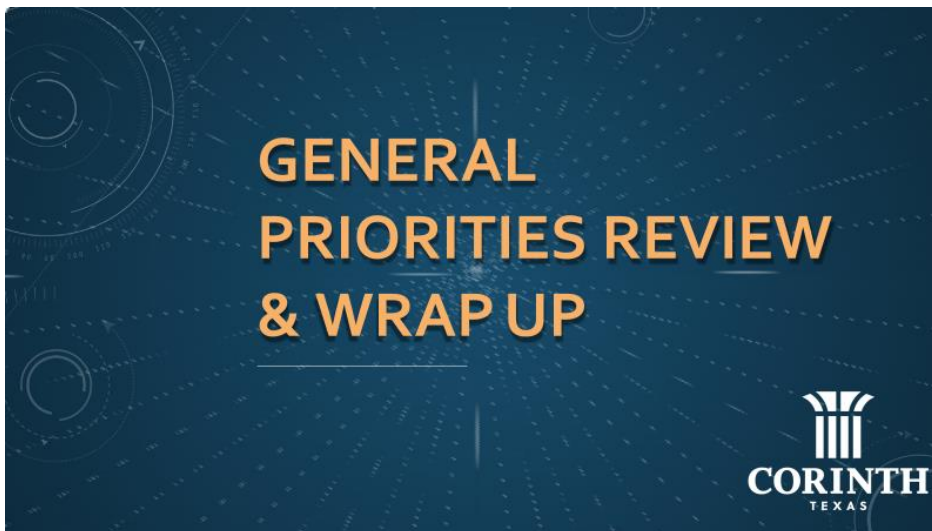
AGORA
CO RINTH, TX —

AGORA
DISTRICT





City Manager Hart inquired with the Council regarding adding any other items to the list and will update the Council meeting schedule over the next several weeks through the weekly report.



CLOSED SESSION

The City Council will convene in such executive or (closed session) to consider any matters regarding any of the above agenda items as well as the following matters pursuant to Chapter 551 of the Texas Government Code.

Section 551.071. (1) Private consultation with its attorney to seek advice about pending or contemplated litigation; and/or settlement offer; and/or (2) a matter in which the duty of the attorney to the government body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act.

Section 551.072. To deliberate the purchase, exchange, lease or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the governmental body in negotiations with a third person.

Section 551.074. To deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee.

Section 551.087. To deliberate or discuss 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 to deliberate the offer of a financial or other incentive to a business prospect.

After discussion of any matters in closed session, any final action or vote taken will be in public by the City Council. City Council shall have the right at any time to seek legal advice in Closed Session from its Attorney on any agenda item, whether posted for Closed Session or not.

RECONVENE IN OPEN SESSION TO TAKE ACTION, IF NECESSARY, ON CLOSED SESSION ITEMS.

ADJOURN:

Mayor Heidemann adjourned the Regular meeting at 8:13 p.m.

AYES: All

Meeting adjourned.

Approved by Council on the _____ day of _____ 2020.

Lana Wylie, Interim City Secretary
City of Corinth, Texas

CONSENT ITEM 5.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: June 4, 2020 Work Session Minutes
Submitted For: Bob Hart, City Manager
Submitted By: Lana Wylie, Administrative Assistant
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Citizen Engagement & Proactive Government

AGENDA ITEM

Consider and act on minutes from the June 4, 2020 workshop session.

AGENDA ITEM SUMMARY/BACKGROUND

Attached are the minutes from the June 4, 2020 workshop session. The minutes are in draft form and are not considered official until formally approved by the City Council.

RECOMMENDATION

Staff recommends approval of the June 4, 2020 workshop session minutes.

Attachments

Minutes

**STATE OF TEXAS
COUNTY OF DENTON
CITY OF CORINTH**

On this the 4th day of June 2020 the City Council of the City of Corinth, Texas met in Workshop Session at the Corinth City Hall at 5:45 P.M., located at 3300 Corinth Parkway, Corinth, Texas. The meeting date, time, place and purpose as required by Title 5, Subtitle A, Chapter 551, Subchapter C, Section 551.041, Government Code, with the following members to wit:

Members Present:

Mayor Heidemann
Sam Burke, Mayor Pro Tem
Scott Garber, Council Member
Tina Henderson, Council Member
Lowell Johnson, Council Member
Kelly Pickens, Council Member

Staff Members Present:

Bob Hart, City Manager
Patricia Adams, Messer, Fort & McDonald
Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director
Jason Alexander, Corinth Economic Development Corporation Director
Helen-Eve Beadle, Planning & Development Director
George Marshall, City Engineer
Shea Rodgers, Technology Services Communications Manager
Lana Wylie, Interim City Secretary

Others Present:

Ken Platt, Tanko Lighting
Scott Scherer, Harris Kocher Smith
Gerardo Oseguera, Northlake Contractors

CALL TO ORDER:

Mayor Heidemann called the meeting to order at 5:52 p.m.

WORKSHOP BUSINESS AGENDA:

1. Review Tanko Lighting Feasibility Study.

Ken Platt, Tanko Lighting – Tanko Lighting has been helping cities for 17 years with the sole focus on acquiring streetlights. They have converted 514,000 streetlights, 192,000 streetlight acquisitions and help maintain the streetlights if needed. They have maintained about 45,000 fixtures and over 150 projections nationwide.

Within Texas, Tanko worked with Arlington, Fort Worth, Wichita Falls as they acquired their lights from Oncor. Wichita Falls is saving about 1.3 million with the ownership of the lights. Arlington and Fort Worth are larger cities are saving more. Tanko is currently working with Grapevine and Keller.

The turn-key project consists of three phases:

1. Audit & Project Design - GIS Audit, Data Reconciliation, Design
2. Construction - Financing, Material Procurement, Installation
3. Close Out - Commissioning, Final Reporting, Maintenance

The benefits of ownership include, reduced cost, guaranteed response time, smart cities and revenue generation.

This project, with Corinth's 898 lights would cost about \$623,000, with a cost saving to the city of approximately \$159,000 per year.

Councilmember Henderson asked if the \$25,000 audit fee obligated the city. Ken Platt, Tanko Lighting stated the city is not obligated to move forward after the audit.

Councilmember Pickens asked who performs the maintenance of the lights and about response time. Ken Platt, Tanko Lighting stated, if hired for the maintenance contract, they would hire a third-party vendor to provide service.

Mayor Pro Tem Burke asked how often the Public Utility Commission alters the tariff. Ken Platt, Tanko Lighting stated the tariff is altered every two years. That is part of Tanko Lighting's assumption.

2. Review and discuss potential legislative issues.

Bob Hart, City Manager – held a general discussion regarding the legislative update and future meeting with Dr. Lynn Stuckey and requested feedback from council. Some of the discussion may include education funding, fire district sales tax, the TOD, economic development sales tax funding, cyber security, debt funding, building code fees, municipal court fees, sales tax collection, right-of-way control issues and lobbying.

3. Discuss Regular Meeting Items on Regular Session Agenda, including the consideration of closed session items as set forth in the Closed Session agenda items below.

There was no discussion on regular session agenda items.

CLOSED SESSION

The City Council convened in closed session to consider any matters regarding matters pursuant to Chapter 551 of the Texas Government Code.

Section 551.071. (1) Private consultation with its attorney to seek advice about pending or contemplated litigation; and/or settlement offer; and/or (2) a matter in which the duty of the attorney to the government body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act.

Section 551.072. To deliberate the purchase, exchange, lease or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the governmental body in negotiations with a third person.

Closed session convened at 6:40 p.m.

- a. **Right-of-way consisting of .198 acres located at 6801 S I-35E and 3404 Dobbs Road along Dobbs Road within the H. Garrison Survey, Abstract No. 507, within the City of Corinth,**

Denton County, Texas.

- b. Right-of-way consisting of 1.56 acres located at 6881 South I-35E and along Dobbs Road within the H. Garrison Survey, Abstract No. 507, within the City of Corinth, Denton County, Texas.**
- c. 3.792 acres, Tract 13H, out of the J.P. Walton Survey, Abstract 1389, within the City of Corinth, Denton County, Texas.**

Section 551.074. To deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee.

Section 551.087. To deliberate or discuss 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 to deliberate the offer of a financial or other incentive to a business prospect.

- a. Project Agora**
- b. Project Daylight**

RECONVENE IN OPEN SESSION TO TAKE ACTION, IF NECESSARY, ON CLOSED SESSION ITEMS.

Closed session recessed at 7:19 p.m.

ADJOURN:

Mayor Heidemann adjourned the work session at 7:19 p.m.

AYES:

Meeting adjourned.

Approved by Council on the _____ day of _____ 2020.

Lana Wylie, Interim City Secretary
City of Corinth, Texas

CONSENT ITEM 6.

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: June 4, 2020 Regular Session Minutes
Submitted For: Bob Hart, City Manager
Submitted By: Lana Wylie, Administrative Assistant
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Citizen Engagement & Proactive Government

AGENDA ITEM

Consider and act on minutes from the June 4, 2020 regular session.

AGENDA ITEM SUMMARY/BACKGROUND

Attached are the minutes from the June 4, 2020 regular session. The minutes are in draft form and are not considered official until formally approved by the City Council.

RECOMMENDATION

Staff recommends approval of the June 4, 2020 regular session minutes.

Attachments

Minutes

**STATE OF TEXAS
COUNTY OF DENTON
CITY OF CORINTH**

On this the 4th day of June 2020 the City Council of the City of Corinth, Texas met in Regular Session at the Corinth City Hall at 7:00 P.M., located at 3300 Corinth Parkway, Corinth, Texas. The meeting date, time, place and purpose as required by Title 5, Subtitle A, Chapter 551, Subchapter C, Section 551.041, Government Code, with the following members to wit:

Members Present:

Mayor Heidemann
Sam Burke, Mayor Pro Tem
Scott Garber, Council Member
Lowell Johnson, Council Member
Tina Henderson, Council Member
Kelly Pickens, Council Member

Staff Members Present

Bob Hart, City Manager
Patricia Adams, Messer, Fort & McDonald
Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director
Jason Alexander, Corinth Economic Development Corporation Director
Helen-Eve Beadle, Planning & Development Director
George Marshall, City Engineer
Shea Rodgers, Technology Services Communications Manager
Lana Wylie, Interim City Secretary

Others Present:

Ken Platt, Tanko Lighting
Scott Scherer, Harris Kocher Smith
Gerardo Oseguera, Northlake Contractors

CALL TO ORDER, INVOCATION, PLEDGE OF ALLEGIANCE & TEXAS PLEDGE:

Mayor Heidemann called the meeting to order at 7:19 P.M. Joan Maza delivered the Invocation, due to the COVID-19, the Pledge of Allegiance and the Texas Pledge did not take place.

CONSENT AGENDA

All matters listed under the Consent Agenda are considered to be routine and will be enacted in one motion. Should the Mayor, a Councilmember, or any citizen desire discussion of any Item that Item will be removed from the Consent Agenda and will be considered separately.

1. Consider and act on the appointment of Gilland Chenault as the Presiding Judge for the City of Corinth Municipal Court of Record.

Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director updated City Council of the temporary interim service of Judge Chenault and advised them of the City Charter, requesting authorizing the City manager to amend the current contract to increase the pay due to additional duties.

MOTION made by Mayor Pro Tem Burke to approve the city manager be authorized to amend the city's

contract with Mr. Chenault. To make his current contract, consistent with the proposed contract with regard to compensation, specifically section two of the proposed contract, that those compensation terms be added to his current contract and his current contract. Seconded by Councilmember Garber.

AYES: Burke, Garber, Johnson, Henderson, Pickens

NOES: None

ABSENT: None

MOTION CARRIED

CITIZENS COMMENTS:

In accordance with the Open Meetings Act, Council is prohibited from acting on or discussing (other than factual responses to specific questions) any items brought before them at this time. Citizen's comments will be limited to 3 minutes. Comments about any of the Council agenda items are appreciated by the Council and may be taken into consideration at this time or during that agenda item. Please complete a Public Input form if you desire to address the City Council. All remarks and questions addressed to the Council shall be addressed to the Council as a whole and not to any individual member thereof. Section 30.041B Code of Ordinance of the City of Corinth.

There were no Citizens Comments made.

BUSINESS AGENDA:

2. Consider and act upon an Ordinance amending the zoning classification from SF-4, Single Family Residential to PD, Planned Development with a base district of SF-4, Single Family Residential on an ±3.691 acre tract of land legally described as Tracts 31 and 32 of the E. Marsh Survey, Abstract No. 0833, within the City of Corinth, Denton County, Texas and is more commonly known as 3100 Tower Ridge Drive, Corinth, TX. (Tower Ridge Single Family PD)
 - Staff Presentation
 - Applicant Presentation
 - Public Comments
 - Staff Response

Helen-Eve Beadle, Planning & Development Director discussed the development of a proposed 18 residential lots and two HOA lots. She also discussed the type of building materials and receipt of six opposed and one in favor of the development. Corinth's Planning and Zoning Commission and staff recommend the approval.

Scott Scherer, Harris Kocher Smith and Gerardo Oseguera, Northlake Contractors were present to discuss the development plans including types of materials to be used. They also discussed a fence around the detention pond.

MOTION made by Mayor Pro Tem Burke to approve as presented with an amendment to the building materials standards and both land use regulations and the deed restrictions that will be filed by the applicant. And the total percentage of residential structural materials the percentage will be increased to 95%. And the list that includes fire brick and fireproof veneer, natural manufactured stone, granite and marble shall also include fiber cement siding, with the understanding that that is not stucco and that the percentage of that of the building facade that is fiber cement siding would not exceed 70%. Seconded by

Councilmember Garber.

AYES: Burke, Garber, Johnson, Henderson, Pickens
NOES: None
ABSENT: None

MOTION CARRIED

3. Consider and act on a Development Incentive Agreement between the City of Corinth and 3100 Tower Ridge Land, LLC on an approximate 3.691 acres of land situated in the E. Marsh Survey, Abstract No. 833, City of Corinth, Denton County, Texas.

MOTION made by Mayor Pro Tem Burke to approve with the same changes to the building material provisions as in the zoning ordinance. Seconded by Councilmember Pickens.

AYES: Burke, Garber, Johnson, Henderson, Pickens
NOES: None
ABSENT: None

MOTION CARRIED

4. Consider and act on a Resolution 20-06-04-13 of the City Council approving the formation of the Corinth Economic Development Foundation (the "CEDF") and the adoption of the CEDF's Certificate of Formation; approving the appointment of the Initial Board of Directors; appointing a Registered Agent; Designating a Registered Office; and providing for an Effective Date.

Jason Alexander, Corinth Economic Development Corporation Director outlined the purpose of the CEDF, including the initial Board of Directors, as per state law. City Council did not have any questions.

Patricia Adams, Messer, Fort & McDonald stated a Registered Agent and an organizer must be designated.

MOTION made by Mayor Pro Tem Burke to amend the item to make initial Board Members, Bob Hart, Lee Ann Bunselmeyer and Jason Alexander; also appointing Mr. Hart as the initial Registered Agent and Organizer. Also added 3300 Corinth Parkway, Corinth, TX 76208 as the address of record. Seconded by Councilmember Garber.

AYES: Burke, Garber, Johnson, Henderson, Pickens
NOES: None
ABSENT: None

MOTION made by Councilmember Garber to approve as presented. Seconded by Councilmember Pickens.

AYES: Burke, Garber, Johnson, Henderson, Pickens
NOES: None
ABSENT: None

MOTION CARRIED

COUNCIL COMMENTS & FUTURE AGENDA ITEMS

The purpose of this section is to allow each councilmember the opportunity to provide general updates and/or comments to fellow councilmembers, the public, and/or staff on any issues or future events. Also, in accordance with Section 30.085 of the Code of Ordinances, at this time, any Councilmember may direct that an item be added as a business item to any future agenda.

Mayor Pro Tem Burke thanked staff for their and Mr. Hart for continuing to seek out opportunities to reduce our costs. Today is yet another example of staff looking for opportunities and I appreciate that. I appreciate our attorney and our staff's work to try to negotiate the changing legal environment and meet expectations, unrealistic at times, of all the council members.

Tina Henderson, Council Member received an invitation from Pastor Christopher J. Respass for the Mayor and City Council to attend a city-wide prayer at Antioch Christian Fellowship, Thursday, June 11, 2020 at 6pm.

Bob Hart, City Manager announced FEMA released their Flood Mitigation Grant status and Corinth is included on the list.

Mayor Heidemann thanked **City Engineer, George Marshall** for his work in coordinating the effort and showed appreciation to **Police Chief, Jerry Garner, Bob Hart, City Manager**, for their team's effort in coordinating and disseminating the protest information.

CLOSED SESSION

The City Council will convene in closed session to consider any matters regarding matters pursuant to Chapter 551 of the Texas Government Code.

Section 551.071. (1) Private consultation with its attorney to seek advice about pending or contemplated litigation; and/or settlement offer; and/or (2) a matter in which the duty of the attorney to the government body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act.

Section 551.072. To deliberate the purchase, exchange, lease or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the governmental body in negotiations with a third person.

Section 551.074. To deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee.

Section 551.087. To deliberate or discuss 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 to deliberate the offer of a financial or other incentive to a business prospect.

After discussion of any matters in closed session, any final action or vote taken will be in public by the City Council. City Council shall have the right at any time to seek legal advice in Closed Session from its Attorney on any agenda item, whether posted for Closed Session or not.

RECONVENE IN OPEN SESSION TO TAKE ACTION, IF NECESSARY, ON CLOSED SESSION ITEMS.

ADJOURN:

Mayor Heidemann adjourned the Regular meeting at 7:53 p.m.

AYES: All

Meeting adjourned.

Approved by Council on the _____ day of _____ 2020.

Lana Wylie, Interim City Secretary
City of Corinth, Texas

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: Envision Corinth: 2040 Comprehensive Plan
Submitted For: Helen-Eve Beadle, Director **Submitted By:** Helen-Eve Beadle, Director
Finance Review: N/A **Legal Review:** Yes
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Land Development
Infrastructure
Development
Economic
Development
Citizen Engagement
& Proactive
Government
Regional Cooperation

AGENDA ITEM

Conduct a public hearing to consider testimony and act on an ordinance to adopt a new Comprehensive Master Plan entitled “Envision Corinth” to be adopted as a proposed amendment to and/or a restatement of the “City of Corinth 2010 Comprehensive Plan” adopted by Ordinance No. 10-05-06-12, as thereafter amended, including potential amendments to other related ordinances adopted as part of the City of Corinth 2010 Comprehensive Plan to be incorporated into the Envision Corinth.

AGENDA ITEM SUMMARY/BACKGROUND

The City of Corinth has worked diligently with Kimley Horn and Associates on the drafting of a new comprehensive plan for the City of Corinth entitled *Envision Corinth: 2040 Comprehensive Plan*.

The Comprehensive Plan sets the foundation for the future development including, the zoning or rezoning of properties in the community, as well as addressing the City’s future roadway needs. The City has held numerous events for the Comprehensive Plan Advisory Committee, City board and commission members, and the general public to provide input on the formation the plan.

Some of the main changes within *Envision Corinth* compared to the 2010 Comprehensive plan are the removal of the “City Center District” from the area west of Amity Village between Lake Sharon Drive and Church Drive, and the establishment of a Transit-Oriented Mixed Use District east of Interstate 35-E, and north of Corinth Parkway across from City Hall.

Another key component that has been added to the *Envision Corinth* plan is an economic analysis of the City that provides the community with the estimated fiscal impacts for varying development scenarios so that staff and elected officials can make more informed decisions on future development proposals to ensure that they are not only appropriate for a particular location but are also fiscally beneficial to the City.

The Plan identifies:
Existing Land Use Patterns
Development Strategies
Mobility

Additionally, *Envision Corinth* builds upon the foundation of the adopted Strategic Plan, *Embracing the Future, 2030* by addressing elements for improvement and direction for the community.

Through *Envision Corinth: 2040 Comprehensive Plan*, we are committing to maintain the core values identified by the Comprehensive Plan Advisory Committee while providing the services and amenities desired by our current and future residents, businesses, and visitors.

Public Notices:

Notice of the public hearings for the Planning and Zoning Commission and the City Council were published in the June 5, 2020 edition of the Denton Record Chronicle.

RECOMMENDATION

The Planning and Zoning Commission unanimously recommended *Envision Corinth: 2040 Comprehensive Plan* for City Council approval at their June 22, 2020 meeting subject to staff's review comments in the document, outlined below.

1. Amend Existing Land Use of the Goddard School Property to Commercial/Office/Retail, refer to page 14.
2. Correct Spelling of the word "Commercial" in the Legend, refer to page 14.
3. Amend Land Use and Development Strategy to add Corridor Commercial along 2181 near intersection at Parkridge Drive, refer to page 43.
4. Review and amend Land Use and Density point number 7, refer to page 50.
5. Remove word i.e. and replace with namely, refer to page 55.
6. Widen exhibit showing typical residential street, refer to page 64.
7. Review comment and amend exhibit showing paving of Future Local Street cross section, refer to page 64.
8. Amend the North Arrow, refer to page 65.
9. Clarify private HOA parks on the Active Transportation Plan, refer to page 66.
10. Remove the word proposed and replace with new, refer to page 72.
11. Amend grammar of point six, refer to page 73.
12. Review and amend Economic and Fiscal Strategy section, refer to page 80.
13. Address zoning application comment in Deliberate Action for Strategic Results section, refer to page 82.
14. Revise Thoroughfare Plan layout on pages 64 and 65 to provide for all of the Plan and Roadway Sections to appear on one page. Overview, Outcomes, and Plan Description may appear on other page.

Attachments

Exhibit A - Comp Plan Document

ENVISION CORINTH

2040 COMPREHENSIVE PLAN



Prepared by

Kimley»Horn
Expect More. Experience Better.

LIVABLE
PLANS & CODES

catalyst



ACKNOWLEDGMENTS

CITY COUNCIL

Bill Heidemann, *Mayor*
Sam Burke, *Mayor Pro Tem, Place I*
Scott Garber, *Place II*
Lowell Johnson, *Place III*
Tina Henderson, *Place IV*
Kelly Pickens, *Place V*

PLANNING & ZONING COMMISSION

Steve Holzwarth, *Place I*
Wade May, *Place II*
Brian Rush, *Chair, Place III*
Lindsey Baker, *Vice-Chair, Place IV*
Rodney Thornton, *Place V*
Cody Gober, *Place VII*

COMPREHENSIVE PLAN ADVISORY COMMITTEE

Lindsey Baker
John Baum
James Combs
Scott Garber
Tina Henderson
Brad Hinson
Virginia Holt
Steve Holzwarth
Joan Mazza
Brian Rush
Tom Winterburn

CITY STAFF

Bob Hart, *City Manager*
Helen-Eve Beadle, AICP, *Planning and Development Director*
Ben Rodriguez, AICP, *Planning and Development Manager*
George Marshall, P.E., *City Engineer*
Brett Cast, *Engineering Services Coordinator*
Garrett Skrehart, *GIS Manager*
Cody Collier, *Parks & Rec./Public Works Director*
Melissa Dolan, *Parks & Rec./Public Works Program Manager*
Jason Alexander, AICP, CeCD *Economic Development Director*

CONSULTANT TEAM

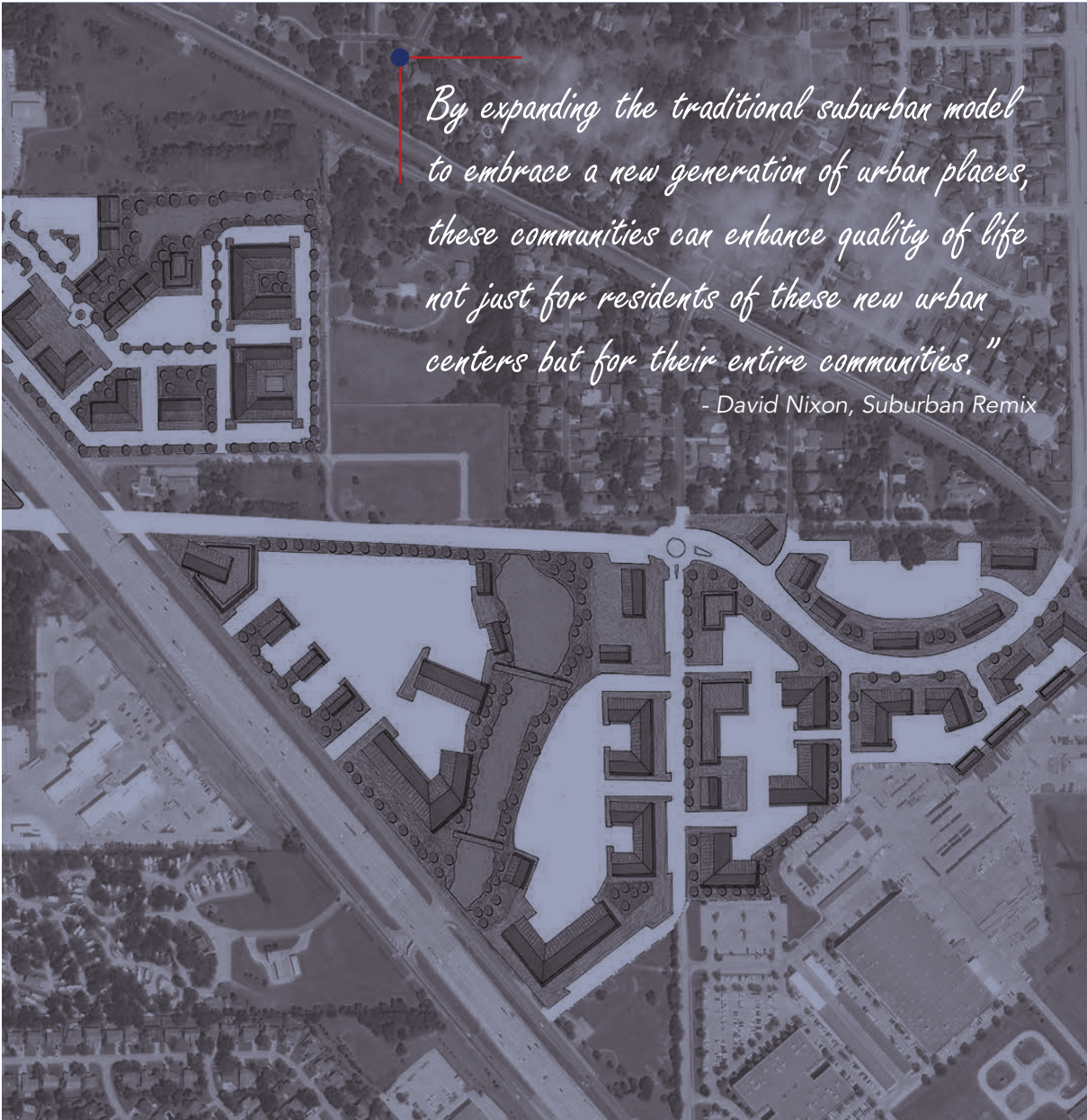
KIMLEY-HORN

LIVABLE PLANS & CODES

CATALYST COMMERCIAL

SPECIAL CONTRIBUTORS

Catalyst Urban Development
David Pettit Economic Development
Velocity Group



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3 BUILDING TOWARDS A SMARTER AND SUSTAINABLE CORINTH 37

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8 IMPLEMENTATION STRATEGY 79

APPENDIX

Psychographic Definitions

Yearly Reports

Updates to Planning & Zoning Commission and City Council

A LETTER FROM THE MAYOR

Corinth is embarking on a new path for its citizens. Guided by this Envision Corinth: 2040 Comprehensive Plan, we are committing to maintain our core values, while providing the services and amenities desired by our current and future residents, businesses and visitors.

Our City leadership has been working towards the creation of a City Center, focused around the things that we cherish as a community. But we are also mindful of the amenities and services that we are lacking today but want to build through partnerships with the private realm and our regional partners.

We have an opportunity to connect ourselves to the regional transit system. A new DCTA station in our City Center will attract the new forms of development that bring the top restaurants, jobs, and family entertainment and give us the opportunity to build public gathering space for our community.

We are looking towards innovative funding strategies that minimize the financial impact on our residents and landowners. Through the recent TIRZ creation over our City Center and through various sales tax initiatives, we are looking for ways to be self-sufficient for our community to maintain its many amenities, now and in the future.

We look to our residents to continue to guide us and be champions for this plan and to help us activate our projects through volunteering, participating in community events and letting us know about your concerns. To help with this initiative, we have created MyCorinth.com to continually update and engage our community for our special projects moving forward.

Let's continue to work together to carry forward our commitment to our make Corinth a great place to live, work, play and raise our families.



Mayor Bill Heidemann

An aerial photograph of a suburban area, likely in the Atlanta region, showing a mix of residential neighborhoods, commercial centers, and green spaces. A prominent multi-lane highway runs diagonally from the top left towards the bottom right. To the right of the highway, there are several large, irregularly shaped bodies of water, possibly retention ponds or small lakes. The left side of the image is partially obscured by a dark blue, semi-transparent overlay that features a faint, repeating pattern of the word 'INTRODUCTION'. A dark horizontal band spans the width of the image, just below the top, containing the word 'INTRODUCTION' in large, white, serif capital letters.

INTRODUCTION

INTRODUCTION

PLAN FOUNDATION

The foundation of the overall policy direction for Envision Corinth: 2040 Comprehensive Plan is based on two strategic components.

The **core values** are those key attributes that have built the unique Corinth that we see today. These values were expressed by citizens and stakeholders as the drivers that support their community and should not be lost as the City grows. These values are summarized on page 21 of this plan.

The **guiding principles** were set by the Comprehensive Plan Advisory Committee (CPAC) with consideration of the core values. These provide the structural support and the guidance for the vision described in the plan.

Both the core values and the guiding principles filter through the analysis, recommendations and implementation strategies that are featured in this plan.

Overall, the core values and guiding principles represent the traditional structure of this Envision Corinth: 2040 Comprehensive Plan.

COMPREHENSIVE PLAN GOALS & POLICIES

GUIDING PRINCIPLES

CORE VALUES

A DYNAMIC AND AESTHETICALLY PLEASING COMMUNITY

One that links neighborhoods, City facilities, transit opportunities, and destinations to a system of walkable and bikeable neighborhoods. Amenities should be built to support multiple generations and range of families in the City.

COMPLETE, CONNECTED, AND SAFE NEIGHBORHOODS

Areas with convenient access to quality goods, services, and a wide variety of housing that meets the needs of all ages and abilities. This includes sidewalks, trails, and green infrastructure as street improvements that enhance quality of life and the experience of Corinth.

FUTURE INFILL DEVELOPMENT

Development that is context appropriate, compatible with existing adjacent development, and addresses needs of projected future demand. This approach takes into consideration the concerns of current residents while continuing to attract investment and retain long-term value in Corinth.



DEVELOPMENT OF ENVISION CORINTH

DEVELOPMENT OF ENVISION CORINTH

STATE OF THE CITY

The basis of the vision is developed first understanding where Corinth is today. Analysis of general demographics and interviews with City Staff, City Leadership and stakeholders set a basic understanding that gives a read for which questions and concerns are presented and evaluated.

POPULATION

Texas continues to serve as a leader in the United States in terms of net migration, additional residents, and corporate relocations. According to the U.S. Census July 1, 2019 population estimates, there are nearly 29 Million residents in Texas and that number could exceed the 30 Million population threshold in the next decade. Texas led the United States with regards to numeric growth, year-to-year from July '18 to July '19 with an addition of 367,215 residents.

Research through ESRI reveals that Corinth stands today with a population of about 22,235 residents, which represents an 11.9% growth from the 2010 Census population of 19,878 residents. The current 2019 population projection parallels the previous data projections which utilized a 1.5% Compound Annual Growth Rate (CAGR) from the 2010 Census take-off population, showing that the current assumptions are in line with Texas Water Development Board (TWDB) projections.

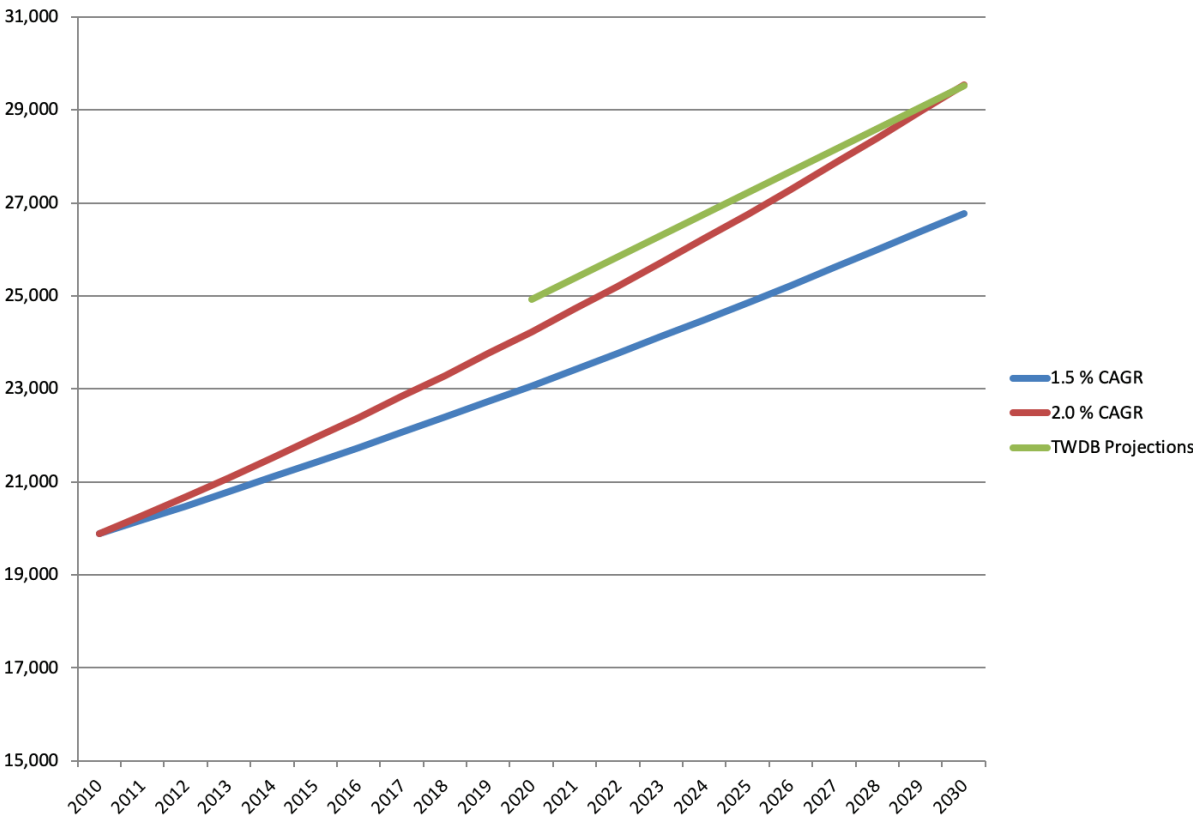
According to ESRI, Corinth is projected to add an additional 2,340 residents over the next 5-years, representing a 10.5% growth and in-line with historical growth trends.

As we receive data on the 2020 Census, additional details will be revealed on the status and growth projections of Corinth. Our current understanding of historic and future population trends show that Corinth is realizing a steady and normal growth since its population boom in the late 1990s and early 2000s. The City's attraction to residents at that time revolved around a more rural residential lifestyle. As the employment centers in Denton, Frisco, and Dallas have grown, this once rural suburb has seen extensive development around it and traffic on major highways has steadily increased with outside commuter traffic also increasing.

Conditions of minimal remaining land, rising land values and general ownership holding of larger land tracts have contributed to the reported taper of population growth since the 1990s. In simpler terms, there's very little land left to realize traditional growth patterns, leaving the City with no room to grow except on these remaining tracts of land. The citizens of Corinth need to pay attention to these remaining tracts to ensure an economically sustainable future.

As this plan dives deeper into the market analysis, it will reveal the opportunities to absorb these growth projections, while also providing the desired amenities that add to the community values documented in this process.

Corinth Population Projections



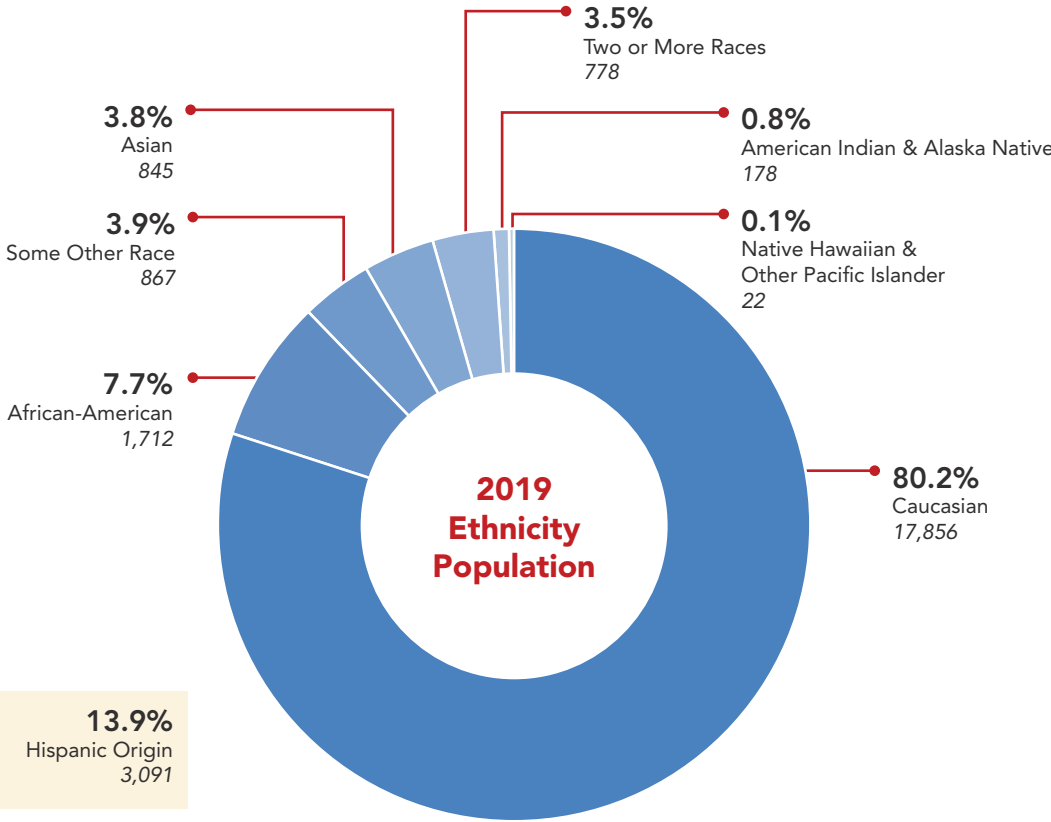
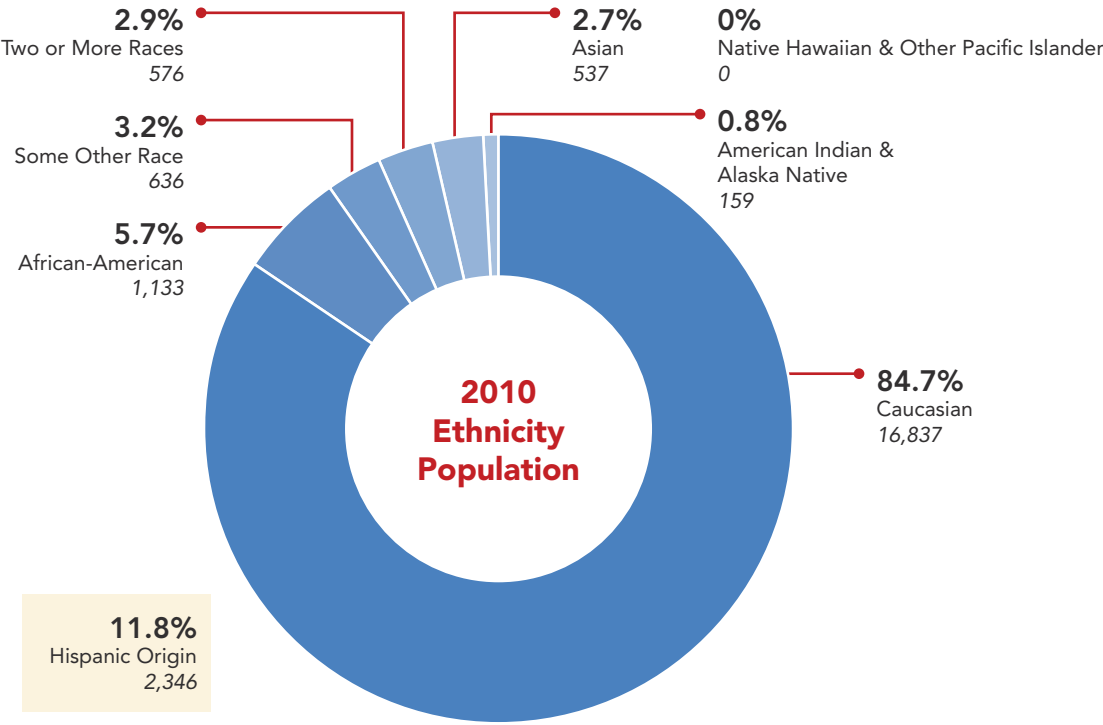
The 2019 population projection of the 1.5% (22,728) and 2% (23,756) CAGR scenarios result from a 2010 Census take-off population of 19,878 and are closely aligned with the 2019 ESRI population projection of 22,235. While the 2019 ESRI projection illustrates 11.9% growth from the 2010 take-off to 2019, the 1.5% and 2.0% CAGR scenarios represent 14.3% and 19.5% growth over that time, respectively.

ETHNICITY

Racial and ethnic composition across the United States continues to diversify as net migration and higher birth rates continue to drive change. The U.S. Census Bureau projects that the Nation will be minority-majority by 2060 and possibly as early as 2042. The Federal Reserve Bank of Dallas also indicates that foreign-born populations are increasing in Texas, especially in major metro areas.

Research documents that racial and ethnic composition has changed slightly in Corinth from the recorded 2010 Census findings. There has been some minor reduction in Caucasian balance, though this still reflects a large majority in the City with over 80% of the population. All categories of population have increased within the decade so far.

The Federal Reserve Bank of Dallas indicates that foreign-born populations are increasing in Texas.



Percentage Difference

Caucasian	-4.5%
African-American	2%
American Indian & Alaska Native	0%
Asian	1.1%
Native Hawaiian & Other Pacific Islander	0.1%
Native Hawaiian & Other Pacific Islander	0.1%
Some Other Race	0.7%
Two or More Races	0.6%
Hispanic Origin	2.1%

DEVELOPMENT OF ENVISION CORINTH

HOUSEHOLDS & TENURE

Denton County has seen a steady increase in the volume of residential sales from 2010 – 2019 and a healthy increase in the average and median sales prices. 2019 represented a 10-year high in the volume of sales, reaching 15,581 sales. Simultaneously, 2019 represented 10-year highs in terms of average and median sales prices with \$360,378 and \$315,000 being registered, respectively. The Housing Values Chart on the next page represents price distribution by range for Denton County homes over a period

from 2011-2019. It can be observed that the percent of total distribution for the ranges above \$250,000 have steadily increased over the last eight years, while homes valued below \$250,000 have decreased every year.

Housing values continue to be a strong indicator of the economic health of a community, and in this case Denton County represents strong fundamentals of a growing housing market. The demand is likely fueled from the prevalence of several Universities, pre-established first-class

communities, availability of land as the housing market continues to develop from the core of Dallas-Fort Worth outwards.

Home values in Corinth are fairly similar to those observed throughout the greater DFW market, with the exception of the middle value-range (\$150,000 - \$299,999) and a slightly smaller percentage of homes valued at greater than \$300,000.

According to ESRI, the median home value of homes in Corinth is \$225,365 and the average

home value is \$239,088. The table and chart below illustrate the existing and 5-year projected range of home values in Corinth and DFW's owner-occupies homes.

Corinth can grow beyond the projected, but right now the current projections show future values are based on inflation growth (fewer new homes) whereas the rest of DFW has many more, newer homes with higher construction costs.

Table 1: House Values Comparison

House Values (Owner-Occupied)	2019				2024			
	Corinth		Dallas-Fort Worth		Corinth		Dallas-Fort Worth	
Owner-Occupied Units	6,257		1,627,484		6,630		1,785,458	
Less than \$50,000	282	4.5%	66,186	4.1%	161	2.4%	52,216	2.9%
\$50,000 to \$99,999	168	2.7%	170,452	10.5%	112	1.7%	137,861	7.7%
\$100,000 to \$149,999	473	7.6%	217,219	13.3%	349	5.3%	185,337	10.4%
\$150,000 to \$199,999	1,442	23.0%	250,412	15.4%	1,272	19.2%	239,398	13.4%
\$200,000 to \$299,999	2,628	42.0%	389,747	23.9%	2,850	43.0%	434,654	24.3%
\$300,000 to \$499,999	1,104	17.6%	369,652	22.7%	1,605	24.2%	519,665	29.1%
\$500,000 to \$999,999	150	2.4%	130,192	8.0%	262	4.0%	173,835	9.7%
\$1,000,000 or more	10	0.2%	33,624	2.1%	19	-	42,492	2.4%
Median (dollars)	225,365		225,000		244,158		258,856	

Source: U.S. Census 2010, ESRI

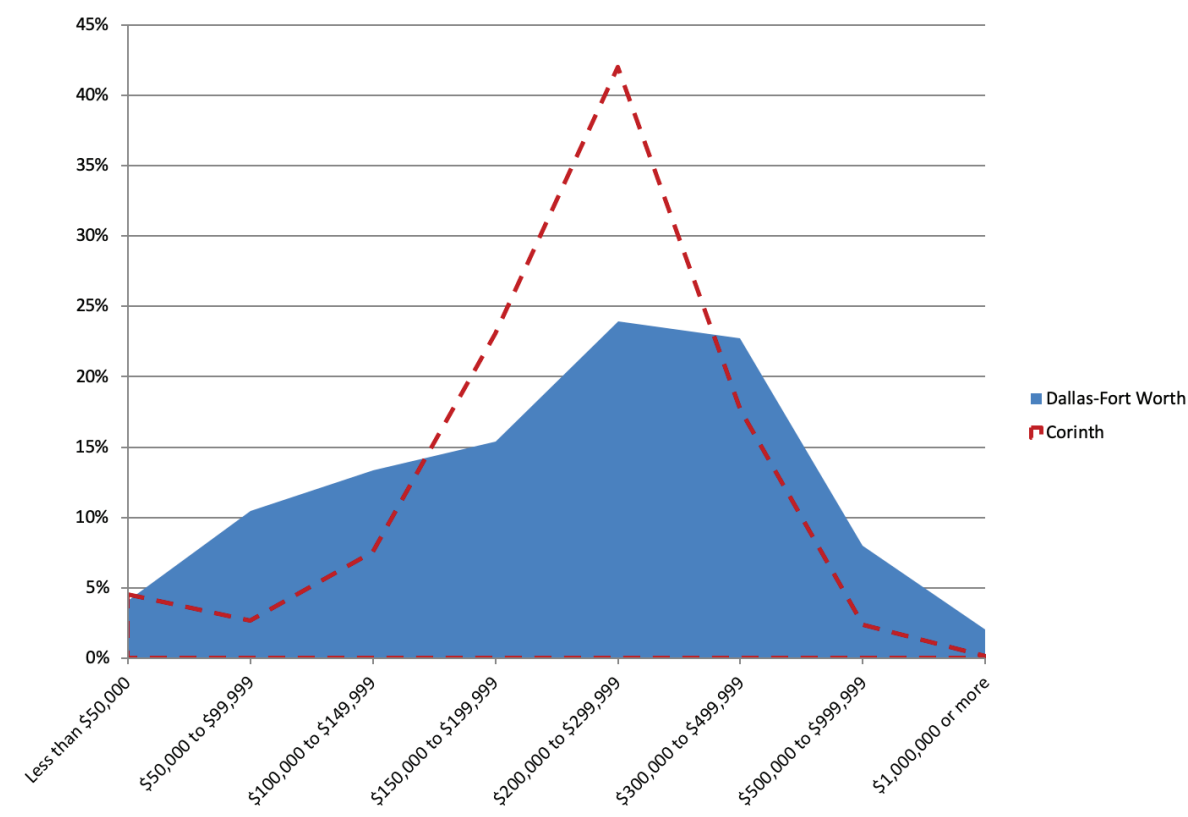
A comparison of similar communities’ median home values illustrates that Corinth is home to quality residential neighborhoods that remain desirable throughout the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA).

Corinth has a strong desire to provide quality housing and neighborhoods, and existing home values show that the housing market has reciprocated the feeling. Quality housing is one of the most critical considerations to

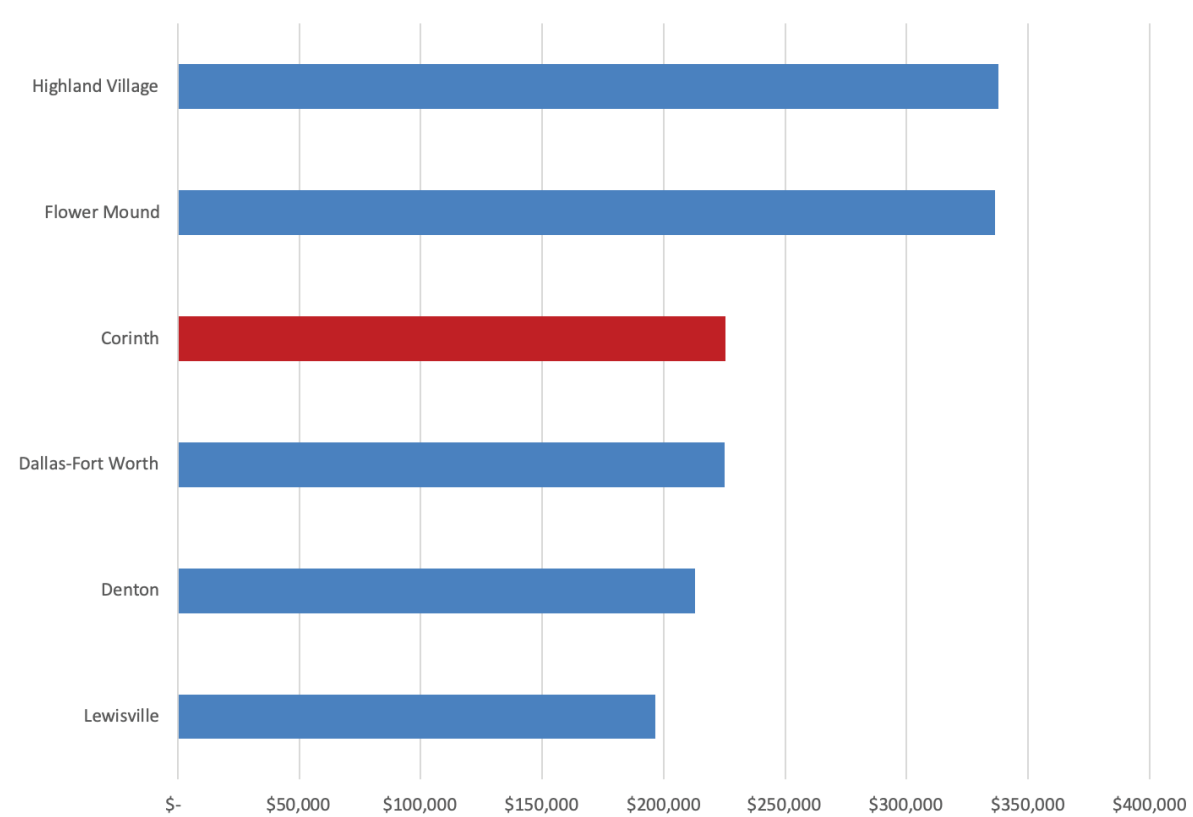
any potential new resident, and any future development should seek to preserve the existing character and quality of housing while adding value in a context-sensitive manner. Future development and redevelopment should

start to look towards second life of properties during the next 20 years, while contributing a nuanced, well-balanced mix of appropriate densities.

Home Value Comparison by Range



Median Home Value Comparison





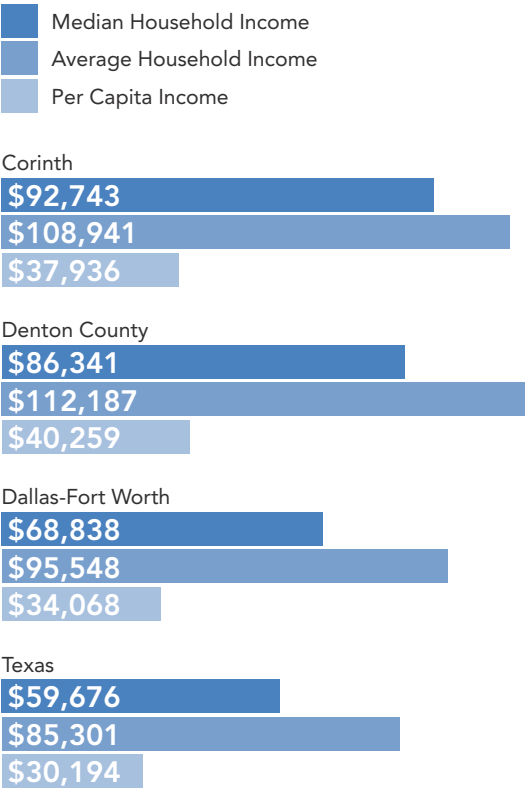
Corinth's average household income of \$108,941 is more than that of the state of Texas' average household income of \$85,301.

EDUCATION & INCOME

The median household income of \$92,743 in Corinth is greater than the incomes observed throughout the County, MSA, and state. Corinth's average household income of \$108,941 is more than that of the state of Texas' average household income of \$85,301 and remains significantly higher than the MSA. Only Denton County registers a higher average household income when compared to Corinth at \$112,187. Below is a chart that illustrates incomes by range for Corinth and the state of Texas.

Understanding income levels is crucial for communities with regards to an appropriately nuanced retail strategy, as well as understanding the purchasing power of the community. As higher household incomes typically translate to greater levels of disposable income, retail goods and services tailored to fit this greater disposable income are appropriate in corresponding areas. Likewise, lower household incomes have a greater propensity for value-oriented goods and services.

Income Comparison



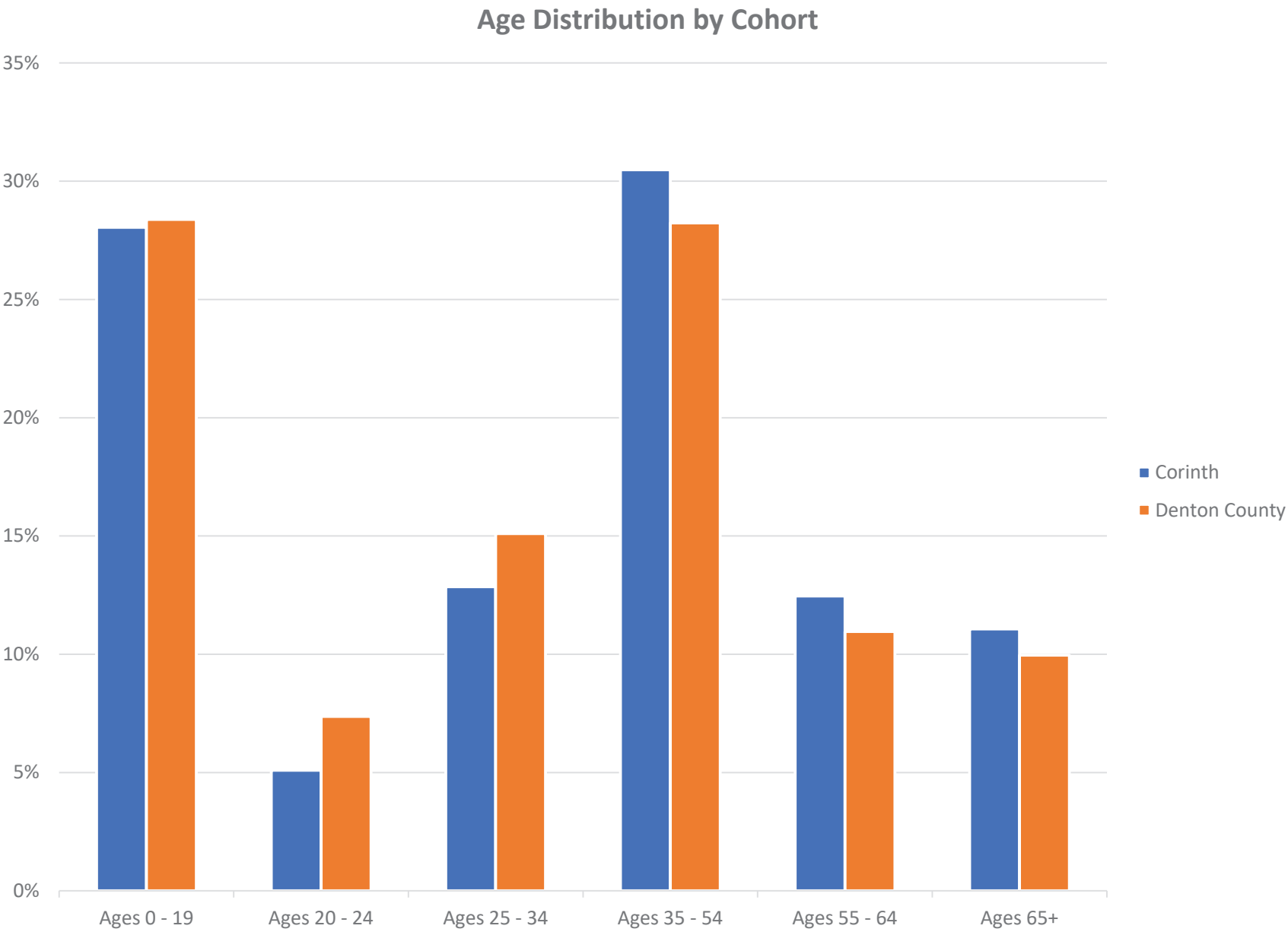
AGE

The median age of residents within Corinth is 37.4, compared to 35 and 34.4 across DFW and Denton County, respectively. Nearly 1/3 of the population in Corinth is below the age of 25, while 23.5% of the population is older than 55. The largest cohort in Corinth is referred to as the prime labor force (ages 25 – 44), which represents nearly 29% of the population. This table compares the distribution of age cohorts in Corinth and Denton County.

Recent studies trend to indicate that a growing number of populations across the United States are choosing to age in place, which supports the concepts of providing increased opportunities for multi-generational developments.

Millennials (Prime Labor Force) are likely to seek access to transportation networks, trails and open space, smaller lot formats for maintenance reasons, and quality school districts as they build their families. Silent Generation residents are likely to seek smaller home formats due to their lack of children, easier maintenance, and are more likely to relocate to be close to friends and family.

A multi-generational approach to merchandising can also help develop a complete community. While younger families may seek entertainment and dining options, an older population may have a focus on health and wellness.

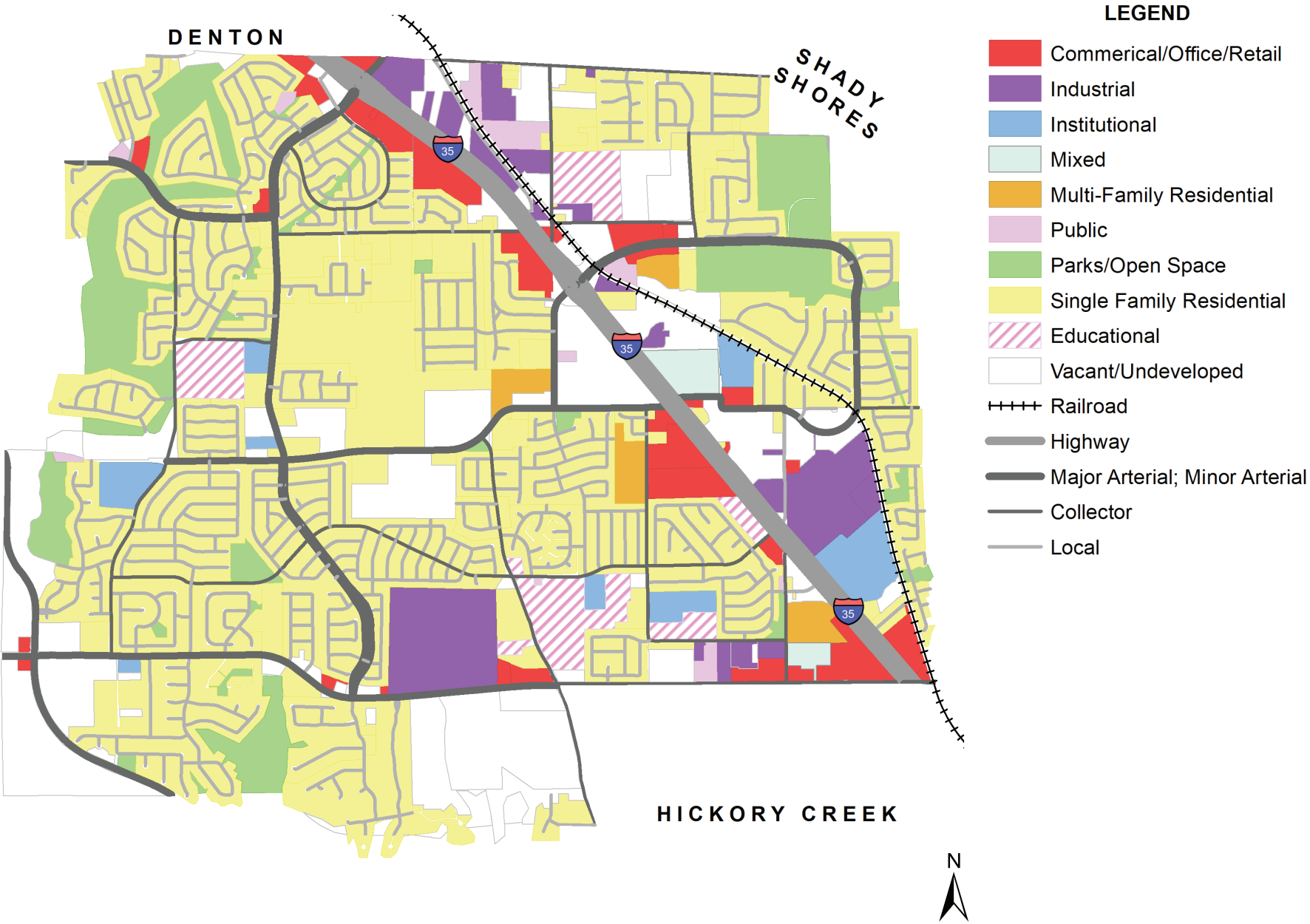


DEVELOPMENT OF ENVISION CORINTH

EXISTING CONDITIONS

EXISTING LAND USE

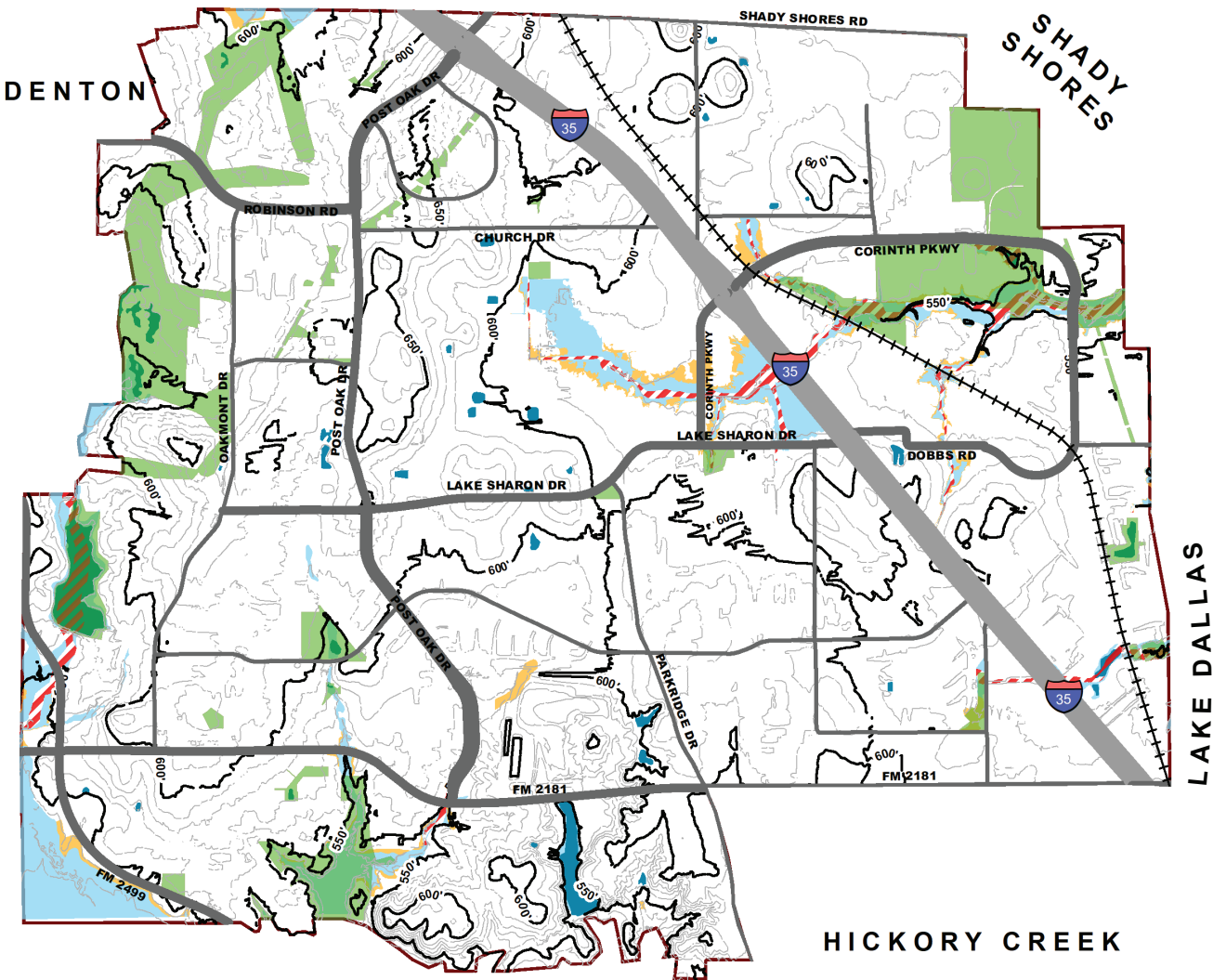
Attributes of the existing land use include a general focus on commercial alignment along Interstate 35E and other TxDOT highways. The land use also recognizes a City Center surrounding some of the large tracts of land along Lake Sharon Drive in the center of the City. An additional activity center is located where the future of a transit-oriented development could be placed and is currently in discussion. Some changes have occurred since the last comprehensive plan update, mostly related to small commercial developments, mixed use at the Millennium development and a few new single family developments.



EXISTING NATURAL FEATURES & TOPOGRAPHY

Natural features note a larger area of floodplain that in past exhibits. The floodplain has been mapped on some of the original single family subdivisions west of Corinth Parkway. These are noted as priority mitigation areas to reduce the potential for flood impact on these neighborhoods. Additions of single family development upstream from older subdivisions have created faster runoff that requires new ways of collecting and redirecting stormwater.

New subdivisions on larger tracts will need to support a city-wide and regional stormwater management plan and provide master planned detention or mitigation strategies.



- LEGEND**
- Parks and Open Space
 - Corinth City Limits
 - 50' Elevation Increments
 - 10' Elevation Increments
 - Water Bodies
 - Floodway
 - 100-Year Floodplain
 - 500-Year Floodplain
 - Railroad
 - Highway
 - Major/Minor Arterial
 - Collector
 - Local

DEVELOPMENT OF ENVISION CORINTH

EXISTING PARKS, TRAILS & OPEN SPACE

There exists 16 publicly maintained parks and 10.3 miles of trails in the City. There are a total of 408 acres of public and privately dedicated open space within the City of Corinth (approximately 176 acres maintained by the City).

Compared to similar sized cities (20,000 to 49,999 population) in the US, Corinth has an adequate number of parks and open space to meet the population growth in the next ten years. This will be highlighted in the Parks and Trail Strategy in this Plan.

Research on connectivity to existing parks through sidewalks and trails show need for better connections and crossings to allow residents to access these parks through walking and biking. This will be highlighted through the Mobility Strategy in this Plan.

Corinth Parks and Trails by the numbers

- 408 acres of open space
- 176 acres of publicly maintained parks
- 16 public parks
- 10.3 miles of trails
- 8 employees maintaining public parks



LEGEND

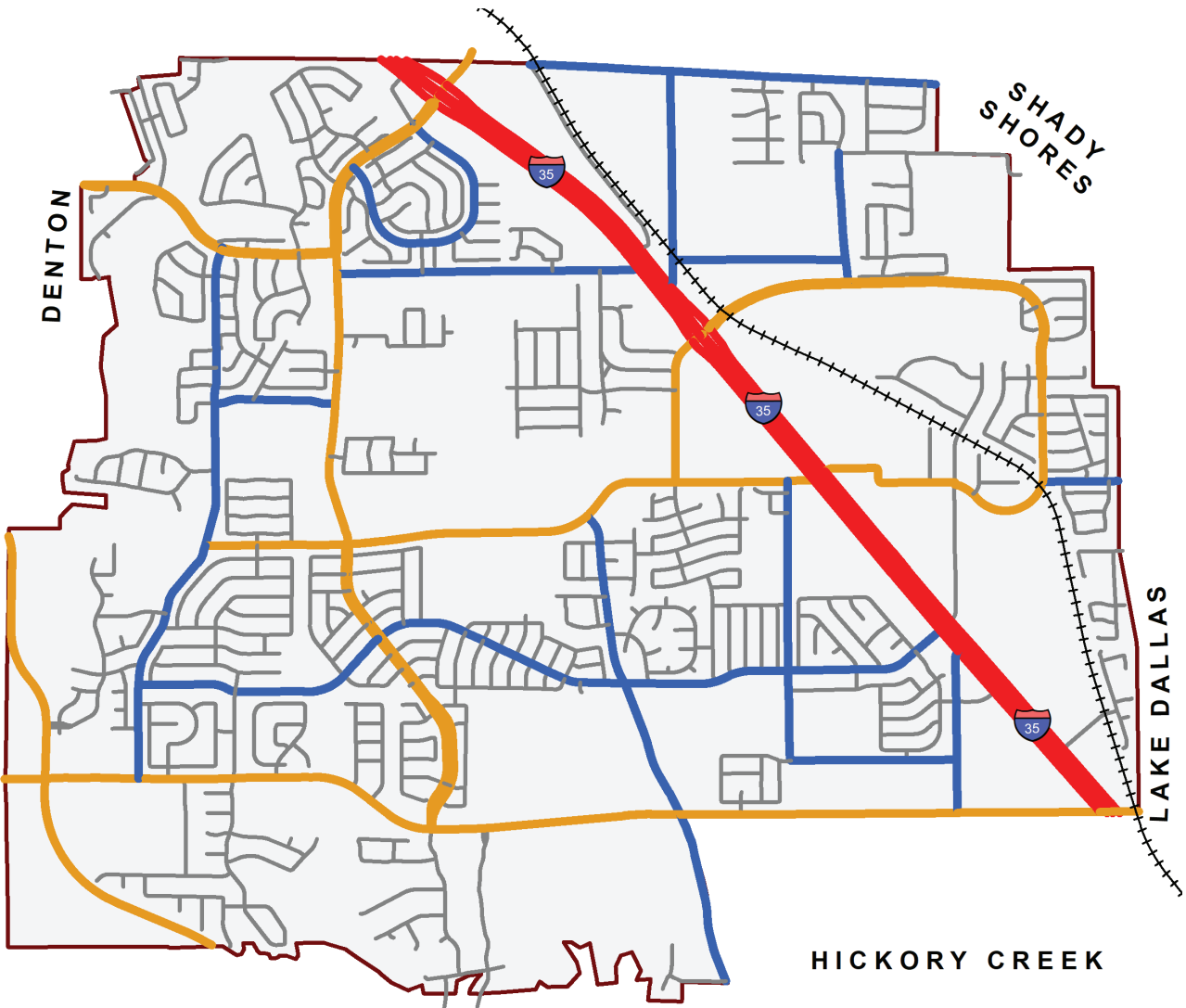
- Existing Trails
- Mountain Bicycling Area
- Corinth City Limits
- Parks
- Designated Open Space
- Railroad

ROADWAYS & MOBILITY

Corinth’s transportation network is highlighted by the presence of Interstate 35E. The interstate is a key piece of infrastructure that improves mobility for residents coming to and from the City. The construction of the interstate allowed for increased population growth for the City by connecting residents to jobs around the Dallas-Fort Worth region. However, Interstate 35E can also be considered a major barrier for non-motorized forms of transportation. The interstate bisects the City in half and creates a sizeable need for a safe crossing connection point for people on bike or foot.

Corinth’s roads mostly consist of local streets, comprising roughly 72% of Corinth’s total roadway network. The road class makeup of the City directly correlates with Corinth’s land use mix. Since Corinth is comprised of mostly single family residential neighborhoods, local streets will naturally be present more than any other road type.

Table 1 summarizes Corinth’s road class information. Local streets are the most common road type, followed by collectors (9.0%), minor arterials (8.7%), highways (8.1%), and then major arterials (2.3%). The street network has mostly been built out to maximum capacity. Corinth has succeeded in creating automobile connections throughout the City. Upon completion of the Lake Sharon Drive/Dobbs Road connections at Interstate 35E, there will not be any key missing connection points in the roadway network, therefore, resources should be invested in roadway maintenance and alternative modes of transportation.



LEGEND

Corinth City Limits

Railroad

Highway

Major Arterial; Minor Arterial

Collector

Local

Table 1: Roadway Segments

Roadway Functional Classification	Number of Roadway Segments	Percent (%) of Network
Highways (including Frontage Roads and Ramps)	95	8.1%
Major Arterial	27	2.3%
Minor Arterial	101	8.7%
Collector	105	9.0%
Local Street	839	71.9%
Total	1,167	100%

DEVELOPMENT OF ENVISION CORINTH

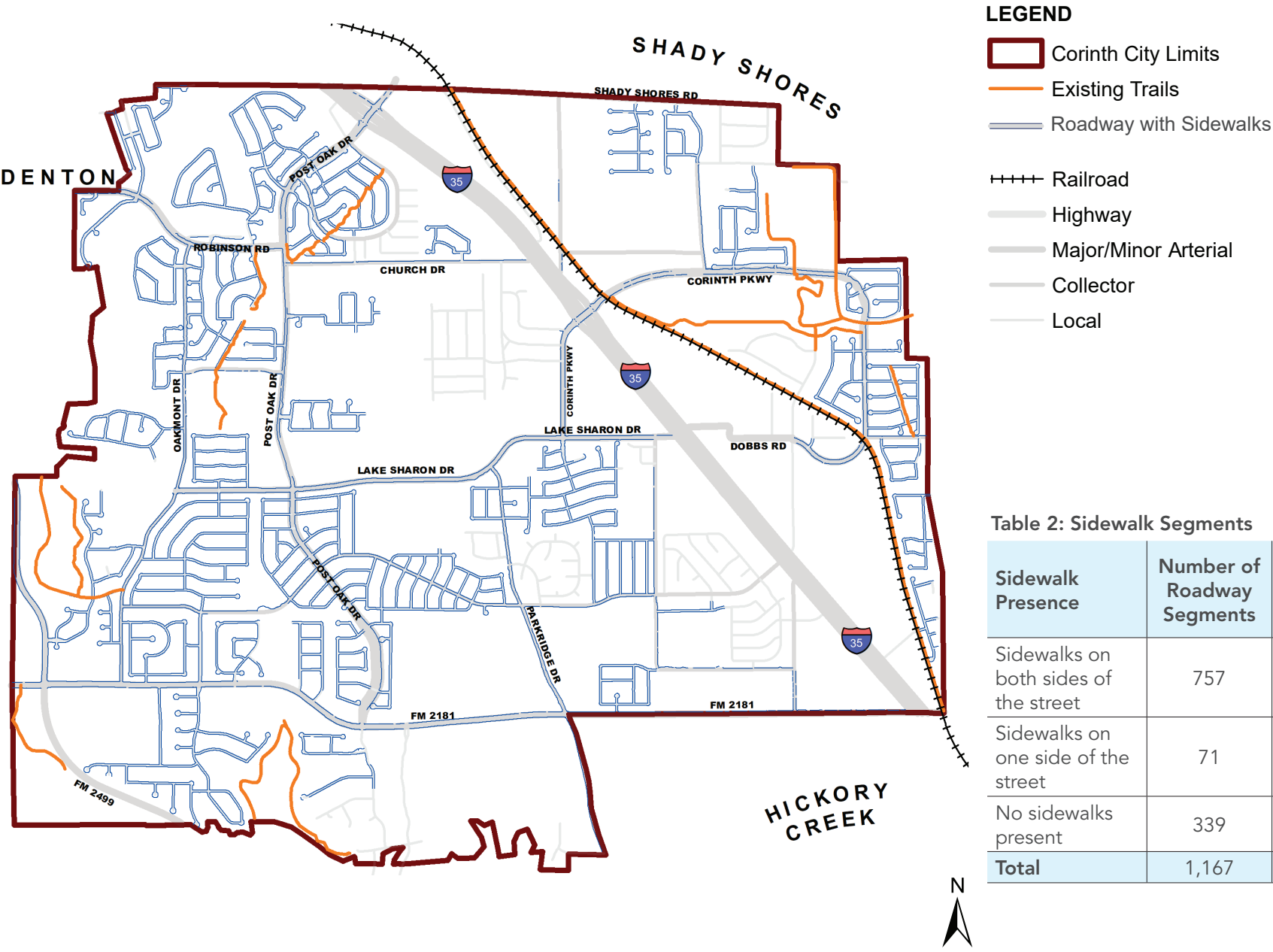
NON-MOTORIZED TRANSPORTATION

Non-motorized transportation includes forms of transportation that takes place outside of a vehicle. In Corinth this includes walking, biking, horses, scooters and skateboards. Active transportation is good for health reasons, community development, and environmental sustainability. The map depicts sidewalk and crosswalk locations in Corinth. Since Corinth’s automobile roadway network is thoroughly built out, the City can concentrate on completing the bicycle and pedestrian network.

Corinth is home to a mountain biking area within Corinth Community Park. This recreational facility provides beginner and intermediate biking trails for Corinth residents. The City also has many sidewalks and trails provided for both pedestrians and cyclists. However, no infrastructure currently exists for on-street bicycle facilities, such as bike lanes. Bicycle infrastructure should be installed in areas that are dense and mixed-used, starting with Corinth’s planned Transit-Oriented Development (TOD).

As Corinth grows as a community, on-street bicycle infrastructure will combat automobile emissions, reduce congestion, and stimulate efficient growth patterns. More information about Corinth’s current recreational bicycle infrastructure, sidewalks, and trails can be found in the Park, Recreation & Open Space Master Plan.

The City of Corinth contains a high percentage of sidewalks lining their existing roads. **Table 2** shows that 71% of Corinth’s roadways have a sidewalk on at least one side of the street. Since Corinth’s roadway network is fully built out with an exception of a few projects, the City will do well to continue investment in pedestrian infrastructure that is compliant with Americans with Disabilities Act (ADA) standards.



MOTORIZED CRASH ANALYSIS

Two crash analyses were performed in Corinth, one for all roads in Corinth, and one only on local streets (excluding Interstate 35E). Crash data was collected from TxDOT’s Crash Records Information System (C.R.I.S.) identifying crashes occurring from 2010 to present. The left figure

displays the overall crash density, showing that most of the crashes occur on Interstate 35E. The local street analysis, on the right, paints a new picture, showing problem areas at Village Parkway at FM 2181, and along Teasley Drive between Parkridge Drive and the Interstate 35E Frontage Roads. These areas are natural hot spots for crashes since they are

commercial areas compared to the rest of the City that consists mainly of residential land uses. However, some safety measures, identified in the Mobility Section, can be installed to improve these conditions and should be taken into consideration in the future.

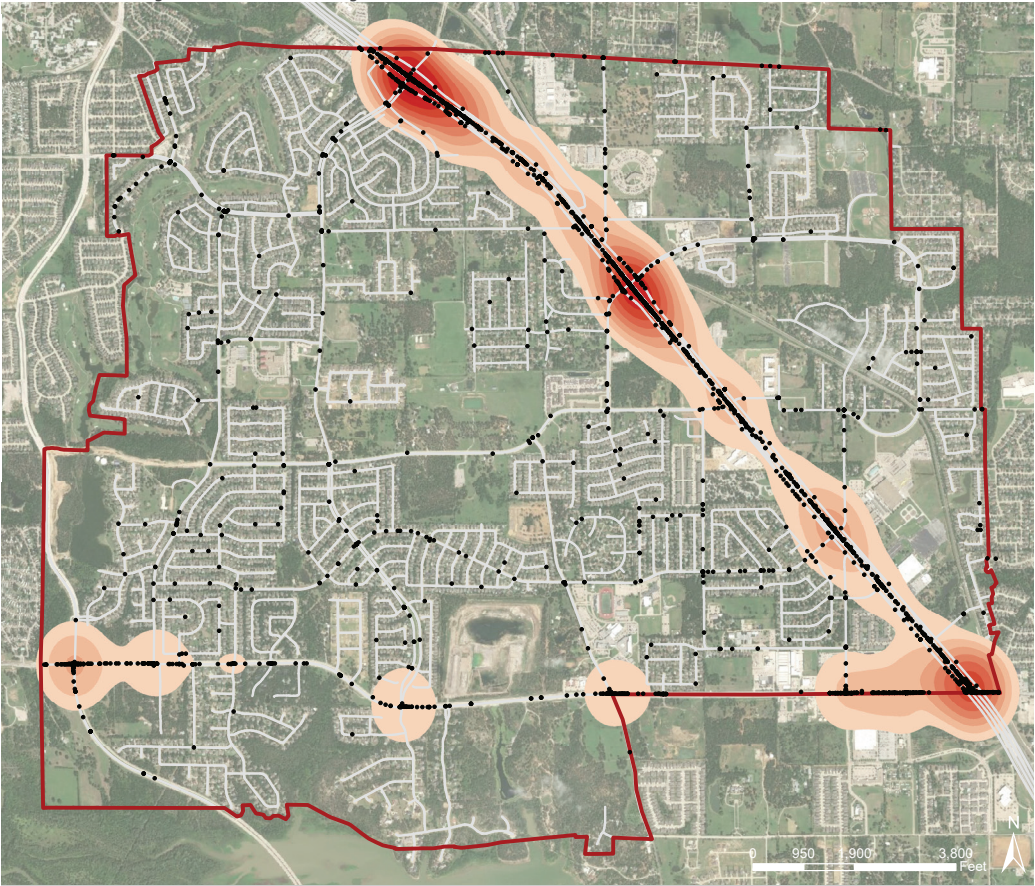
A few roadways are planned for interventions or to be developed along with major stormwater

infrastructure development. There will be little need for additional roadway projects except to increase connectivity and to improve conditions of existing roads. As roadways are improved, certain recommendations in this plan will highlight ideas for better life-cycle costs and improving multi-modal opportunities through an active transportation plan.

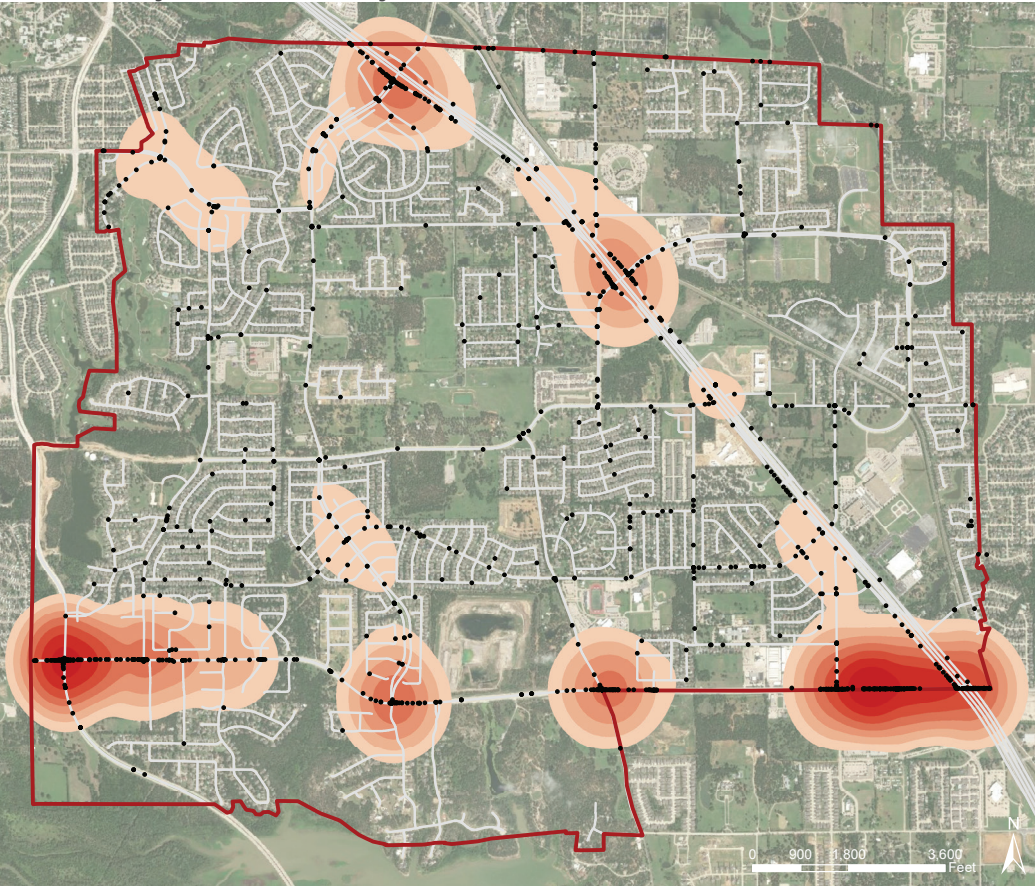
LEGEND

- Crash Locations
 - ▭ Corinth City Limit
 - Road Network
- Crash Density**
- Low Crash Density
 - Medium Crash Density
 - High Crash Density

Crash density for all roadways



Crash density for local roadways



DEVELOPMENT OF ENVISION CORINTH

THE PROCESS

STAKEHOLDERS

As industry, neighborhood and civic leaders, the stakeholders were asked to confirm their values related to Corinth and why they choose to operate or live here. Groups and one-on-one meetings with stakeholders revealed plans for a vision of development by major landowners and status updates for schools and churches.

Meetings were held with representatives from both school districts and they confirmed that they are currently meeting their needs and expectations for the Corinth community and its growth projections.

These meetings also revealed a desire for coordinated programming for active uses for residents to dine and recreate in their own community, rather than driving out of town.

ADVISORY COMMITTEE

As a selection of residents, business owners, agency partners, commissioners and elected officials, the Comprehensive Plan Advisory Committee met regularly and often to review work product, get the word out about public meetings and review and critique the materials of this plan.

CITY COUNCIL, PLANNING & ZONING, AND STAFF

The City Council, Planning and Zoning Commission and City Staff regularly attended meetings and joint work sessions through this process. City Staff worked to publicize engagement events, participated in interviews and reviewed materials to ensure that the message is consistent with the overarching driving principles.

INFORMED DISCUSSION

City Staff, Comprehensive Plan Advisory Committee, City Council and Planning and Zoning Commission members were all provided reading materials to better familiarize them with emerging trends in planning and development.

Suburban Remix: Creating the Next Generation of Urban Places, edited by Jason Beske and David Dixon, walks through a series of commonalities and comparisons between suburban communities in the United States. The exploration documents traits and complications realized through the life-cycle of a suburban community. Case studies provided reflect the successes that could be realized when embracing some areas of density to balance the municipal cost of maintaining the suburban lifestyle.

Walkable City Rules: 101 Steps to Making Better Places, by Jeff Speck, is a sequel to his book *Walkable City*. In this edition, Jeff provides data, analysis results and talking points for elements of walkable cities. The guidance is a

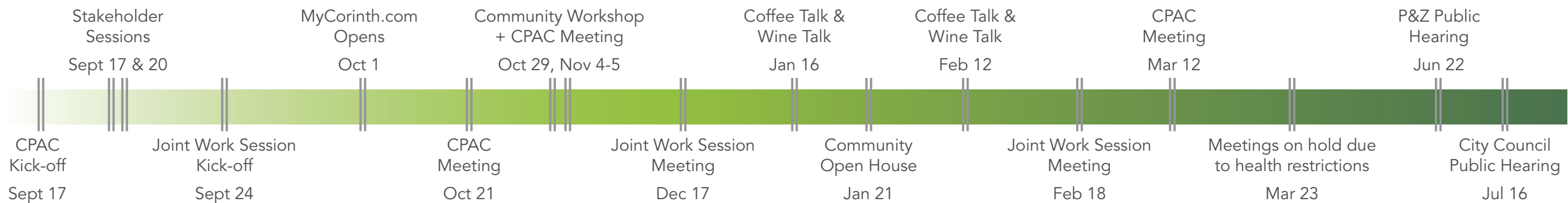
documentation of the benefits that providing walkable options for transportation and recreation can provide a City when it embraces a walkable built pattern as the City grows.

ENGAGEMENT PROCESS

A series of engagement opportunities were provided throughout this initiative. Postings of all events were hosted on the City's Facebook page, through mailers and through the project website on MyCorinth.com.

The process was flexible throughout the initiative, looking for new ways to engage residents at various times and through some morning and evening social events, hosted by Combs Coffee.

MyCorinth.com had over 800 interactions through this process, with 650 visitors to the site. Continued use of the MyCorinth.com website will help to promote awareness and engage residents for many projects in the future.



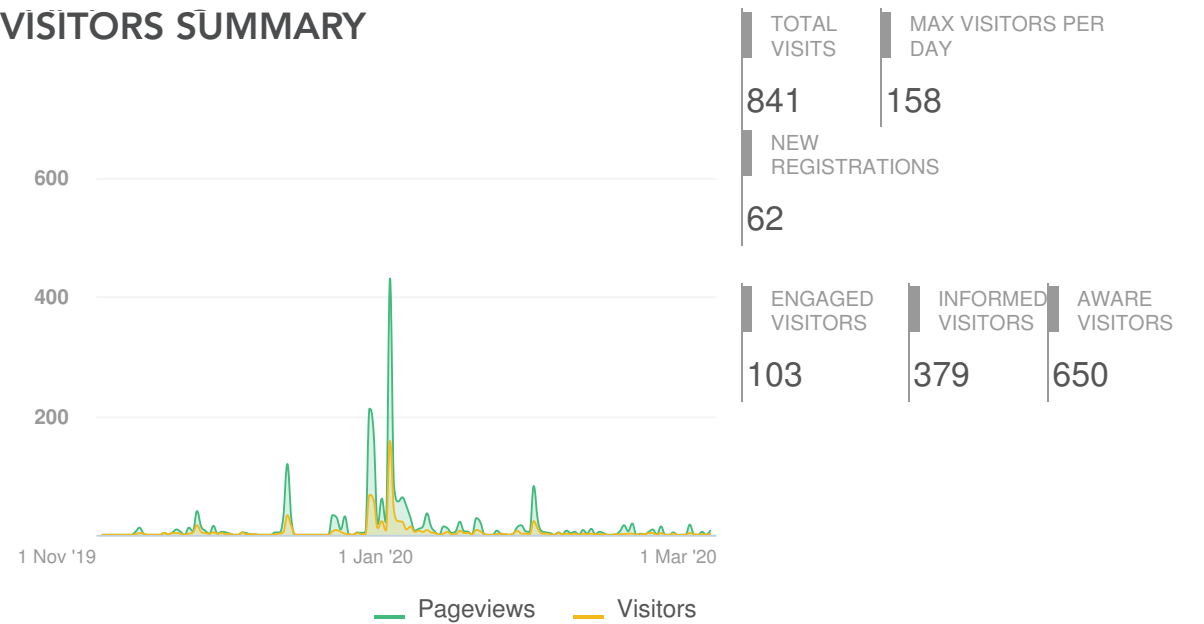
CORE VALUES AND DESIRES

Uniquely Corinth

Village Experiences Places for People
Small Town Identity Public Events and City Hall
Sustainable Walk to Work Resort-Like Feel
Live Music Home Town Experience
Farm to Table
Farmers Market Mixed-Use Convenience
Great Streets Center of Town Quality Design
Stronger City Image Eyes on the Street
Exciting College Experience
Restaurants Key Partnerships Hip, Cool and Now
Outdoor Cafes
Market Viable Transit-Oriented Focus
Community Center Various Densities and Housing Types
Small Business Friendly Strong Identity from I-35
Places for People Provide a Range of Housing Options
Family Centered

CATALYST
URBAN DEVELOPMENT

VISITORS SUMMARY



DEVELOPMENT OF ENVISION CORINTH

MARKET CONDITIONS

MARKET SUPPLY & DEMAND

As part of a previous initiative from 2013, Catalyst Commercial conducted a customer intercept study to understand and construct the Primary Trade Area (PTA) for Corinth's retail market.

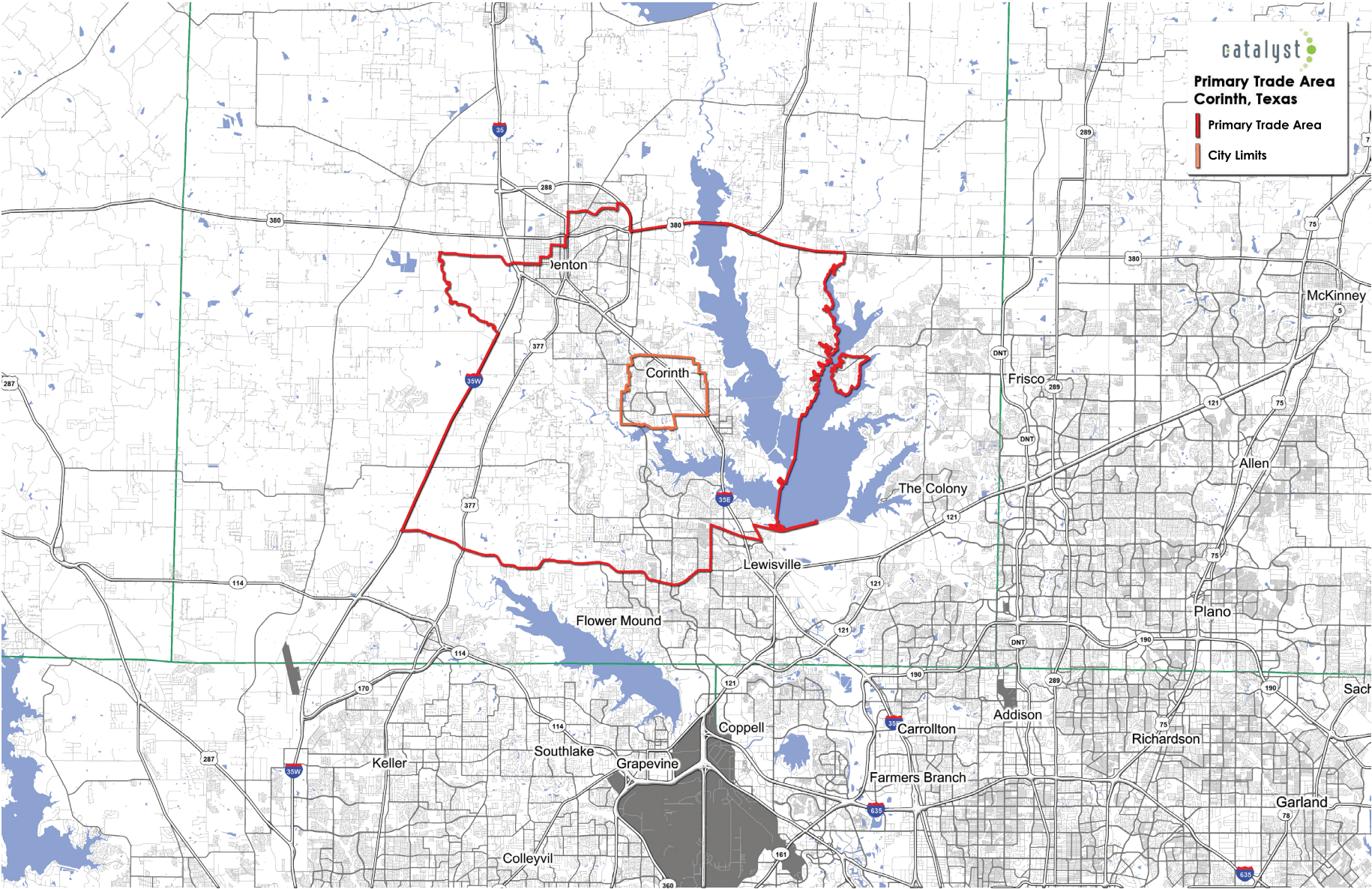
This intercept study included the collection and analysis of over 858 unique customer samples. Samples were taken from various retailers throughout the City to depict a realistic representation of the City's "core customer."

A PTA is characterized as the area from which a community's customers are willing to travel from to acquire retail goods and services. In Corinth's case, the map to the right illustrates the PTA, which encompasses 65% of the total samples.

DEFINITIONS

TRADE AREA - The geography that represents the Primary Trade Area (PTA) defines the general area from which customers are willing to travel to shop and play in Corinth.

INTERCEPT STUDY - Represents the collection, analysis, and ultimately a geographic representation of a customer's location from which they travel to shop at a particular retail location.

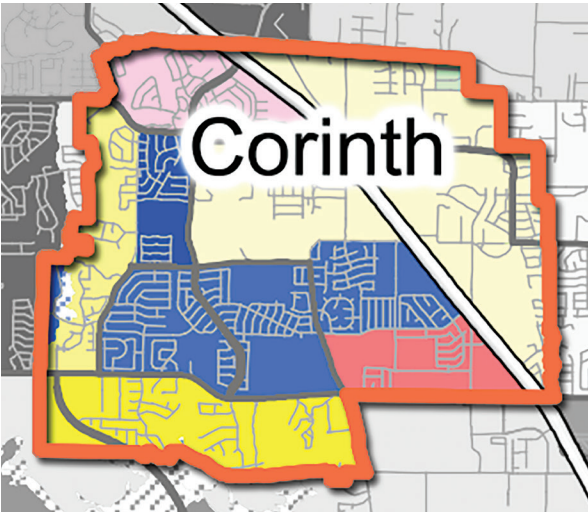


PSYCHOGRAPHICS

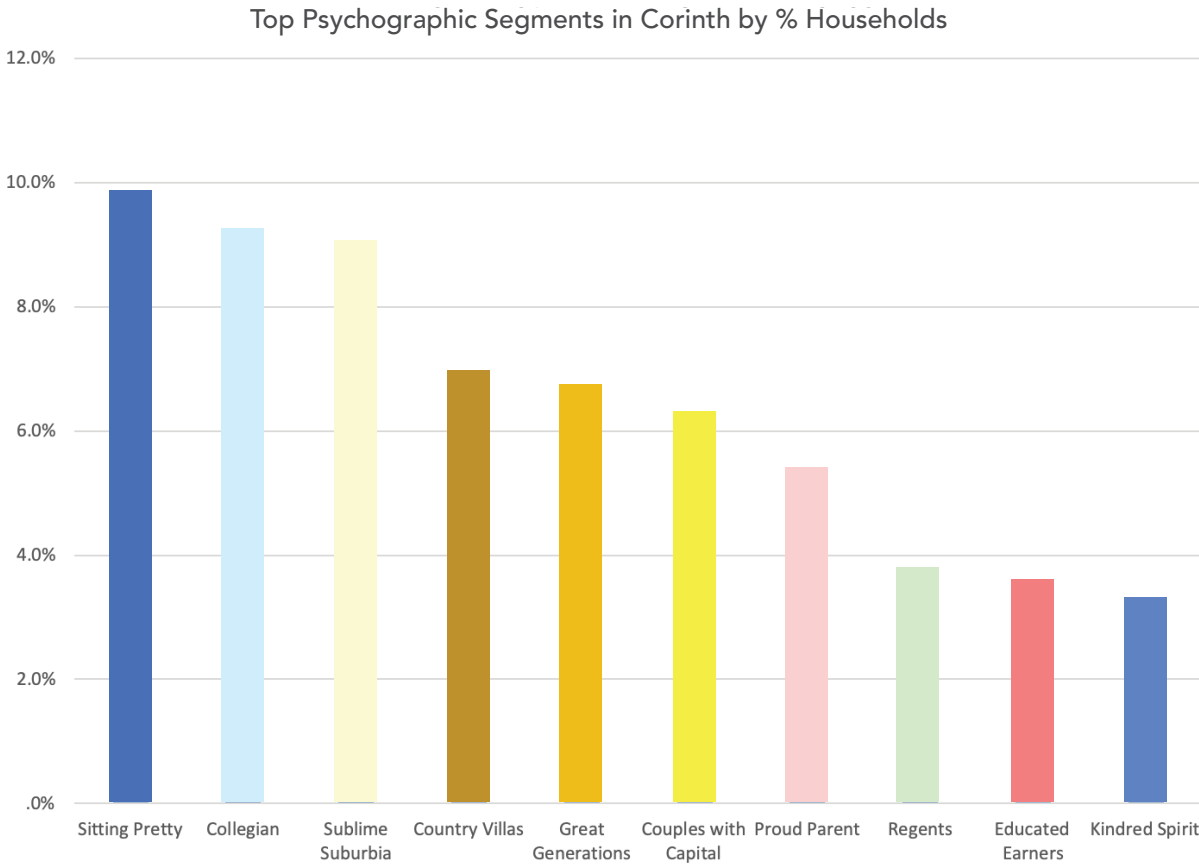
As the understanding of reach was analyzed, a collection of psychographics was collected within the Corinth city limits to help identify the shopping and living habits in generalization.

Psychographics are developed through qualitative methodology to understand consumers on psychological attributes. Psychographics study personality, values, opinions, attitudes, interests, and lifestyles. This includes a wide range of topics — from health, to politics, to technology adoption. Each consumer’s unique attitudes influence his or her lifestyle choices. These lifestyles impact their purchasing decisions on housing, clothing, food, entertainment, and more.

Detailed descriptions of the most prevalent lifestyle groups (psychographic segments) in the City are presented in the Appendix.



- Psychographics Segments**
- Sitting Pretty
 - Collegian
 - Sublime Suburbia
 - Country Villas
 - Great Generations
 - Couples with Capital
 - Proud Parents
 - Regents
 - Educated Earners
 - Kindred Spirit



DEVELOPMENT OF ENVISION CORINTH



The relocation trend of large companies to the DFW market of Texas has been unprecedented and is expected to continue for some time.

INDUSTRY TRENDS

BUILDING AUTHENTIC RETAIL EXPERIENCES

Traditional retail has changed forever. While historical factors included access to large parking fields and proximity to other peer retailers. Today, physical stores are now just part of the equation. A retailer’s network must also cover three important elements: experience, design, and location (Cushman & Wakefield).

- » **Experiences** – While the millennials are responsible for driving change towards a desirable experience over a product, Baby Boomers are still responsible for the majority of consumer spending. Creating innovative ways of interacting with consumers is key in the new age of retail. Experiential retail and dining such as in food halls, entertainment, interactive space, and activated open space are now critical in capturing foot traffic.
- » **Design** – Retail must captivate the customer’s attention through physical store design to survive going forward. Designs should seek to be engaging with experiences, and attractive in presentation. Several examples include open kitchen concepts, interactive art installations, augmented wayfinding, or opportunities to capture the experience and share through social media, such as wall murals, “instagram-able” destinations, or original tag locations. Common or shared spaces create opportunities to implement urban design

concepts that showcase new technology and engage visitors. Dog parks, Wi-Fi enabled spaces, and play areas all serve as examples. The space should serve as more than a retail destination, but as a gathering place that generates a sense of authenticity for the community.

- » **Location** – While technology continues to create new methods of facilitating the retail experience, the culmination of technology, transportation, and logistics are the crossroads. Technology continues to innovate and create new options for facilitating purchases (last-mile delivery, in-store pick up). Increased transportation options can help generate foot traffic, while creating a sense of gathering place. Transit Oriented Developments, micro mobility stations, and connected trails and bike lanes can help facilitate the experience for consumers.

ATTRACTING CORPORATE EMPLOYMENT

Office Districts are becoming more intertwined with other community functions due to many reasons including the appeal of actively dense environments and the live-work-play lifestyle. The investment outlook for both medical and suburban are indicated as good; however, DFW has seen much new supply in recent years. Medical office, as well as treatment facilities is more often a good consideration in suburban areas where there is an expected new population growth due to increased housing units. The relocation trend of large companies to the DFW market of Texas has been unprecedented and is expected to continue for some time. Several key factors that corporations consider when relocating include:

1. Distance to airports
2. Access to major transportation networks
3. Presence of similar industry
4. Needed infrastructure (fiber, water, etc.)
5. Design / features
6. Innovative areas
7. Quality housing
8. Entertainment / destination components

ENHANCE VALUE PROPOSITION THROUGH IMPLEMENTATION

Maximize Interstate 35E frontage

1. Coordinated development rules
2. Improving and addressing riparian corridors

Focus on transit-oriented development

1. Expand multi-modal connections to TOD
2. Utilize TOD in branding expansion
3. Enhance regional connections and wayfinding to TOD
4. Explore and create last-mile connections from TOD

Partner with regional higher education

1. Use partnerships to attract employers through tech and trade advancement programs
2. Support co-operative employment programs from collegiate trades to attract graduates after graduation
3. Incorporate higher education facilities into mixed-use development patterns through joint development programs

Connect and expand outdoor recreation toward niche markets

1. Mountain biking
2. Regional equestrian access
3. Enhanced sports parks

DEVELOPMENT OF ENVISION CORINTH

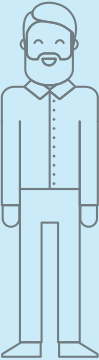
SINGLE FAMILY PROFILES



25 to 34

Home buyers ages 25 – 34 tend to be first time buyers and represent a growing cohort.

According to the National Association of Realtors 2017 Home Buyers and Sellers Generational Trends Report, this cohort is increasingly purchasing in suburban markets similar to Corinth. Forty-nine percent of buyers 36 and younger now have children under the age of 18, and over 65% of homes are represented by married couples. In Corinth’s case more than half of these buyers (52%) are likely seeking homes with connectivity to multi-modal transportation networks (highway access, light rail, bike/walking, etc) that are primarily market rate (\$250,000+).



35 to 54

The age group of 35 – 54 represents the largest portion of demand within the City (44%).

Buyers in this cohort are in their prime purchasing years, likely with children under 18 years old. Buyers in this cohort typically purchase the highest priced homes of all buyers and have the largest square footage and most bedrooms. Neighborhood choices for this cohort are typically influenced by the quality and convenience of the accompanying school district, as well as access to transportation and convenience of commute to work.



55 to 64

Purchasers in the age group of 55 – 64 differ from the 65+ cohort in that they tend to have higher median incomes and are more likely to have children under 18 still in the home.

This cohort is likely to buy a multi-generational home for children over 18 living at home and caretaking of aging parents. The primary motivating factors for home purchases amongst this cohort are often related to retirement, desire to be closer to family, or desire for a smaller home (empty-nesters). Buyers in this cohort project that they will live in this home for 20 years at longest.



65+

Purchasers in the cohort of ages 65+ typically move the longest distance of any cohort and are least likely to make compromises on their home purchase.

These home buyers are likely to have retired or scaled back their work demands and have the lowest median home incomes. The primary motivating factors for moving in this cohort include a desire to be closer to family and friends, desire for a smaller home, or retirement. Buyers in this cohort are least likely to purchase a single family detached home, with nearly 24% of buyers in this group purchasing senior-related housing. This cohort is also most likely to purchase a new-build.

SINGLE FAMILY RESIDENTIAL DEMAND

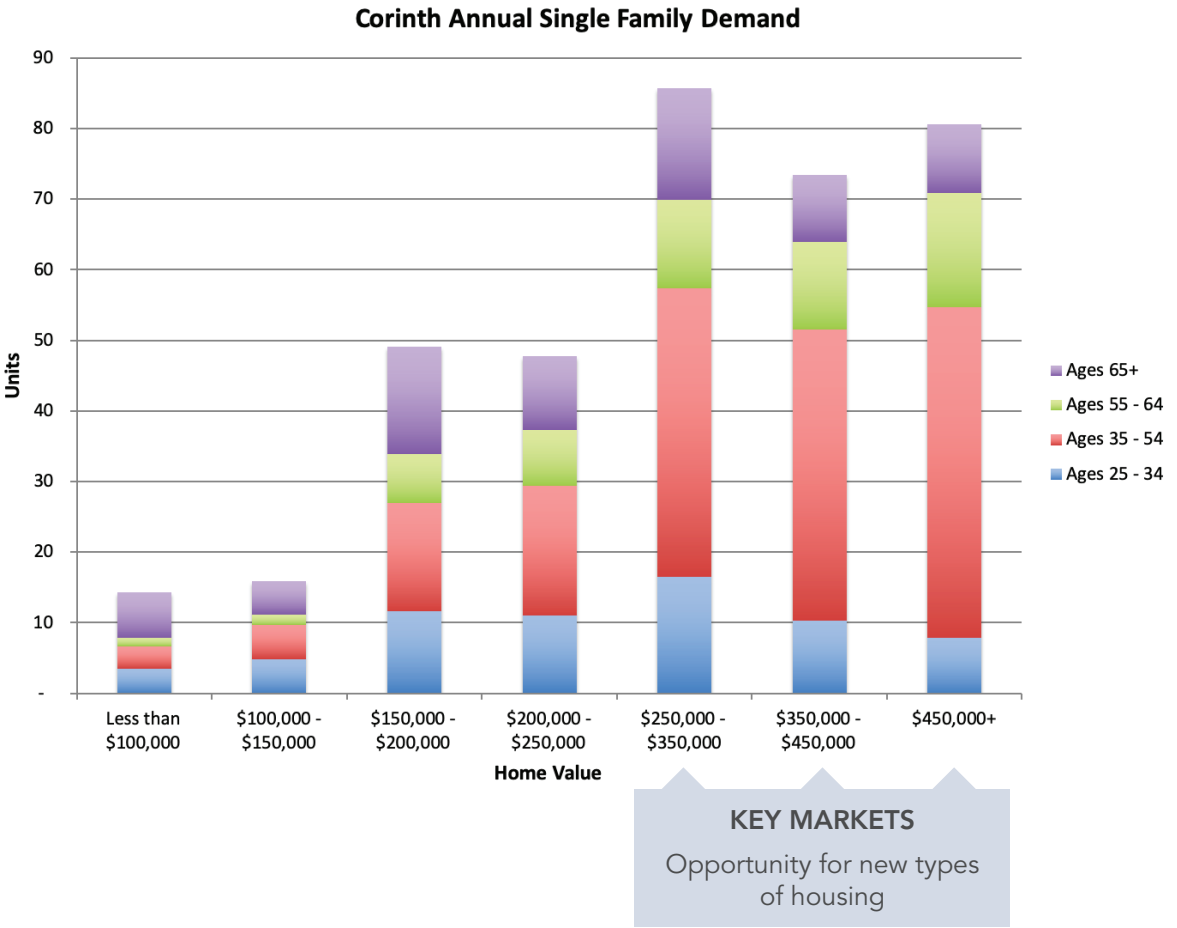
The strong outlook for the Texas Economy will continue to drive demand among both new household growth and existing household relocations for single family homes. New home demand will continue to increase throughout Corinth and the surrounding cities, and home prices will likely appreciate. Increasing home values and additional residential development will create additional tax revenue for the City of Corinth.

Additionally, increasing home growth in the region will create additional market demand for commercial development. However, increasing existing home values will reduce the inventory of entry-level homes and expand the affordability gap for younger families and new home buyers. Therefore, policies that encourage a broader housing choice and minimize social inequity will ensure the long-term viability of the community.

To understand regional demand, Catalyst calculated demand from Denton County. Our analysis shows the County is projected to gain 9,401 total new households annually over the next five years. This household growth is characterized by potential for 6,014 qualified new home builds based on qualified incomes and ownership propensity throughout the County.

Turnover of existing owner-occupied households will generate demand for an additional 12,329 home transactions throughout the County, and turnover of existing rental households will generate demand for 13,165 annual transactions. The total potential annual demand for home transactions is 31,508 throughout Denton County, of which 18,343 are anticipated to be new construction.

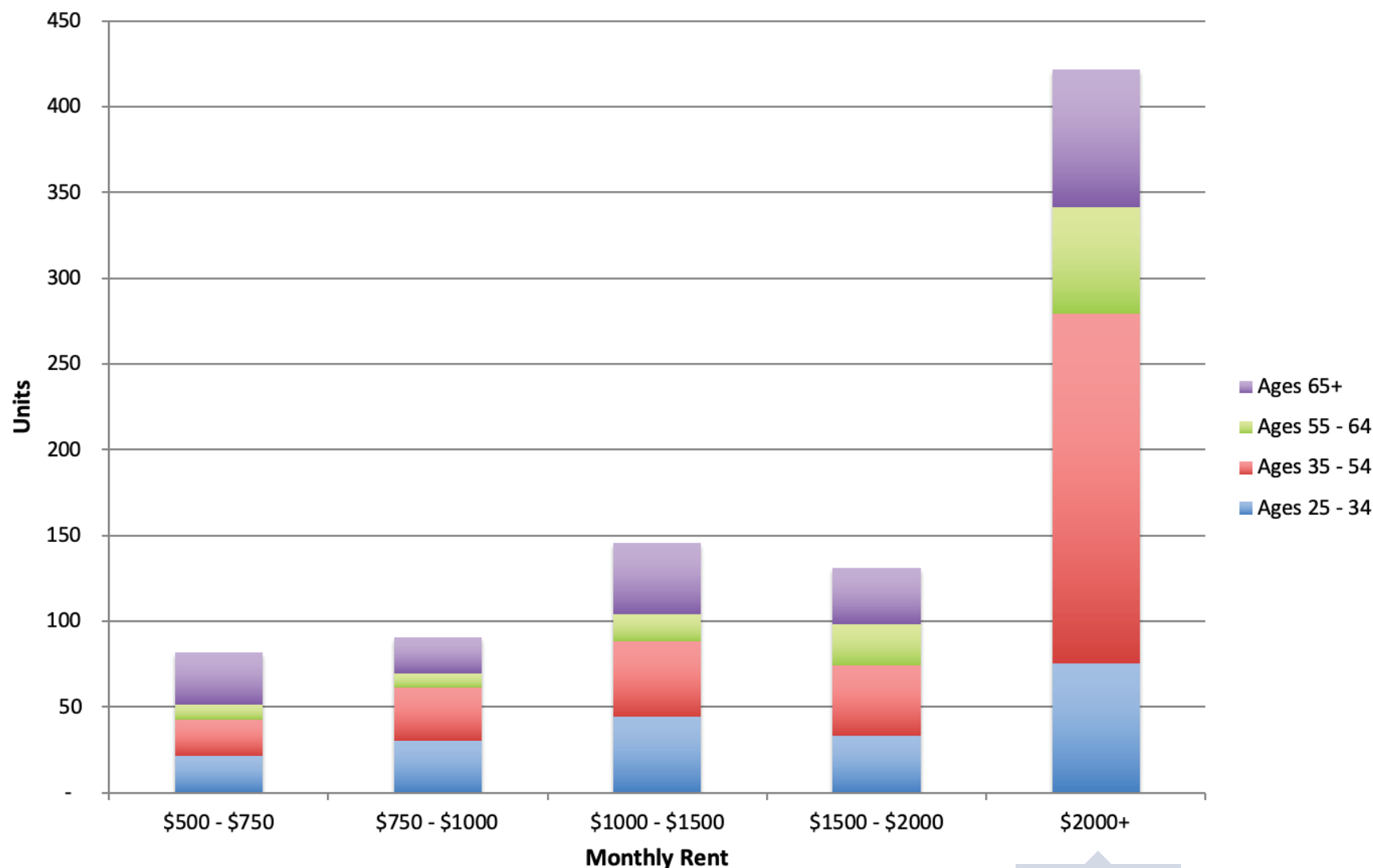
Based upon a conservative capture rate across all income categories, our projections show that **Corinth has the potential to capture over 365 newly built homes annually.** Of which, there is demand for 240 new homes valued above \$250,000. Income levels also show a moderate need for housing under \$250,000. To better understand, the single family residential demand was broken down not only by income categories, but also by age groups. Different age groups represent different preferences in home typologies and product type, further distinguishing the need for differentiated home types.



Corinth has the potential to capture over 365 newly built homes annually.

DEVELOPMENT OF ENVISION CORINTH

Corinth Annual Multifamily Demand



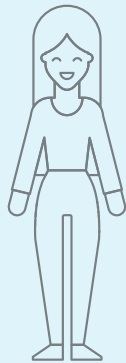
RENTAL/MULTIFAMILY DEMAND

Cities throughout Denton County are projected to gain a combined 9,401 total new households annually over the next five years. This household growth will generate an annual demand of 5,867 new rental units based on rental propensity and qualified incomes.

Turnover of existing owner-occupied households that are anticipated to rent will generate demand for an additional 6,573 rental units throughout Denton County. Turnover of existing rental households will generate potential annual demand for 29,182 rental units. Based upon the portion of new renters anticipated to enter the market, the total potential demand for new rental units totals 12,439 throughout Denton County.

Across all income categories, our projections show that **Corinth has the potential to absorb over 871 new rental units annually** based on a conservative capture rate. Of which, there is demand for over 550 new units of market rate product (\$1,500+). Income levels also show a moderate need for units priced under \$1,500. To better understand demand, the multifamily residential demand was broken down not only by income categories, but also by age groups. Different age groups represent different preferences in home typologies and product type, further differentiating multifamily home types.

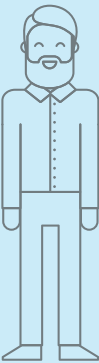
RENTAL/MULTI-FAMILY PROFILES



25 to 34

According to research conducted by RealPage, renters ages 25 – 34 tend to be characterized into two sub-categories; “starting-out single” and “young adult roommates”.

Starting-out singles tend to have limited incomes and high rent-to-income ratios. This cohort also tends to move frequently while choosing smaller apartments in Class B & C properties in suburban markets. Similarly, the young adult roommate cohort tends to move frequently, but tend to live in higher-end product (Class A & B) in suburban markets due to their dual-income structure. Across both cohorts there is a need for connectivity and access to transportation, especially to large employment hubs, while there is also a desire for amenity packages such as a pool, grill, event room, etc.



35 to 54

Similar to the aforementioned single family demand, the age group of 35 – 54 represents the largest portion of demand for new multifamily product within the City.

Renters in this cohort are predominately characterized by their age (mid 40’s), moderate median incomes (\$50,000’s), and propensity to renew leases. These residents are typically single or non-married, and without children, which allows them the freedom of living in the suburbs in quality developments, without the strain or commitment to home ownership.



55 to 64

According to research conducted by RealPage, the cohort of 55 – 65 can best be characterized by the moderate incomes, draw on retirement savings, and propensity for smaller units.

Similar to the 35 – 54 cohort, residents of this cohort tend to renew leases and value stability. These residents may be seeking smaller units after moving out of single family homes to avoid maintenance, make better use of space (empty nesters), or just soak in the amenities of suburban multifamily living.



65+

Renters in the cohort of ages 65+ typically move the longest distance of any cohort and are least likely to make compromises with regards to their desires.

These renters are likely to have retired or scaled back their work demands and have the lowest median home incomes. The primary motivating factors for moving in this cohort include a desire to be closer to family and friends, desire for a smaller living space, retirement, or need for additional care/special services. Amenity-rich and age-restricted developments are amongst the most targeted product types in this cohort, while access to entertainment, active living, and shopping are all critical components.

DEVELOPMENT OF ENVISION CORINTH

RETAIL DEMAND

Retail Demand for Corinth was analyzed and traced to several key sources. The primary driver for retail demand in most communities is fueled by the households and their residents. Typically, the residential component of the community drives around ~80% of the retail demand within a given geography. However; workforce, student, commuter, and visitor generated demand all play a component in the overall demand generated.

To calculate retail demand in square feet, the retail leakage for the Primary Trade Area (PTA) was analyzed, converted into square feet from dollar amounts, and then extrapolated 30 years to gain understanding of the long-term potential in the market. Throughout the PTA there are significant opportunities to capture retail leakage (dollars not being captured through the current supply categorically). Several key categories are currently underserved by the existing retail base within the PTA including Grocery Stores, Specialty Food Stores, Building Material & Supplies Dealers, General Merchandise Stores, and Restaurants/Other Eating Places.

The adjacent summary table is of retail segments, organized by North American Industry Classification System (NAICS) showing demand in square feet by category. The current total demand is 360K SF and future demand is projected to be just shy of 600K SF by 2049.

The top current demand is for sub anchors (merchandise stores other than department stores), grocery, restaurants and specialty food uses.

Corinth Primary Trade Area Retail Demand Chart									
Category	NAICS	Student Demand	Workforce Demand	Commuter Demand	Residential Demand	2019 Demand	2019 Supply	2019 Total SF Demand	2049 Total SF Demand
Auto Parts, Accessories & Tire Stores	4413	2,395		384	62,382	65,161	94,265	-	-
Furniture Stores	4421				113,819	113,819	81,769	32,050	62,713
Home Furnishings Stores	4422				64,144	64,144	127,331	-	-
Electronics & Appliance Stores	443				180,189	180,189	316,265	-	-
Bldg Material & Supplies Dealers	4441				304,284	304,284	420,247	-	-
Lawn & Garden Equip & Supply Stores	4442				18,418	18,418	47,109	-	-
Grocery Stores	4451	2,944	15,880	1,374	556,367	576,564	668,845	-	10,071
Specialty Food Stores	4452				82,405	82,405	37,022	45,383	72,197
Beer, Wine & Liquor Stores	4453				39,726	39,726	284,980	-	-
Health & Personal Care Stores	4460,4461	1,951	30,643		237,874	270,468	510,344	-	-
Gasoline Stations	4470,4471		5,000	4,798	11,847	21,646	624,852	-	-
Clothing Stores	4481	835	5,714	527	163,698	170,775	442,523	-	-
Shoe Stores	4482	1,531	7,857	967	63,830	74,185	141,414	-	-
Specialty Retail (i.e. Jewelry, Luggage & Leather Goods Stores)	4483	729	5,986		43,793	50,508	80,109	-	-
Sporting Goods/Hobby/Musical Instr Stores	4511		3,405	483	152,046	155,934	274,753	-	-
Book, Periodical & Music Stores	4512			483	18,648	19,131	56,320	-	-
Department Stores Excluding Leased Depts.	4521		10,214		522,715	532,929	1,570,997	-	-
Other General Merchandise Stores	4529		47,143	725	334,663	382,531	141,756	240,775	371,513
Florists	4531			483	9,757	10,240	19,192	-	-
Office Supplies, Stationery & Gift Stores	4532		11,524	483	41,643	53,650	68,344	-	-
Used Merchandise Stores	4533			967	66,957	67,924	48,864	19,060	37,345
Other Miscellaneous Store Retailers	4539			675	148,259	148,933	210,994	-	-
Full-Service Restaurants	7221	1,843	14,975	813		17,631	-	17,631	25,015
Limited-Service Eating Places	7222	1,669	20,167	1,152	8,472	31,459	25,872	5,587	13,382
Special Food Services	7223				25,767	25,767	63,399	-	-
Entertainment	71	133	-			133	-	133	188
Lodging	721110					-	-	-	-
Drinking Places - Alcoholic Beverages	7224				657,856	657,856	1,173,560	-	-
Total Demand (SF)		14,029	178,507	14,315	3,929,560	4,136,412	7,531,124	360,618	592,424

OFFICE DEMAND

As the Dallas-Fort Worth market continues to expand, Corinth can attract corporate opportunities through its skilled young workforce, access to several universities, competitive real estate costs, regional accessibility to quality workforce clusters, and most importantly a favorable regulatory environment which encourages quality development to attract and retain knowledge workers.

Daily talent loss

Of the existing Corinth workforce, 10,576 workers (47.6% of residents) live in Corinth but commute outside the City for work each day, while 3,782 workers living outside of Corinth commute into the City for work each day. Only 330 workers (1.5% of residents) are employed and live within the City, which represents a strong opportunity for Corinth to create jobs and employment rather than export its skilled labor force to neighboring communities.

DEFINITION

SPECIALTY FOOD SERVICES - This industry group comprises establishments primarily engaged in providing food services at one or more of the following locations: (1) the customer's location; (2) a location designated by the customer; or (3) from motorized vehicles or non-motorized carts. (i.e. Food truck, farmers market pop-up, rotating restaurant (LUCK at trinity groves))

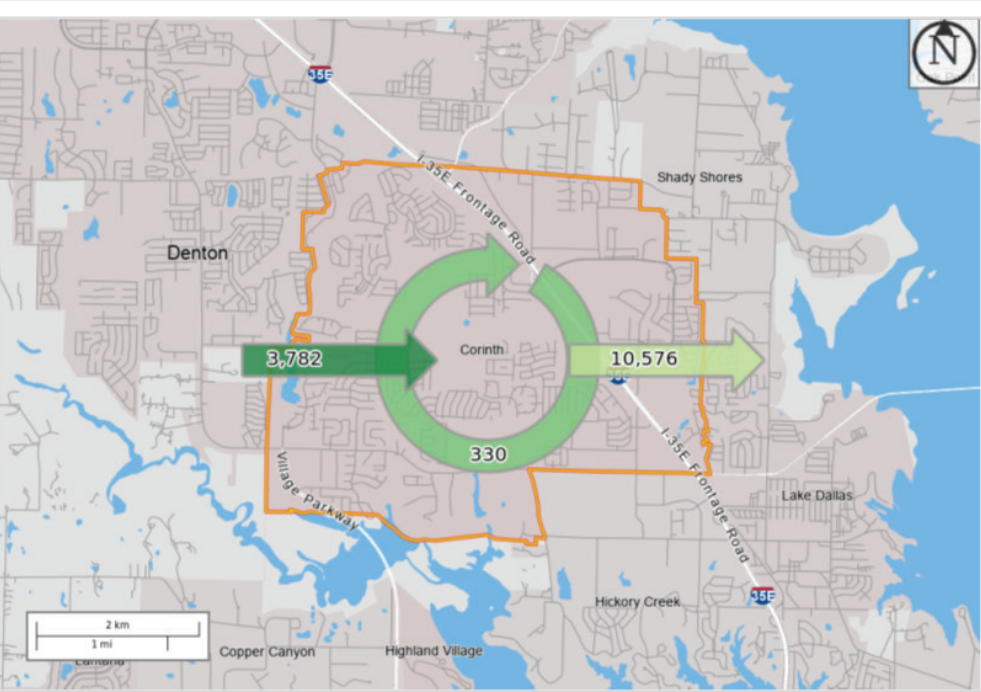
OnTheMap

Inflow/Outflow Report

Primary Jobs for All Workers in 2017

Created by the U.S. Census Bureau's OnTheMap <https://onthemap.ces.census.gov> on 10/23/2019

Inflow/Outflow Counts of Primary Jobs for Selection Area in 2017
All Workers



Map Legend

Selection Areas
Analysis Selection

Inflow/Outflow
Employed and Live in Selection Area
Employed in Selection Area, Live Outside
Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



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DEVELOPMENT OF ENVISION CORINTH



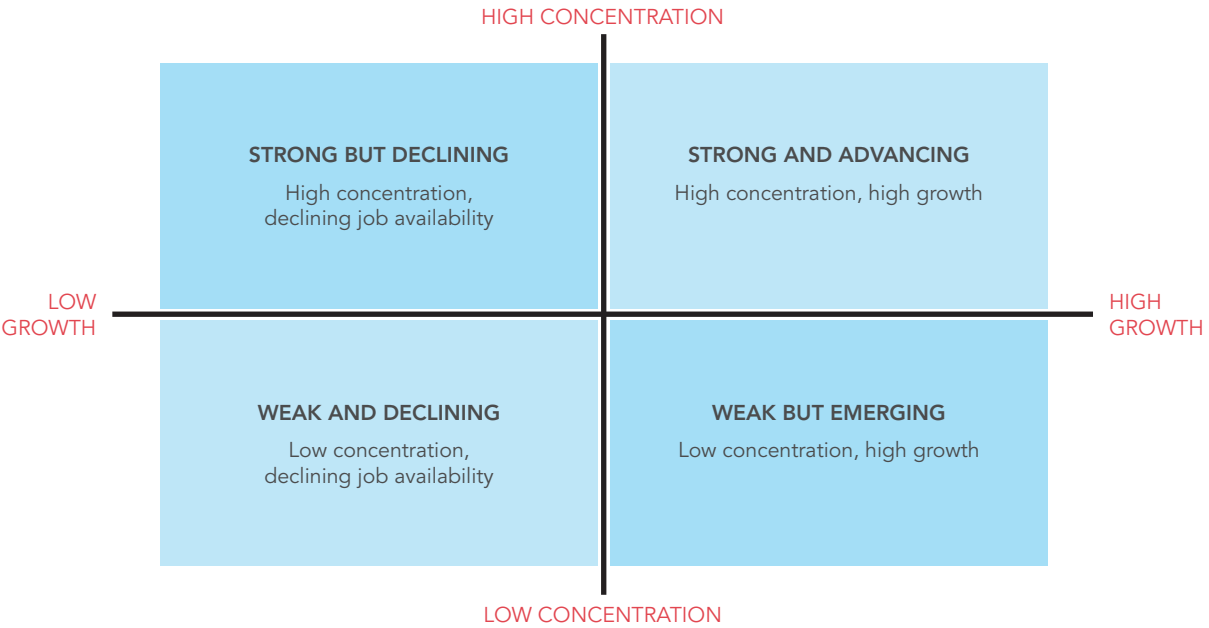
CLUSTER ANALYSES

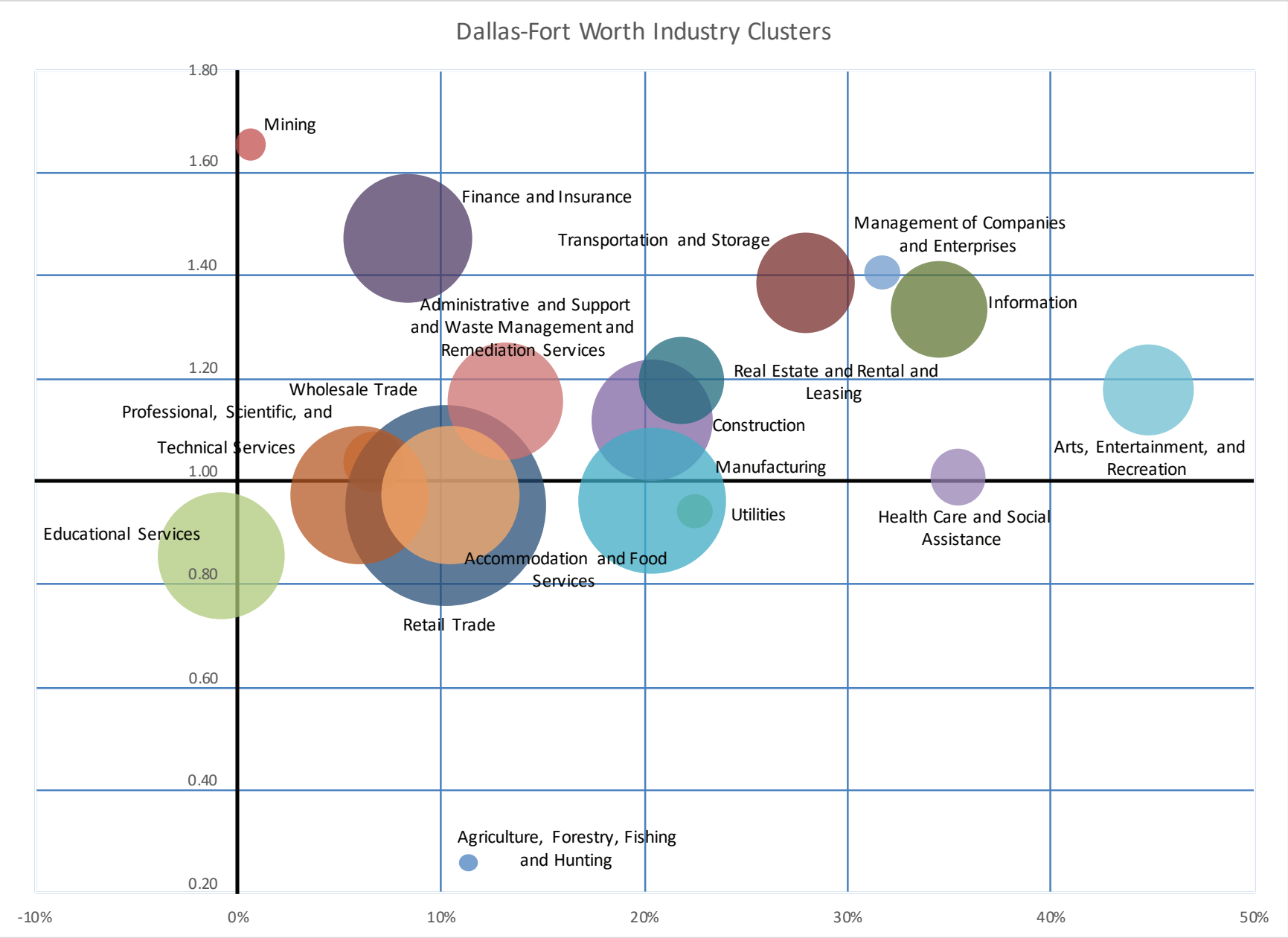
Dallas-Fort Worth as a Metroplex is comprised of roughly 63% white collar occupations, 21% blue collar, and 16% service industry. Denton County varies from the Metroplex in that 71% of occupations are white collar, 15% are blue collar, and 14% are service industry related. While a greater percentage of white-collar employees in a community generally correlates to higher home values and wages, the lack of service employees can cause frustration with restaurant, retail, and other service-oriented businesses and their ability to find labor. Luckily, Denton County is home to several universities and is well served throughout the service industry with a myriad of young workers.

Both the occupation and industry cluster analysis reveal that Denton County is home to several

management professionals, education related positions, and Science, Technology, Engineering and Math (STEM) related fields. Perhaps what is more interesting is the competitive advantage held by the County with regards to transportation and utilities sectors. This is likely a result of Alliance airport and the associated nature of business there, Denton County's strategic location at the confluence of Interstates 35E and 35W, and general accessibility to an international corridor as the apex of the Metroplex.

The employment growth rate for a cluster is depicted along the horizontal axes. The further to the right a cluster is shown, the greater the growth in employment in that cluster. The graphic on the following page illustrates how the bubble chart functions.





INDUSTRY CLUSTERS

An industry cluster is a geographic concentration of inter-related businesses, suppliers, and support institutions. Clusters are considered to increase productivity making businesses more competitive regionally, nationally, and globally. Industry clusters can form and grow because of a region's competitive advantage such as location, labor skill sets, and education systems.

Location quotients provide a measure of industry density and occupation concentration within Dallas-Fort Worth. The location quotient shows local industry employment relative to the U.S. average. A location quotient greater than 1.0 indicates that the region has a higher concentration of employment in an industry or occupation than the national average. A regional industry group with a location quotient of 1.25 or higher is considered to possess a competitive advantage in that industry.

The bubble chart shows three variables for each industry in Dallas-Fort Worth: the location quotient or concentration, employment by local industry, and employment growth. The employment size is shown by the size of the bubble, the larger the circle, the larger the employment. The location quotient is depicted on the vertical axis. The higher the circle is shown on the chart, the higher the concentration of businesses in that industry. The growth rate for a cluster is the annual average percentage change in employment over a given time-period, historical or projected.

DEVELOPMENT OF ENVISION CORINTH

CORINTH INDUSTRY FOCUS

Finance and Insurance

The Bureau of Labor Statistics defines the Finance and Insurance Sector as “establishments primarily engaged in financial transactions (those involving the creation, liquidation, or change in ownership of financial assets) and/or in facilitating financial transactions.” Over the previous 5-year period, this sector has grown 9% Nationally, and 8% in Dallas-Fort Worth. This industry benefits from being one of the largest sectors in the economy, as well as one of the most regulated. As income levels rise, so does long-term consumer financial security. When this occurs, it presents an opportunity for the sector. Corinth has an educated talent base, and access to regional education pools, as well as a thriving industry within the greater MSA. These high-paying white-collar jobs are also well suited to office in small-to-mid size office developments that can be stand-alone or integrated into a planned development, aligning well with the options in Corinth.

Information

The Bureau of Labor Statistics explains that the information sector consists of “The publishing industries, including software publishing, and both traditional publishing and publishing exclusively on the Internet; the motion picture and sound recording industries; the broadcasting industries, including traditional broadcasting and those broadcasting exclusively over the Internet; the telecommunications industries; Web search portals, data processing industries, and the information services industries.” Regional growth in this sector is over 4x greater than the national growth during the last five years. Corinth is well positioned to provide the needed infrastructure, land, and associated operational needs for a data center, cloud storage, creative studio, or other associated information sector employer.

Real Estate and Rental and Leasing

This sector also includes establishments primarily engaged in managing real estate for others, selling, renting and/or buying real estate for others, and appraising real estate. These activities are closely related to this sector’s main activity, and it was felt that from a production basis they would best be included here. In addition, a substantial proportion of property management is self-performed by lessors.” Corinth presents an opportunity to capture a significant amount of employment in this sector based on the market conditions of North Texas, flexible office requirements, and access to a regional talent pool. Flexible office requirements would allow for small stand-alone office development, integration into a planned development, or adaptive reuse of a currently existing space. This sector has seen significant growth throughout the Metroplex over the last five years, at a rate more than twice that of the Nation.

Management of Companies and Enterprises

“Establishments in this sector perform essential activities that are often undertaken, in-house, by establishments in many sectors of the economy. By consolidating the performance of these activities of the enterprise at one establishment, economies of scale are achieved.” Dallas-Fort Worth illustrates strong growth in this sector, especially when compared to the growth in this sector across the United States. The Dallas-Fort Worth MSA has added more than 125 corporate HQs since 2010 and is home to 25 fortune 500 headquarters. This sector represents an opportunity for high-paying white-collar jobs in a small-to-mid size corporate environment. The region is home to three top research universities (University of North Texas, University of Texas at Arlington, University of Texas at Dallas) and has all the attractive amenities to provide for potential prospects.

CORINTH’S OPPORTUNITY FOR MARKET SHARE

	Single Family	Multifamily Residential	Retail	Office
Demand	High	High	Moderate	Low / Moderate
Opportunities	Strong population growth and favorable job market create high demand for quality housing.	Transitions between higher density commercial and residential can use higher density housing as a transition. Creates urban context to support more density.	Increased population and high incomes will create demand for additional retail. Market shows existing leakage across most categories.	Leveraging new DCTA stop and regional higher educational facilities and proximity to talent.
Challenges	Few larger tracts for master planned opportunities exist. Forces smaller lot development.	Maintaining rural natural feel in higher density environments.	Changing retail needs and e-commerce will impact retail merchandising. Key will be to create flexible spaces to accommodate changes over time.	Distance from core population and lack of synergy with other corporate uses. Distance to airports.
Target	Mix of 30's – 80's Average 6,000 Square Foot lots (overall)	High quality projects 200-300 units.	Regional retail, entertainment, restaurants	Mid-rise, garden, corporate campus
Planned SF		1,171 units under construction in Denton sub-market	217K SF under construction in Lewisville sub-market	1.1M + SF in market
Market Values	\$250K +	+/- \$1.85/SF	Rents \$30/SF+ (Triple Net; NNN)	\$29/SF + Electricity (Triple Net; NNN)
Absorption	Demand for 240 units of \$250K + (annually)	Demand for 550 units of \$1,500/month (annually)	Current demand for over 360K SF and an additional 250K by 2039	+/- 50K SF next 10 years

DEVELOPMENT OF ENVISION CORINTH

MARKET SHARE SUMMARY

Single Family

The proposed scenario recommended for Corinth includes a combination of standards found in higher performing communities. These include preservation of natural areas and open space, and a varied range of housing options and densities that support amenities such as walkable mixed-use environments that accommodate commercial and corporate synergies.

This scenario yields a holistic capture of the premiums available in the market and a mix of products that is, and should continue to be, attractive to every generation. This scenario also seeks to create a place where the residents can move through each phase of their life with comfortable residential product offerings.

Based on existing conditions, market trends, and historical absorption, Corinth has the opportunity to harness nearly 250 units at or above market rate (\$250K +). Some of the challenges to harnessing this opportunity include a scarcity of larger land tracts, forcing smaller lot development.

Multifamily

The multifamily opportunity in Corinth is presented primarily through creating transitions between higher density commercial and residential uses. Development of this nature can use higher density housing as a transition to lower density housing or existing commercial uses, creating an urban context.

An analysis of multifamily demand throughout the County and City indicates that there is a vast demand for new units, providing Corinth with the opportunity to capture over 550 units of market rate product (\$1,500/month). This scenario likely involves several projects of 200-300 units/development, while the challenge will be to maintain the existing character and feel of Corinth while simultaneously raising the bar for top-tier product.

Primary focus for multi-family (rental and ownership) need to be placed within walking distance to transit, mixed-uses, and public amenities and clustered for maximum value creation.

Retail

Consumer spending continues to grow, but the platforms used to deliver retail are becoming more complex. Despite rumors of a pending retail collapse, the sector is restructuring to adapt to consumer needs and preferences, providing a good opportunity for Corinth to capture additional retail development. A closer look at the retail analysis reveals leakage across most categories, with current potential for Corinth to harness over 350K SF of additional retail, and an additional 250K over the next 20 years.

Challenges to this development include the changing needs and preferences of retailers and their merchandising from both an operational and physical point of view. Creating flexible spaces to harness this development and sustain the evolving nature of retail will be key to longevity. Uses such as regional retail, entertainment uses, and quality restaurants present the greatest opportunity for development.

Office

As corporate attraction continues to develop and gain momentum across North Texas, Corinth has positioned itself appropriately to harness a portion of this growth. Corinth has the ability to absorb +/- 50K SF over the next ten years through leveraging the new Denton County Transit Authority (DCTA) stop and harnessing the talented education base surrounding the community.

Some of the challenges to harnessing this opportunity include the distance from other core service areas (downtown Dallas & Fort Worth), as well as diminished synergies with existing corporate users. While Corinth has access to major Interstates, and regional access to several international and business airports, it can be challenging for companies to locate to a community without more direct access, especially depending on the industry.

An aerial photograph of a suburban neighborhood, showing a mix of residential streets, green spaces, and some commercial areas. A large, semi-transparent blue letter 'C' is overlaid on the left side of the image. The text 'BUILDING TOWARDS A SMARTER AND SUSTAINABLE CORINTH' is written in a bold, white, sans-serif font across the right side of the image.

BUILDING TOWARDS A SMARTER AND SUSTAINABLE CORINTH

BUILDING TOWARDS A SMARTER AND SUSTAINABLE CORINTH

ENVISION A SMART CITY

A ‘Smart City’ can simply be defined as an ecosystem of traditional and technological infrastructure used to improve sustainability and quality of life. Smart Cities around the world are using the Internet of Things (IoT) to enhance daily operations, citizen service, and livability. There are six key indicators¹ to consider when envisioning Corinth as a smart city:

- » Envision a Smart Economy
- » Envision a Smart Environment
- » Envision a Smart Government
- » Envision Smart Living
- » Envision Smart Mobility
- » Envision Smart People

Corinth is poised to benefit from smart city initiatives that compliment economic, population, and developmental growth. At the January 21, 2020 Corinth Community Open House, citizens were asked, “What do you think Corinth needs to improve the quality of life?” The overwhelming response was Connectivity, Community, and Mobility. These needs can be directly addressed through smart city initiatives.

- » Connectivity
- » Community
- » Mobility

The adjacent graphics represent the six key indicators and can be found where they relate to the intended outcomes for recommendations in this plan.

 ENVISION A SMART ECONOMY Transforming and strengthening Corinth’s economy by attracting quality development and increasing regional cooperation. Building the economy on industry trends and supporting a diversity of cooperative industries.	 ENVISION A SMART ENVIRONMENT Managing the built and natural environment within Corinth to improve livability. Focus on key environmental sustainability initiatives that focus on stormwater mitigation techniques, technological advancements and riparian protection.	 ENVISION A SMART GOVERNMENT Strengthening connections and interactions between the City of Corinth, businesses, and citizens by having a proactive government. Build on utilization of digital coordination to improve public awareness, participation and operations.
 ENVISION SMART LIVING Increasing quality of life for residents and visitors by attracting quality residential and non-residential development to Corinth. Focusing on connectivity between neighborhoods and amenities like parks and commercial activity.	 ENVISION SMART MOBILITY Increasing the efficiency and service quality of the multi-modal transportation system in Corinth. Establish active transportation connectivity	 ENVISION SMART PEOPLE Transforming citizen engagement with the public and private sector as individuals or businesses.

¹ The Six Smart City Indicators: <https://hub.beesmart.city/smart-city-indicators>

ENVISION A SUSTAINABLE CITY

[Adapted from the City of Corinth Climate Resiliency Plan]

To identify, prioritize, and design strategies to address climate impacts in Corinth, the City hosted a climate vulnerability and resilience workshop. Representatives from public works, planning, and public safety departments were present along with participants from several partner organizations. A full list of participants can be found in the Climate Resiliency Plan (CRP). Participants reviewed the Climate Hazard Assessment developed by City staff in the context of the community's current conditions and values to identify and prioritize vulnerabilities across five sectors of the community: Natural, Economic, Built, Health, and Culture.

Participants then developed strategies to reduce those vulnerabilities in ways that create benefits across the community and allow for the potential to pool resources for implementation.

Climate Vulnerabilities

Vulnerability to a particular climate hazard depends on three factors:

- » Exposure to the climate impact – the more a population, system, or asset is exposed to the impact the higher the vulnerability. Example: In Corinth, the exposure to flooding is much smaller than the exposure to extreme heat because of the community's topography and geographic location.
- » Sensitivity – How stressed, vulnerable, or marginalized the population, system, or asset already is. Example: In Corinth,

most residents enjoy economic prosperity to the point where they have air conditioners in their homes and can afford to turn them on in high heat situations. That characteristic makes Corinth less sensitive in general to extreme heat than a community whose residents have less income. However, it is important to note that some populations within any community often have higher sensitivity than others, particularly low-income residents.

- » Adaptive Capacity – What resources, networks, and other support are already in place that are available to adapt to climate impacts. Example: The City of Corinth is already served by a highly skilled regional entity that provides fire and emergency services, so there is already a certain amount of capacity in place to address larger and more frequent emergencies.

Vulnerabilities to climate change in Corinth can be summarized as follows:

- » Public safety systems overwhelmed by increasing calls for service
- » Failure of City-owned infrastructure
- » Reduced water supply and quality
- » Degradation of natural resources
- » Increase in negative health impacts
- » Reduction of quality of life and local culture
- » Rise in cost of living and doing business



BUILDING TOWARDS A SMARTER AND SUSTAINABLE CORINTH

Each of the categories of impacts and the specific vulnerabilities contained within them are assessed within the CRP drafted by City staff. However, given the different entities that have authority over many of these systems, one primary strategy is to strengthen coordination with the utility and public safety agencies and organizations that provide energy, water, fire, emergency, and other services for the people of Corinth. The City relies on those entities making decisions that integrate the most up-to-date scientific data regarding the impacts of climate change in the area, so it is in Corinth's best interest to advocate for those entities to fully incorporate climate change into their master plans.

Climate Resiliency Plan Goals and Strategies

1. Public safety service levels continue to meet the needs of Corinth residents
 - » Diversify and Grow Tax Base
 - » Develop and Strengthen Collaborative Partnerships
2. Reliable, efficient public infrastructure
 - » Integrate Climate Change Projections into Ongoing Updates of the Asset Management Plan
 - » Reliable Backup Power Systems for Public Facilities
 - » Backup Power Systems for Communications Infrastructure
 - » Careful Siting of New Public Buildings
 - » Ensure Functionality of Electrical Grid

3. High Quality and Adequate Supply of Water
 - » Limit Water Pollutants
 - » Educate the Public About Fertilizers and Other Contaminants
 - » Leave Priority Lands in a Natural State
 - » Employ Green Infrastructure
4. Ensure Robust Natural Systems
 - » Maintain Database/Inventory on Species
 - » Educate Public Regarding Interactions with Wildlife
 - » Educate Public Regarding Interactions with Wildlife and Appropriate Plantings
5. Ensure Residents Maintain Health During Extreme Heat Events
 - » Update Heat Safety Protocols for City Workers
 - » Engaging the Public About Heat Risk
6. Ensure A VIBRANT COMMUNITY CULTURE
7. Maintain Reasonable Cost of Living and Doing Business in Corinth



PROUD TO BE
A Certified *Scenic* City



An aerial photograph of a suburban area with a grid of streets, houses, and some green spaces. A large, semi-transparent blue letter 'L' is overlaid on the left side of the image. The title text is positioned on the right side, over a dark horizontal band.

LAND USE AND DEVELOPMENT STRATEGY

"The urbanization of the suburbs will affect less than 10% of landmass in the United States yet represent the bulk if not the vast majority of new real estate development over the next generation."

– Chris B. Leinberger, Suburban Remix

INTENDED OUTCOMES

One critical element of a comprehensive plan is a future land use plan which typically defines land uses such as commercial, residential, industrial, etc. These definitions are often two dimensional and lack specificity with respect to character or context of the land use. Especially with respect to residential land uses, distinctions are made strictly along the lines of density allowances and are seldom nuanced to address the neighborhood context and transitions to adjoining land uses.

The type, mix, and character of land uses have a long-term impact on the City's social, economic, and environmental health. The use of "Place Types" to create a blueprint for future development provides City officials, residents, and developers more predictability on the character of new neighborhoods created since the definitions of the Place Types focus on more than land use and density.

The advantage of using Place Types over two-dimensional Land Use categories include:



Encouraging a Master Planned approach for development of the remaining undeveloped properties in Corinth with a goal of maximizing the market opportunities to attract a range of development options that provide higher development predictability for both developers and residents alike. With limited undeveloped land available in Corinth, it will be critical that the City maximize its options to attract quality development that can add value to existing neighborhoods

while enhancing quality of life for all residents. These opportunities will also need to be sensitive to adjoining existing neighborhoods with transitions and/or connections.



Allowing for a range of development opportunities from urban mixed use to regional scale retail to new traditional neighborhoods to new suburban neighborhoods.



Focus on integrating design and character of all elements that create the built environment – land use, street design and connectivity, open space and trail integration, and building design, all in a sustainable context.



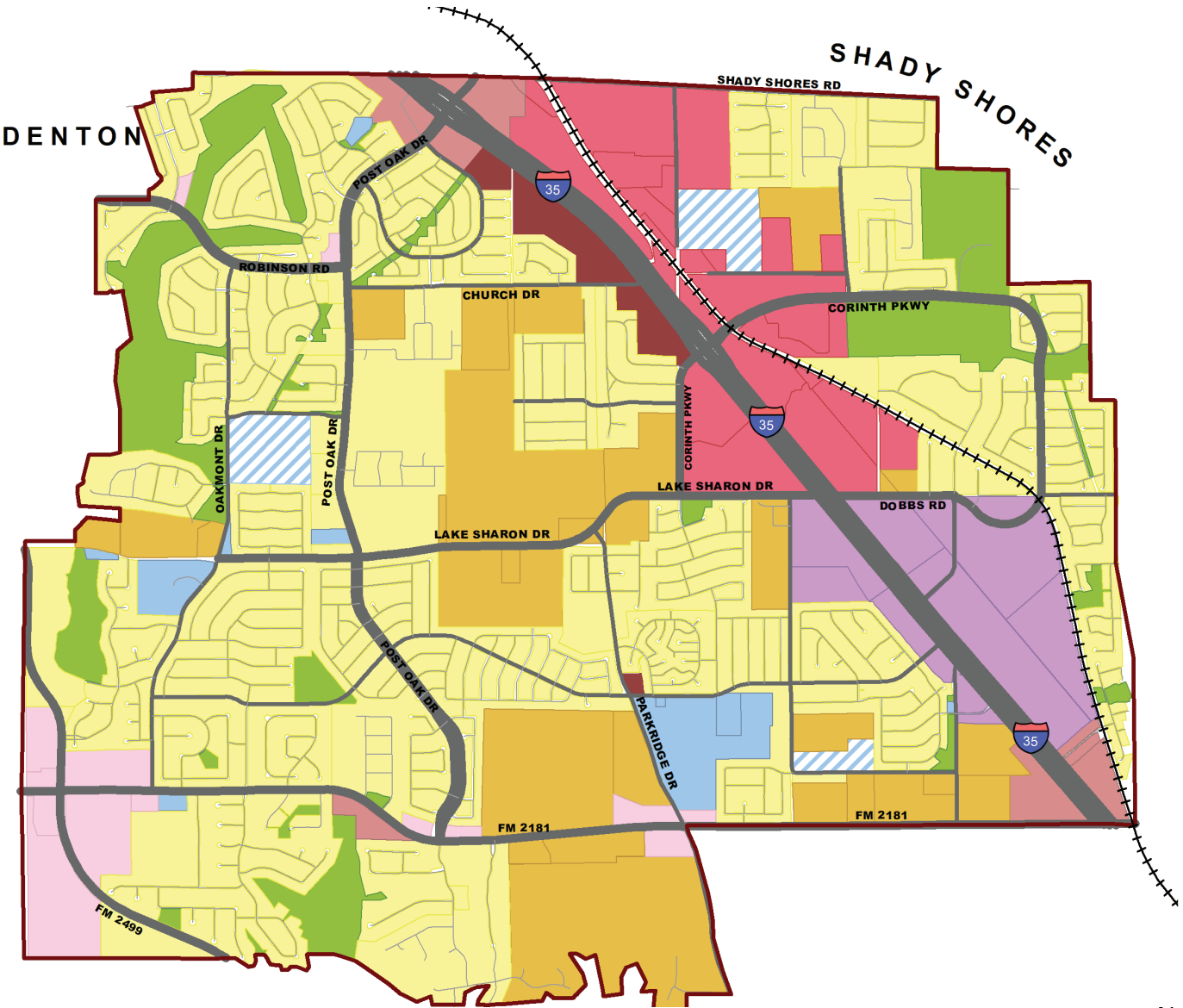
Ensuring a balanced and integrated approach to land use and infrastructure investments such as streets, parks, trails, and other City services based on the context of the place type. The Strategic Focus Areas provide additional tools to the City while evaluating the development options through the lens of fiscal and physical sustainability.



Encouraging a range of housing types that provides needed amenities such as trails, neighborhood greens, and access to needed neighborhood retail and services, all within a walkable neighborhood context.

LEGEND

-  Corinth City Limits
-  Neighborhood
-  Mixed-Residential
-  Mixed Use - TOD
-  Mixed Use - Node
-  Retail/Commercial
-  Corridor Commercial
-  Office/Employment
-  Institutional/Public/Civic
-  Educational
-  Parks/Open Space
-  Railroad
-  Highway
-  Major/Minor Arterial
-  Collector
-  Local



The following pages provide the detailed Place Types definitions which address:

- » **Purpose and Character** of each Place Type category including guidance on how Place Types designations can help with future zoning decisions
- » **Use Mix and Density Ranges** that are appropriate for successful development within the different Place Type categories including images to illustrate compatible building types and scale
- » **Key Design Priorities** to enhance the appearance and character of development within each specific Place Type category including how each place type addresses the City's overarching sustainability goals
- » **Sustainability Priorities** to identify the appropriate green tools and initiatives that fit the place type context.

LAND USE AND DEVELOPMENT STRATEGY

MIXED-USE TOD

Purpose and intent

- » To maximize the development of a mixed-use, regional center in conjunction with a commuter rail stop on the DCTA line at Corinth Parkway and Interstate 35E
- » To develop character and context befitting a new downtown with a range of urban residential, retail, and office uses
- » To become a destination for day and evening dining, entertainment, and community festivals and events

Land use types and density

- » 4 – 6 stories (scale, height, fenestration) to allow for higher intensity mix of uses in response to market demand
- » Allow mixed-use by right (residential and commercial uses)
- » Parking to be accommodated in parking structures
- » Density based on a street grid that is dense and walkable
- » Connections to adjoining uses such as the community college, City Hall and the regional trail network.
- » Overall neighborhood density should not have a density max but be driven by the market, height and design standards

Design priorities

- » To meet the design goals for the TOD vision
- » Streetscape improvements with bulb-outs, wide sidewalks, and trees
- » Provide smaller scale greens and plazas that can activate adjoining uses
- » Implement TOD station to catalyze private development

Sustainability priorities

- » Focus on regional detention infrastructure to maximize compact, walkable blocks
- » Connections to regional trails and parks
- » Focus on Low Impact Development (LID) principles that fit an urban context such as bioswales in public spaces, roof-top gardens, seamless links to regional and local transit (with a trolley or other local connector service)
- » Allow roof-top solar panels



MIXED-USE NODE

Purpose and intent

- » To allow for lower scale horizontal mixed-use development that allows for a range of walkable retail, restaurants, employment, and connected residential uses at key locations along regional corridors

Land use types and density

- » 3-4 story buildings (scale, height) to allow for flexible building use reflective of and in response to market demand
- » Allow mixed-use by right (residential and commercial uses)
- » Allow for missing-middle housing types (townhomes, live-work, zero lot line single family, etc.) as transitions between the commercial and any existing neighborhoods
- » Transition to surrounding neighborhoods

Design priorities

- » Require minimum transparency along primary street frontages
- » Storefronts along major roadways and highways treated with a secondary sidewalk at the building line
- » Streetscape improvements with bulb-outs, wide sidewalks, and trees

Sustainability priorities

- » Focus on local area detention infrastructure that is also amenitized (landscaping, trails, and building frontages) for the benefit of adding value to the development
- » Connections to regional trails and parks
- » Focus on LID principles that fit a walkable urban context such as bioswales in public spaces, roof-top gardens, seamless links to regional and local transit (with a trolley or other local connector service)
- » Allow roof-top solar panels



LAND USE AND DEVELOPMENT STRATEGY



MIXED RESIDENTIAL

Purpose and intent

- » New residential development that capitalizes on existing natural amenities of the land/property
- » Network of trails with access to the creeks, parks, schools, shopping, and civic destinations
- » Preserve majority of creek/floodplain or open space frontage for public access

Land use types and density

- » Range of single family from large lot, to patio homes, to townhomes and multi-family transitions to neighborhood commercial
- » Recreation related uses with access to parks and open space
- » Overall residential density of 6 to 10 units per acre

Design priorities

- » Connected streets (grid-like blocks under 600-ft average block face; max. block face to be 1,000 ft.)
- » Streets should maintain view corridors that focus on open space (which allows for both visual and physical access)

- » Network of connected parks and trails
- » Architectural design recommendations to ensure quality neighborhoods
- » Transparent fencing alongside parks and open space
- » Access to creeks, open space, and parks
- » Single loaded roads in strategic locations to maximize public access and frontage to creeks and open space

Sustainability priorities

- » Regional or neighborhood scale detention/drainage facilities that serve as amenities with trails, street and development frontages
- » Incorporate trails and sidewalks to maximize walking and biking to parks, schools, and neighborhood retail
- » Design of new streets and infrastructure to incorporate appropriate LID elements
- » Allow roof-top solar panels





NEIGHBORHOOD

Purpose and intent

- » To maintain the character and quality of existing neighborhoods
- » Ensure that property values of existing neighborhoods stay stable through focus on maintenance, code enforcement, and neighborhood improvements (pocket parks, sidewalk connections to schools, entry features, etc.)

Land use types and density

- » Based on existing neighborhood layout and context
- » Appropriate transitions to existing neighborhoods with respect to densities, screening, and buffering within new neighborhoods

Design priorities

- » Maintain existing street network, parks, and open space
- » Provide additional sidewalk and trail connections where feasible

- » Vehicular and pedestrian connections to new adjoining neighborhoods and to schools and parks
- » Any new development should examine Traditional Neighborhood Design or New Urbanism concepts

Sustainability priorities

- » Focus on local area detention infrastructure that also serves as amenities (landscaping, trails, and building frontages) for the benefit of adding value to the development
- » Connections to regional trails, parks, and adjoining neighborhood retail
- » New neighborhoods to focus on walkability and bikeability
- » Design of new streets and infrastructure to incorporate appropriate LID elements
- » Allow roof-top solar panels

LAND USE AND DEVELOPMENT STRATEGY

CORRIDOR COMMERCIAL

Purpose and intent

- » To accommodate appropriately scaled, neighborhood serving commercial uses
- » Key location of neighborhood commercial nodes:
 - Along FM 2181
 - At specific intersections of local roadways
 - In close proximity to new and existing neighborhoods
- » Commercial nodes would anchor adjoining multi-family residential transition areas and office development, and provide much needed neighborhood commercial services
- » Allow urban residential housing types to transition between existing single family detached neighborhoods to the active commercial uses in this place type

Land use types and density

- » Allow a range of local serving retail, restaurants, personal services, multi-family, and professional offices (as a transition to adjoining neighborhoods)
- » Average residential density of 18 - 24 units per acre with no more than 30% of the area of the land area within any development in the Corridor Commercial dedicated to residential uses
- » Multi-family uses require a transition to adjoining neighborhood land use with small lot detached or townhomes.
- » Dense and connected network of streets

- » One to three story buildings and incorporation of appropriate open/civic spaces and amenities

Design priorities

- » Focus on aesthetic improvements along the arterial corridor with share access driveways, landscaping and screening of parking along the roadway
- » Encourage the activation of a secondary sidewalk along the storefronts with active commercial uses, trees or awning for shade and wide sidewalks for outdoor cafés
- » Pedestrian focused streetscape improvements on internal streets
- » Seamless transitions from commercial to neighborhood through multi-family residential
- » Discourage “pods” of single-use developments

Sustainability priorities

- » Regional or neighborhood scale detention/drainage facilities that serve as amenities with trails, street and development frontages
- » Incorporate trails and sidewalks to maximize walking and biking to parks, schools, and neighborhood retail
- » Design of new internal streets and infrastructure to incorporate appropriate LID elements
- » Allow roof-top solar panels



RETAIL/COMMERCIAL

Purpose and intent

- » Regional scale retail and commercial uses that can take advantage of major regional roadway access and frontage (Interstate 35E and FM 2181)
- » Located at major highway intersections to maximize access to the region and adjoining neighborhoods
- » Potential to generate both ad valorem and sales tax revenue for the City, as well as job opportunities for residents

Land use types and density

- » Mostly large format retail with restaurants and entertainment uses or mid-rise office buildings
- » May include lodging and related uses
- » May include multi-family and professional offices as a transition to adjoining neighborhoods
- » One to three stories generally

Design priorities

- » Focus on minimizing the impact of a 'big box' look by articulating the building mass horizontally and vertically
- » Allow a range of building materials:
 - Retail /restaurant: primarily masonry (brick, stone, stucco, synthetic stone)
 - Office buildings: masonry, glass, and more flexible materials
- » Soften highway frontage with landscaping

Sustainability priorities

- » Regional or neighborhood scale detention/drainage facilities that serve as amenities with trails, street and development frontages
- » Incorporate trails and sidewalks to maximize walking and biking to parks, schools, and neighborhood retail
- » Design of new internal streets and infrastructure to incorporate appropriate LID elements
- » Allow roof-top solar panels



LAND USE AND DEVELOPMENT STRATEGY



OFFICE/EMPLOYMENT

Purpose and intent

- » Large properties and parcels of land along Interstate 35E to develop corporate/flex office campuses and buildings
- » Overall vision is to make Interstate 35E corridor more competitive and attractive for campus/flex office tenants
- » Smaller properties to develop garden style offices

Land use types and density

- » Corporate campus and flex office uses
- » Public services and utility uses
- » Lodging uses
- » One to five stories
- » Smaller professional offices supporting retail, service uses, and lodging uses
- » Limited multi-family uses require a transition to adjoining neighborhood land use with small lot detached or townhomes.
- » Overall residential density of 18 – 24 units per acre with no more than 30% of the land area within any development dedicated to residential uses

Design priorities

- » Implement a unified plan for Interstate 35E frontage that includes planting, berms, parking screens, signage, lighting, pedestrian facilities, consolidated driveways, wayfinding, and building design standards

- » Encourage site design that includes corporate offices with iconic architectural elements in addition to large flex office/industrial buildings with smaller professional office buildings with a hierarchy of connected streets and blocks
- » Locate service bays, outdoor storage (if any), trash/ dumpsters and truck loading/unloading away from direct frontage on Interstate 35E (to be located on the side or to the rear of buildings along Interstate 35E frontage)
- » Building Design:
 - Discourage large expanses of blank walls, especially along Interstate 35E frontage and public streets
 - Encourage building articulation (horizontal and vertical) through the use of doors, windows, colors, textures, changing materials, etc.

Sustainability priorities

- » Regional or neighborhood scale detention/drainage facilities that serve as amenities with trails, street and development frontages
- » Prioritize location of any major employment in close proximity to the TOD and/or transit connector or circulator
- » Design of new internal streets and infrastructure to incorporate appropriate LID elements
- » Allow roof-top solar panels

INSTITUTIONAL/PUBLIC/CIVIC

Purpose and intent

- » Provide for a range of educational, institutional and civic uses as an integral part of Corinth's built environment
- » Provide for well located and connected schools and civic facilities that add to Corinth's quality of life

Land use types and density

- » Elementary and middle (public and private) schools that are located within walking and biking distance of attendance zones
- » Civic and other institutions such as hospitals and religious facilities

Design priorities

- » Maximize automobile and pedestrian connectivity
- » Optimal locations for schools (especially elementary schools) to be centrally with neighborhoods
- » Civic facilities to be located where other complementary uses can create nodes of activity in the neighborhood
- » Co-location of civic, religious and educational uses to take advantage of joint facilities such as meeting space, playgrounds/gyms, banquet rooms, etc.

Sustainability priorities

- » Regional or neighborhood scale detention/drainage facilities that serve as amenities with trails, street and development frontages
- » Incorporate trails and sidewalks to maximize walking and biking to parks, schools, and neighborhood retail
- » Design of new sites to incorporate appropriate LID elements
- » Allow roof-top solar panels



LAND USE AND DEVELOPMENT STRATEGY

NEW CITY CENTER

Establish a cultural, commercial and civic center that:

-  Centers around future transit location and is rail-ready;
-  Connects locally and regionally with multi-modal options;
-  Connects to City Hall and other civic and educational facilities to build a synergy of government, education and commerce;
-  Supports stabilization of and improves the fiscal budget of the City;
-  Represents unique cultural and family-oriented character of the community; and
-  Promotes and encourages a unique development and architectural pattern that brands the location to be uniquely Corinth.

	Office		Mixed-use residential
	College/ University		Mixed-use Office
	Hotel/ Conference		Multifamily
	Flex Office/ Light Industrial		Townhomes
	Retail/ Restaurant		Single Family
			Existing to remain

TRANSIT-ORIENTED DEVELOPMENT

- 1. NCTC Expansion Area**
 - » Expands southward along central green with architectural student services building in the center
 - » Campus expansion makes direct connection into the mixed-use Village Square
 - » Potential joint venture office (light purple) face the Interstate 35E
 - » Flex office and small retail along Interstate 35E frontage and N. Corinth Street
- 2. Village Square Area**
 - » Drainage property reclaimed to become central square with performance pavilion and restaurant pavilion
 - » Village square defined by mixed-use buildings on north and east side designed to transition from residential to commercial space on ground floor as market grows
 - » New rail station north of Corinth Parkway feeds the Village Square, with shared parking to its west
 - » Restaurant grouping with outdoor patios defines rail station directly to the west, and allows for food truck parking
- 3. Village Community Area**
 - » Blend of single family, townhomes and loft apartments
 - » Defined by street grid and pocket park system with wide sidewalks, street trees, benches, bike racks, trash containers and active landscaping
 - » All garages and project parking within internal parking courts and alleys
- 4. Health Science Area**
 - » New roadway provides access from Corinth Parkway to Walton Road
 - » Parking and open area west of new roadway converted into new development site
 - » Shared parking garage as public/private partnership between developer and City provides H/S parking at base
 - » New parking on Corinth Parkway
- 5. Mixed-Use I-35E Frontage**
 - » Hotel, office and restaurant area on both sides of Interstate 35E, having strong highway visibility and connected by pedestrian promenade to rail platform and Village Square



STRATEGIC FOCUS AREAS

In addition to the place types established in this Comprehensive Plan, the planning team identified key focus areas that were mainly composed of larger assemblages of underdeveloped and undeveloped properties in the City. Within these prioritized focus areas, the planning team generated development options in order to test different market scenarios. The goal was to explore different market opportunities and context to provide an analysis of the relative cost versus benefit to the City. Costs are related to existing major infrastructure costs and the corresponding new infrastructure based on the development scenario. The benefits were based on potential property values and tax revenue generated under these different scenarios.

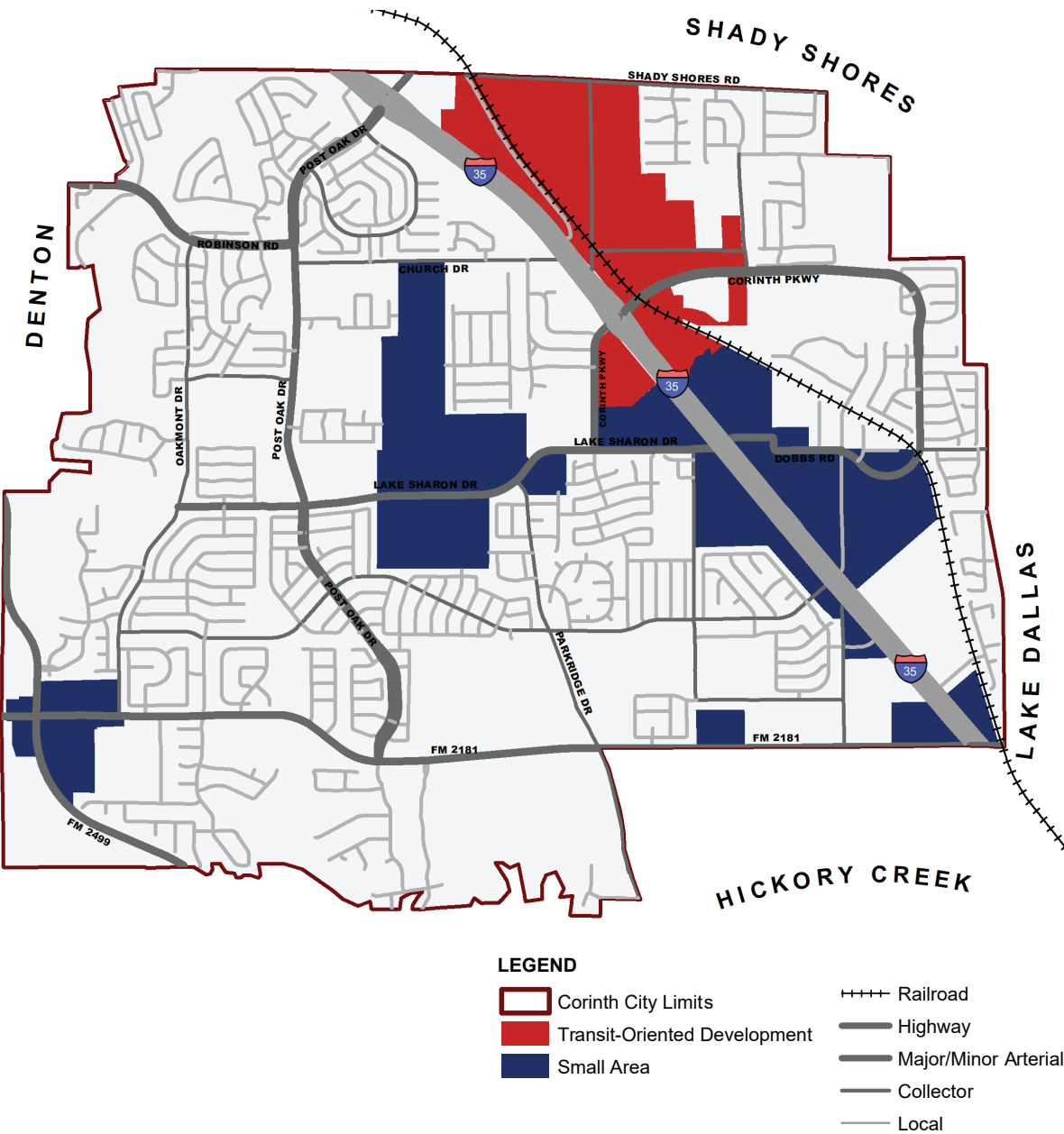
In addition to using the recommendations for the different place types in this Chapter, City officials, developers, and residents can utilize the scenarios developed for the specific focus areas. The Focus Area chapter provides more site-specific recommendations for development based on existing conditions and the locational context of these focus areas.

The different scenarios can provide guidance to city staff, elected and appointed officials, and developers while evaluating rezoning applications and incentive requests within these focus areas.

The decision on which scenario is selected should be based on elevating the market demand as well as the community’s desire for specific benefits that it wants to prioritize through incentive programs.

In order to address rising costs of housing, need for a more diversified tax base, long-term fiscal sustainability, and ability to invest in quality of life amenities, the city should prioritize land use and development that:

- » Provides more efficient use of land
- » Accommodates more compact and walkable mix of uses, especially quality retail and restaurants
- » Preserve and integrate environmentally sensitive lands, creeks, and wooded areas as amenities into the development while providing functional uses such as detention and drainage
- » Provides for long-term evolution of land uses in response to market opportunities
- » Provides for a mix of housing types to attract and retain residents while making Corinth a life-cycle community

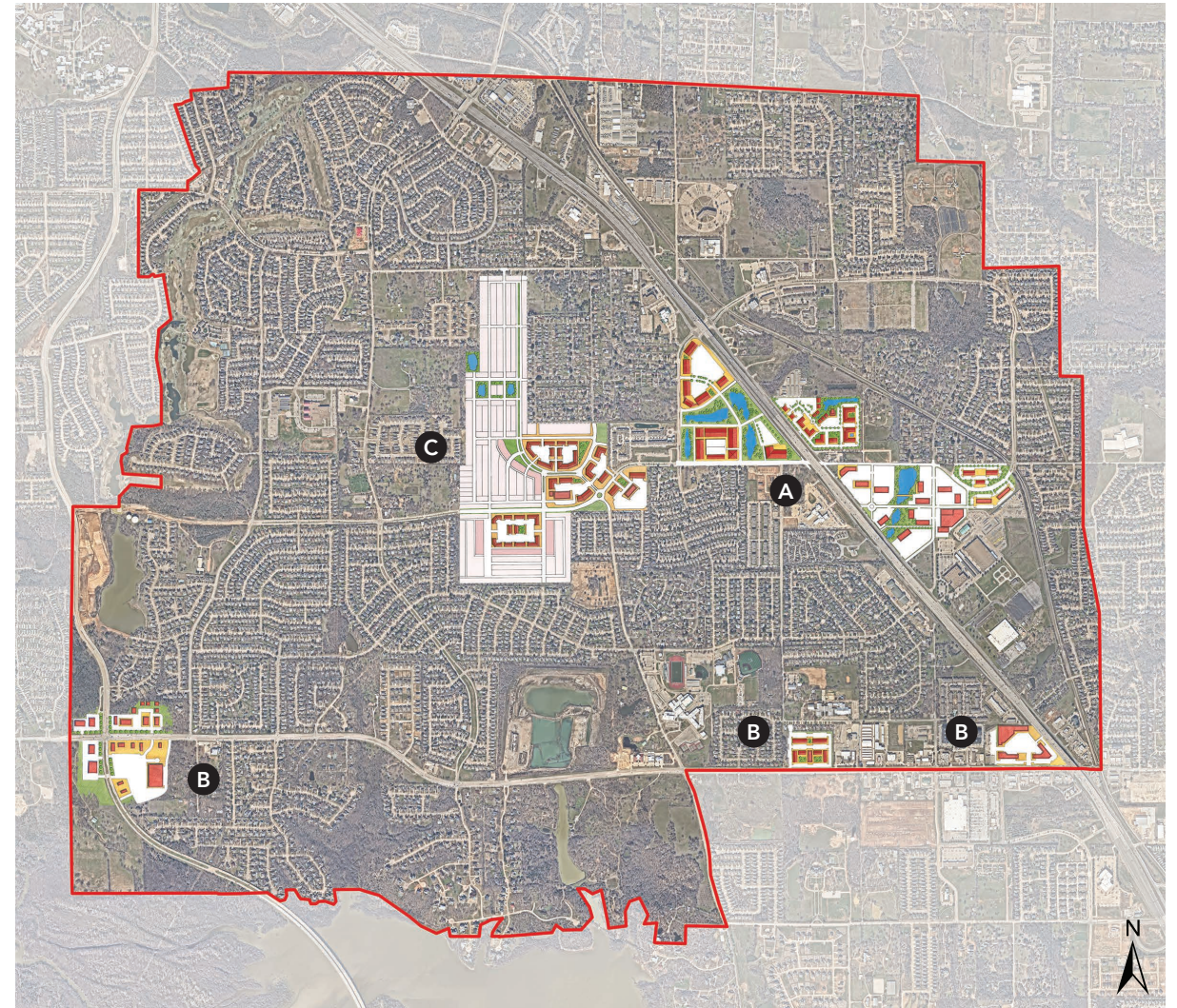


LAND USE AND DEVELOPMENT STRATEGY

SCENARIO 1 TRADITIONAL

Traditional development pattern follows many of the prevailing development patterns that are or have been established on the surrounding areas and represent a business as usual development pattern. The pattern is characterized by an emphasis on single land uses and separation of different intensities which follows the commonly accepted development pattern in Corinth given its history and inception as a third-ring suburb. This scenario focuses on a blend of intensities, where planned and within the Transit-Oriented Development (TOD) area but are largely single-occupancy buildings and auto-oriented development.

- » Economy: Limited in the development variety and does not build a larger portfolio of development types. Focuses on a single land use development pattern, which is traditional, but not necessarily a market desire in the community. Does not advance the goals for new development in Corinth, especially as it relates to a diversified tax base. Rather it puts the burden on single-family home owners to fund city operations through property taxes.
- » Environment: Minimal and often reactionary activation and mitigation of natural resources and uses the environment only when necessary to enhance or buffer the development project.
- » Government: Maintains its current connections and interactions between the City of Corinth, businesses, and citizens. Some large employers could be recruited to expand office market as part of the education or utility industry.
- » Living: Continuing the development pattern as is traditional single family with limited mixed-use development and pedestrian oriented areas around the TOD area.
- » Mobility: Focused only on trail connections between neighborhoods and public spaces. Limited on capacity for alternative transportation, such as the “last-mile” from the TOD due to minimal density requirements to run such a system.
- » People: Continued approach to communicating and collaborating with the community. Ability to host multiple public events in the TOD area.



Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

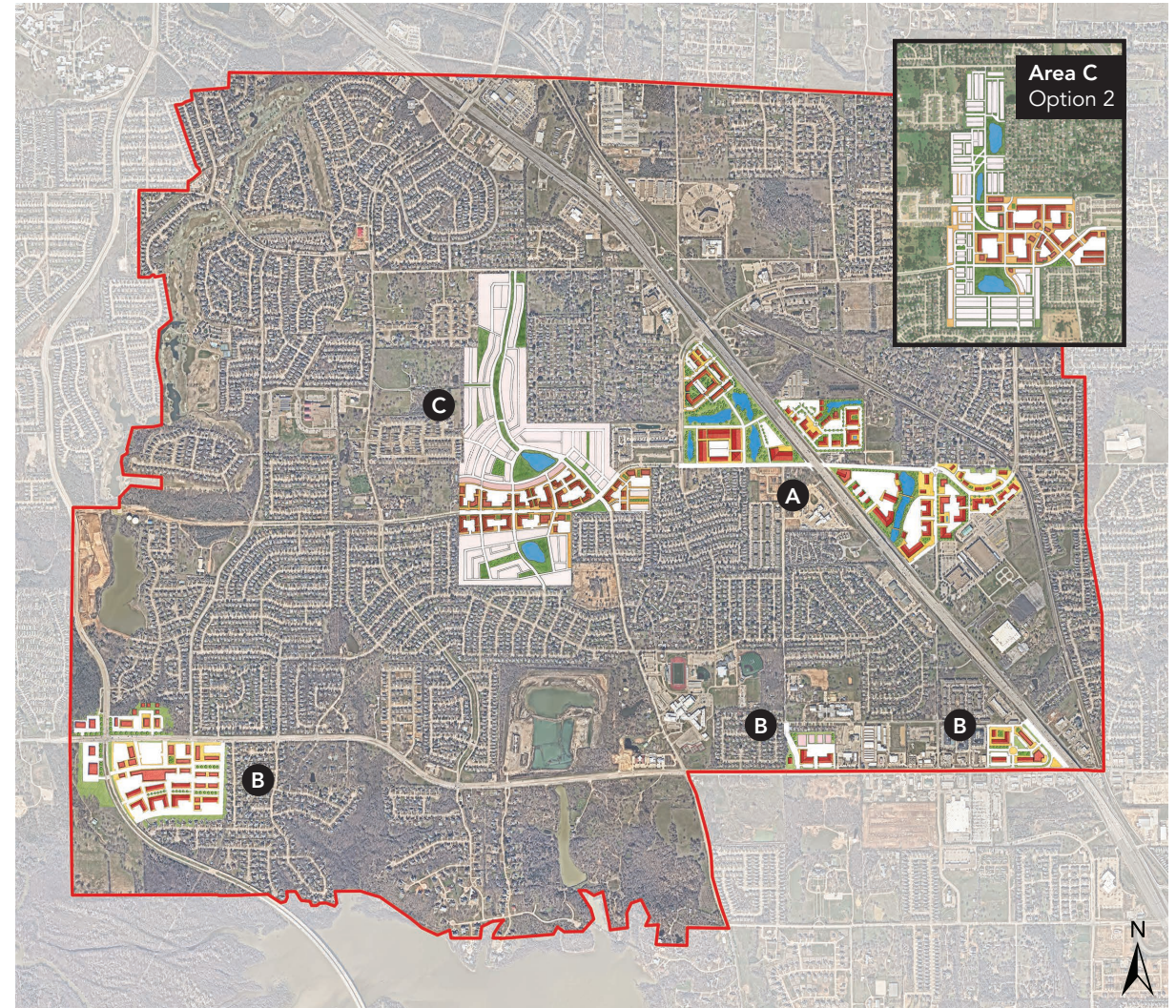
SCENARIO 2 OPTIMIZED

Optimized scenario provides one potential path for balancing the traditional development patterns to accommodate some of the desired goals for new development that includes an expansion of the mix of land uses and incorporates opportunities for small-scaled and incremental development. This focus is widely recognized as a portfolio builder that increases the revenue per acre of a City budget and establishes a better resiliency by not relying solely on one land use, i.e. single-family residential uses, to cover expenditures of the City. This also focuses on minimizing the amount of area used for surface parking, providing a variety of housing options for multi-generational living, and activating natural resources as assets.

- » **Economy:** Increases development diversity with cooperative industries. Creates a more sustainable local economy that is not dependent on a single land use. Creates a development pattern that aligns with corporate office desires and amplifies community values.
- » **Environment:** Uses the natural environment as an asset with the development pattern while maximizing the sustainability issues. Allows a consolidated built environment that allows for the mitigation of stormwater issues and provides a cost-effective balance for developers to respond to environmental needs.
- » **Government:** Builds a greater revenue stream that allows the City to advance technology improvements (public wi-

fi, on-line development applications and review, etc.) in the community. Establishes greater controls over the built environment to promote greater value. Allows the City to play a decisive role in the quality of development, which helps meet the needs of the community vision.

- » **Living:** Increases quality of life for residents by promoting a variety of housing types. Builds a system of connected neighborhoods that promote transitions to mixed-use areas. Creates an environment focused on community needs, which is attractive to visitors outside of the City.
- » **Mobility:** Creates a density threshold that starts to warrant more multi-modal transportation options because of the increased demand and reduction in parking and proximity of destinations and uses. Establishes trail and recreation connections in a city-wide system.
- » **People:** Additional quality of life amenities such as vibrant public places, connected sidewalks and trails, and access to quality retail and restaurants all support greater communication between neighbors and citizens. Continued engagement is necessary to ensure all community values are being met throughout the City. Additional focus on technology expansion will support greater community involvement.

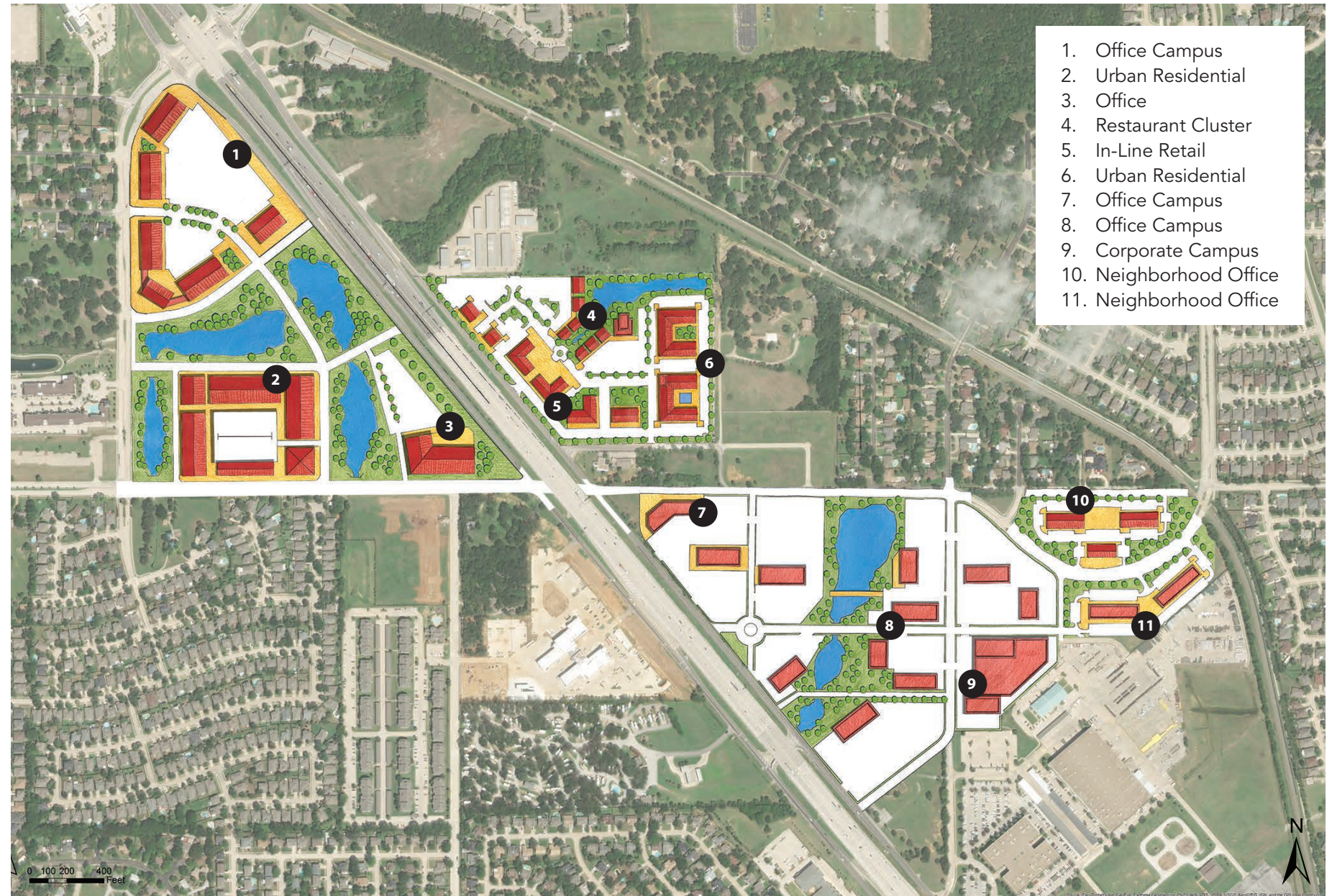


Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

LAND USE AND DEVELOPMENT STRATEGY

SCENARIO 1A IH-35 EAST CORRIDOR

Development patterns in this Interstate 35E scenario are focused on a mix of office/employment areas and some restaurant and commercial. The proposed restaurant opportunities are mostly within the current Millennium Place Development that is under construction, and the planned offices could support the lunch-hour needs, while the residents of Corinth could support the evening needs. Required drainage and retention should be amenitized and linked to the city's trail network. New development should be sensitive to existing neighborhoods through the use of appropriate transitions of land uses, densities, and amenitized buffers.

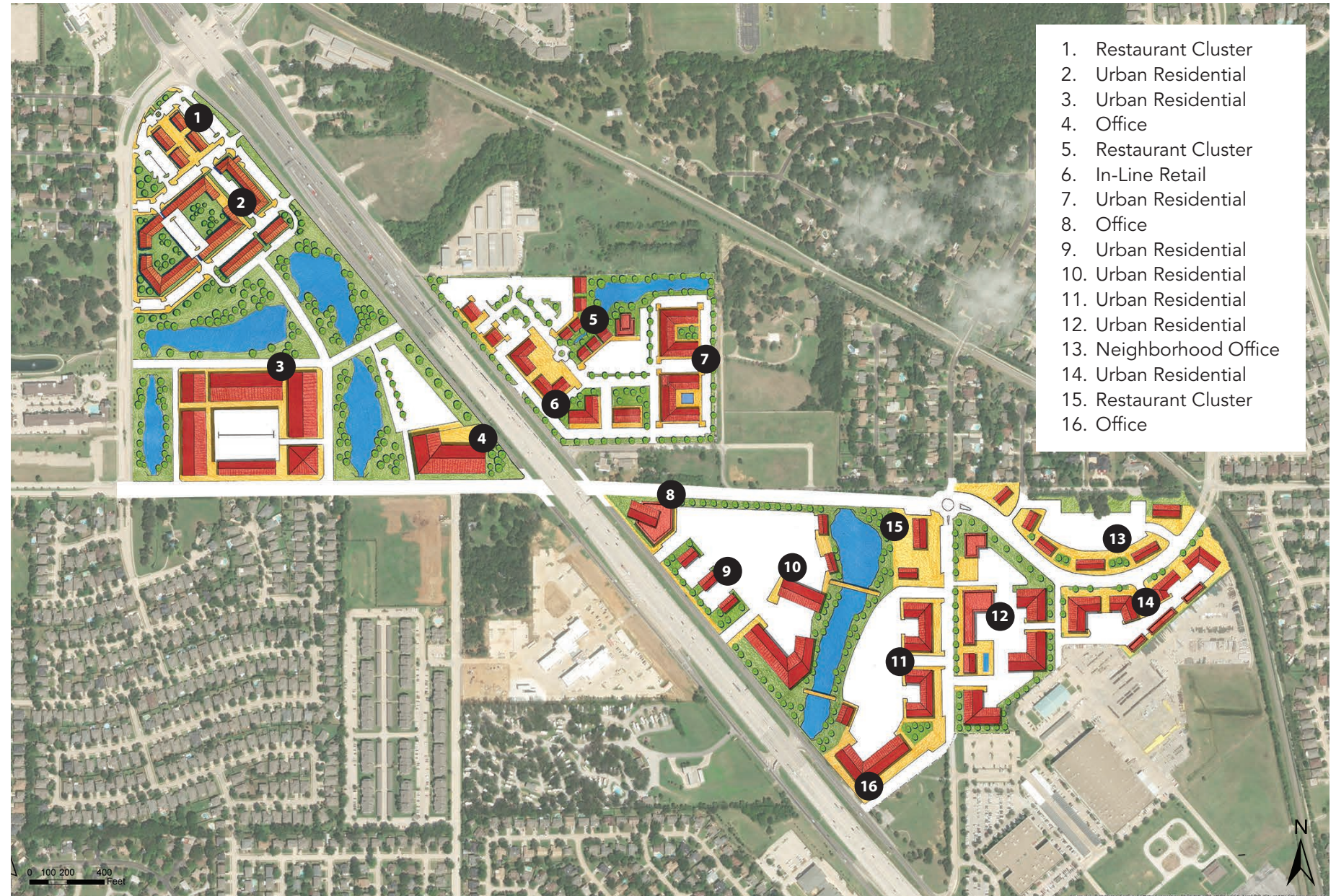


Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

SCENARIO 2A IH-35 EAST CORRIDOR

This Interstate 35E scenario considers opportunities to build a mix of uses that take advantage of the existing creek areas and builds a case for riparian buffers along them. With a mix of urban residential types that relate and connect to the development types of the TOD, it serves as a visible entry into the core of Corinth. This development pattern builds on CoServ's plans to introduce options for food and beverage, which is a strong need for their employees. For these restaurants to survive, a greater focus on placemaking attributes, specifically larger amounts of urban residential are needed. With these urban residential opportunities, there is still a need to taper and transition the intensity of the development to that is adjacent to existing single family neighborhoods.

Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.



LAND USE AND DEVELOPMENT STRATEGY

SCENARIO 1B FM 2181 CORRIDOR

FM 2181 is an important gateway into the city. Its intersection at Interstate 35E to the east and its intersection at Village Parkway to the west are two major gateway nodes for retail development. This option explores a traditional development model based on existing development patterns of auto-oriented, single use retail pads and big-box uses. There is limited nuance that would make this differentiate this location in Corinth with several other locations in the region, but it would drive additional sales tax revenue for the City that would be comparable with respect to per acre tax revenues generated to existing similar developments in Corinth and surrounding communities. Such development would also be subject to regional competition and need for suburban densities and market areas to drive development of these sites. The future redevelopment of the eastern gateway location is further challenged by expanded ROW for Interstate 35E and the costs involved with redevelopment of existing big-box sites.

FM 2181 WEST



FM 2181 EAST



Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

SCENARIO 2B
FM 2181 CORRIDOR

An alternative to the typical commercial layout, this scenario builds on mixing uses within the two gateway nodes at the intersections of Interstate 35E and FM 2499. These are the strongest nodes for retail development, and the central areas of the FM 2181 corridor would focus more on mixing housing types, and less on auto-oriented commercial development. The goal of this scenario is to accommodate suburban retail but provide appropriate transitions to a mix of urban residential within a walkable context. This scenario can result in a more roof-tops needed to sustain the retail and restaurants at these locations. Absent the residential densities, it may take the market much longer to be able to absorb the retail at these locations. This scenario has the added benefit of providing a more balanced tax base and reducing the burden on existing single-family home owners while also providing increased opportunities for residents to live, shop, work, and play.

FM 2181 WEST



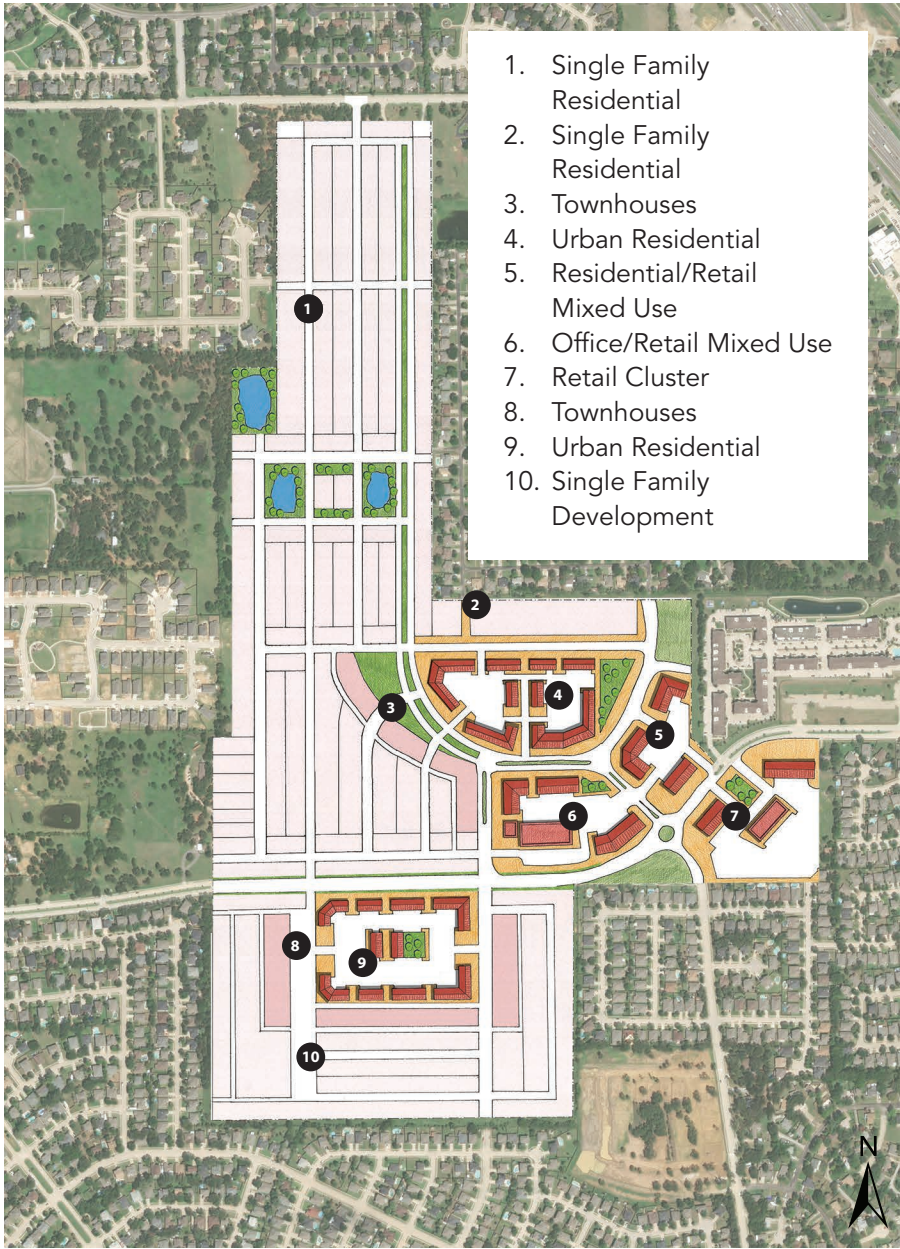
FM 2181 EAST



Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

SCENARIO 1C
LAKE SHARON
CENTRAL

The Lake Sharon Central area is an opportunity to develop a large undeveloped area of the City in a master planned context. This scenario focuses on a traditional development pattern that is common in Corinth, with opportunity for some mixed-use and commercial at the corners of Parkridge and Lake Sharon Drive. This provides for predominantly single-family residential uses with limited integrated community space.



Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

SCENARIO 2C
**LAKE SHARON
CENTRAL**

OPTION 1

This scenario takes a middle road for development, emphasizing the needs for naturalized open space, coordinating an organic street network and accommodating higher density along Lake Sharon Drive, with commercial focuses at the corner of Parkridge and Lake Sharon Drive.

OPTION 2

The alternative to the optimized development opportunity outlines the ability to have a formal open space and drainage amenities, while also emphasizing a higher intensity development pattern. The core location at the corner of Parkridge and Lake Sharon Drive is still a major intersection, but the retail core transitions slightly west to allow a walkable pattern of development to take place off of the arterial roadways.

Both these options provide for higher development intensities, range of residential uses, integrated and amenitized open spaces with a longer-term build-out. The scale and intensity envisioned can support more retail and support greater amenities within the development.

Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

OPTION 1



OPTION 2





"It is crucial to provide the vision, leadership, regulatory changes, infrastructure investment, and place management to make the coming walkable urban future happen in a suburb near you."

– Chris B. Leinberger, Suburban Remix

QUALIFYING FOR INCENTIVES, ALTERNATIVE PLACE TYPES, OR ZONING

In evaluating development proposals, capital investments and requests for financial participation in projects, the City should determine that a project meets the majority of the desired goals for new development identified earlier in this chapter and the following criteria in order for it to be considered compatible with the Place Types Strategy.

The project should:

- » Help Corinth achieve the Comprehensive Plan's Core Values and Guiding Principles;
- » Demonstrate compatibility with the City's identity and brand;
- » Include uses compatible with the Place Types Strategy;
- » Leverage and protect natural and built amenities and infrastructure;
- » Strengthen or create connections to the TOD City Center within and beyond the area;
- » Create a positive fiscal impact for the City through the time frame of the Plan (2040);
- » Demonstrate that the project's mobility

and connectivity can be accommodated by the planned transportation network;

- » Demonstrate that the project's demand on other public infrastructure can be accommodated by planned facilities; and
- » Demonstrate that the life-cycle costs to the public of constructing, maintaining and operating infrastructure included in the project is consistent with this plan's fiscal responsibility policies by ensuring that the estimated revenues and community benefits far exceed the city's infrastructure and operational costs.

Projects proposing place types other than those shown in the Place Types Strategy may be deemed consistent with this plan if they meet a majority of the decision-making criteria identified above.

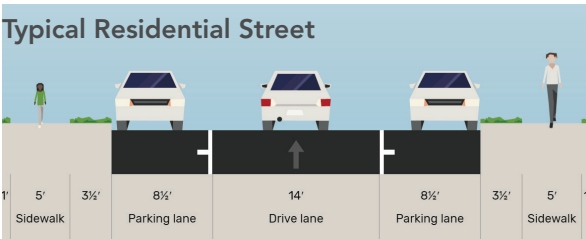


MOBILITY STRATEGY

INTENDED OUTCOMES

Maintain and improve a safe and context-sensitive transportation network that:

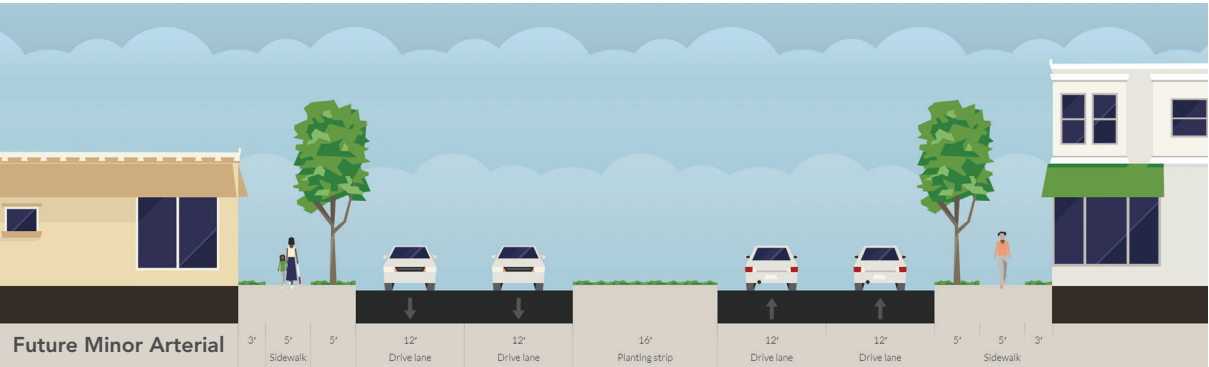
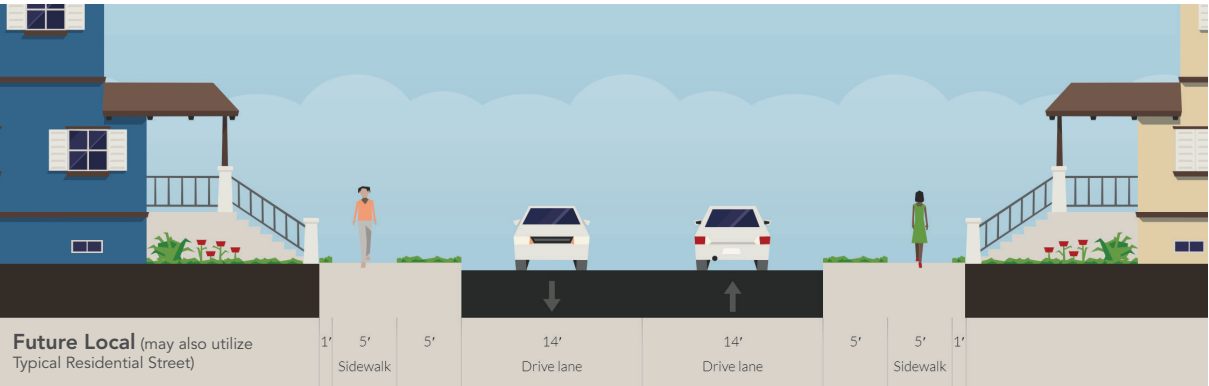
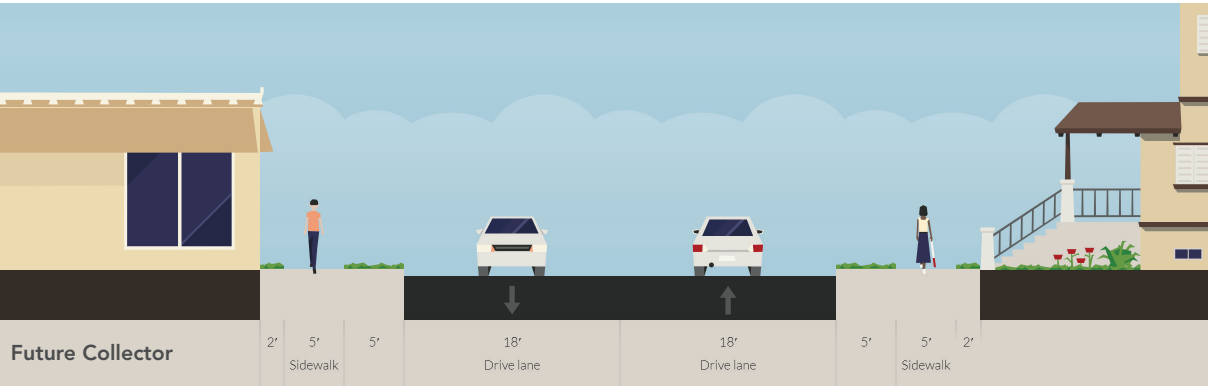
-  Expands upon Corinth’s existing non-motorized transportation network.
-  Provides a complete network of roads to support Corinth’s new residential and economic developments.
-  Connects the east and west sides of Interstate 35E for all modes of transportation.
-  Creates a safe bicycle and pedestrian network for all ages and abilities.
-  Improves the street space for these multi-modal uses. Creates an opportunity to connect neighborhoods to public amenities.



OVERVIEW

Transportation systems are the core of a City’s functionality. A proficient transportation network is the fundamental basis for the movement of people, goods and services throughout and within a city. Corinth is home to many thoroughfares, sidewalks, and trails. This chapter discusses Corinth’s current transportation assets for both automobiles and non-motorized transportation to identify key gaps in the current infrastructure. Once strategic concentration areas were determined, implementation plans for roads, bicycle and pedestrian infrastructure, and transit-oriented development were created for Corinth.

The aim of a comprehensive transportation network should provide a variety of facilities for both motorized and non-motorized modes of travel. Active modes of transportation such as walking, and biking can provide a multitude of benefits for residents and can improve health, community development, and recreational opportunities. Non-motorized transportation facilities should also connect to destinations, with special emphasis on education services and parks or open spaces, so that community residents are able to choose safe route options to their desired destinations on foot or by bicycle. The pedestrian and bicycle network is more thoroughly discussed in Corinth’s Park, Recreation + Open Space Master Plan.

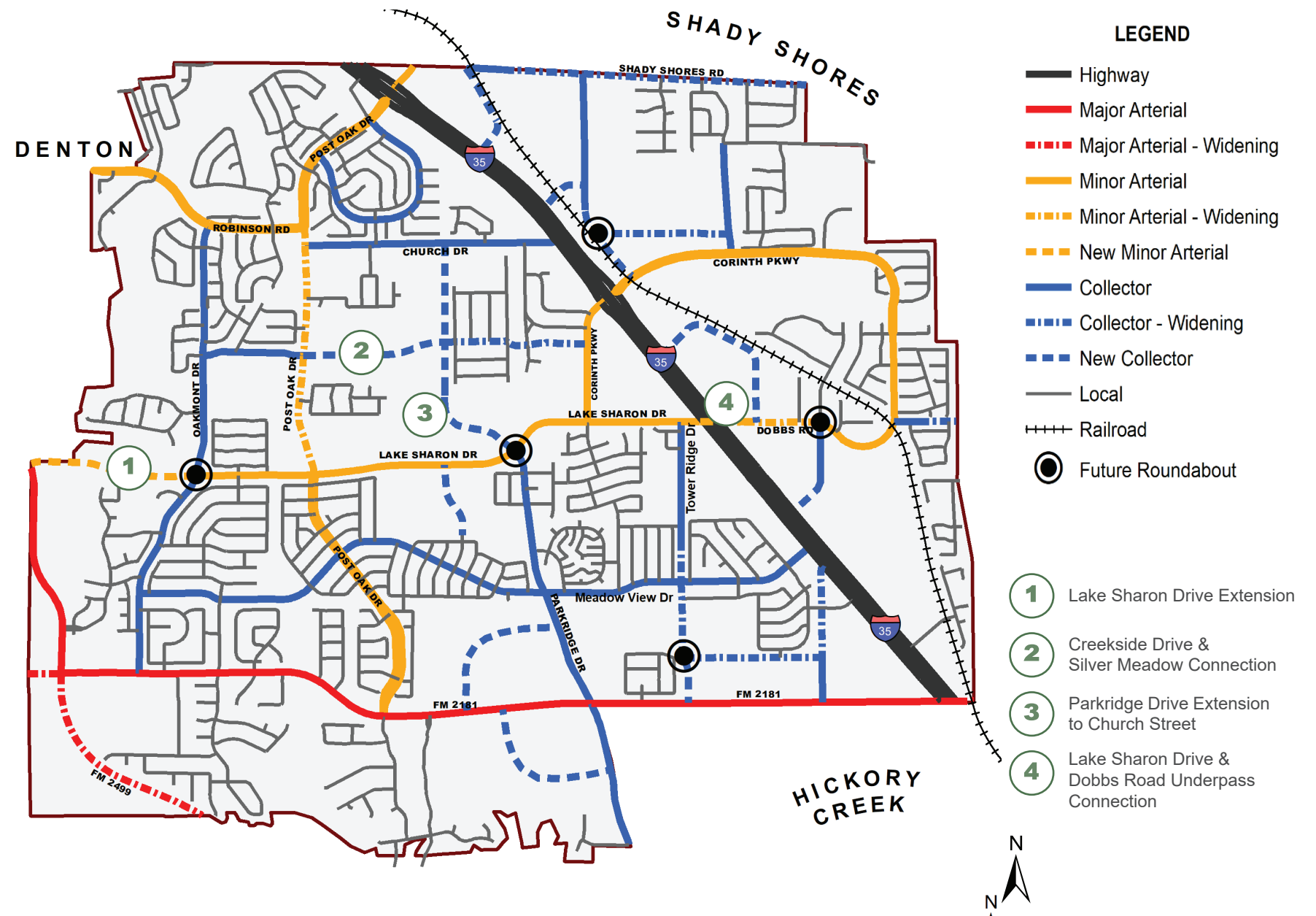


MASTER THOROUGHFARE PLAN

The dotted lines in the map represent future planned roads of various classes. The largest connectivity improvement will be extending Parkridge Drive from Lake Sharon Drive to Church Drive. The City also plans to connect Creekside Drive to Silver Meadow Lane. As development begins to attract more people to this area of town, the roadway connections are necessary to move people and automobiles throughout the City.

Another key connection project will connect Meadow Oak Drive/Lake Sharon Drive to Dobbs Road by creating an underpass or overpass around Interstate 35E. This way residents living on the southeast quadrant of the City have access to all areas of Corinth. The Lake Sharon Drive extension project is also currently under construction on the west side of the City. A few other projects have been identified on the Master Thoroughfare Plan (MTP).

In the residential areas traffic calming measures can be considered to slow speeds. The Future Local street section is an example of a change that is being implemented in this plan to address traffic calming through narrower streets in residential areas. Speed control and intersection improvements will be the two most effective tools in Corinth working to mitigate crashes on their local network. Speed control measures were being developed as this plan was being crafted.



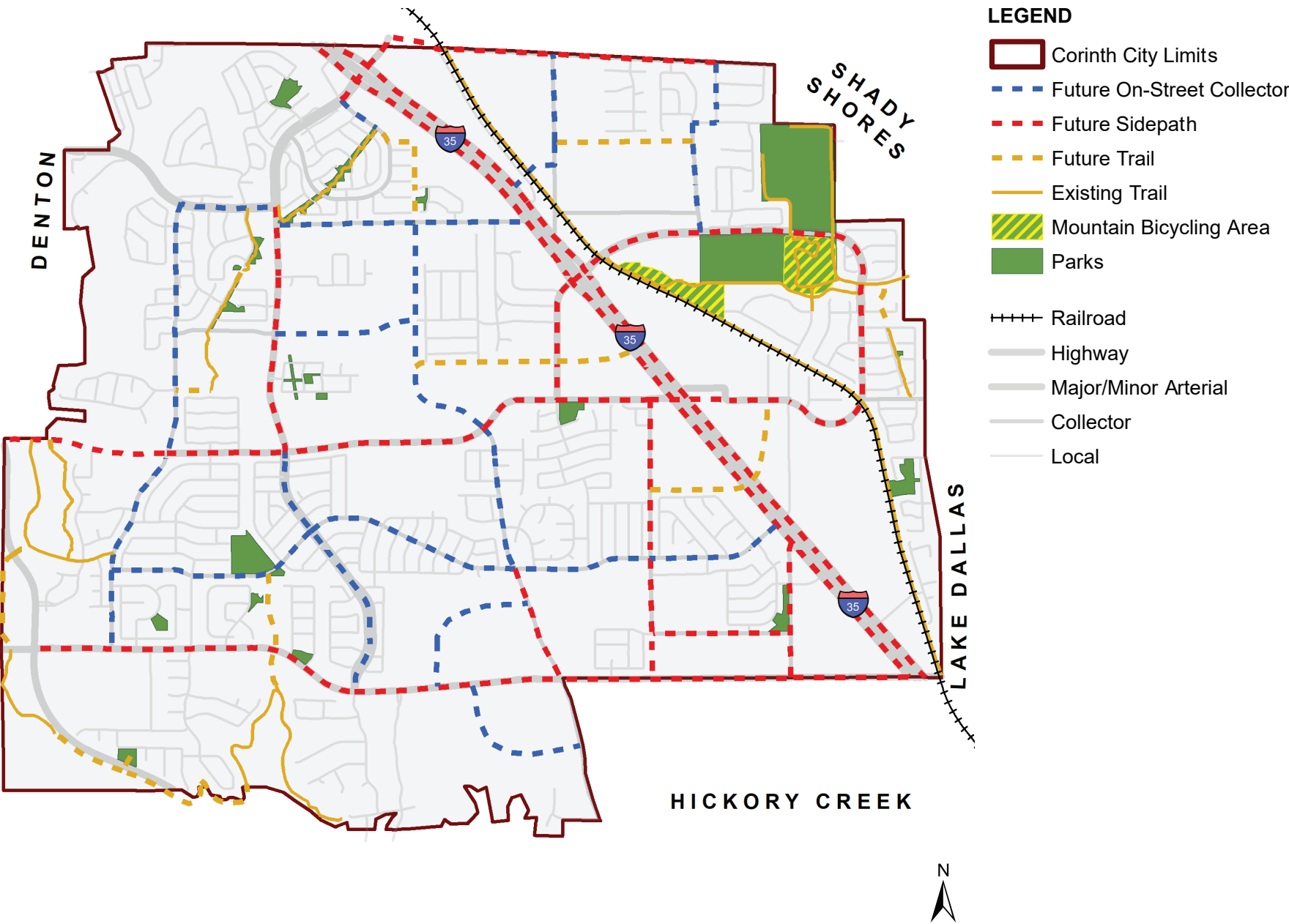
ACTIVE
TRANSPORTATION
PLAN

The Active Transportation Plan (ATP) identifies areas where infrastructure improvements can be created to generate a safe environment for non-motorized transportation modes throughout Corinth. This plan is discussed in further detail in Corinth’s Park, Recreation + Open Space Master Plan.

The ATP calls for future infrastructure to include on-street infrastructure such as bicycle lanes, and off-street infrastructure, which includes sidepaths and trails.

Sidepaths are intended to be within the right-of-way of the existing roadway. Where additional right-of way is not available or funds restrict:

- » First consider whether roadway can be downgraded and have a travel lane converted to multi-modal use.
- » If adjustments to the cross section are not feasible, consider an alternative route so that the connections are achieved.
- » In some cases, developers can include a sidepath at the edge of development for in-kind trades, such as less open space dedication, increased densities, or cost sharing.





ON-STREET BICYCLE LANES

On-street bicycle lanes utilize existing paving within the right-of-way and will need specific striping and buffer design to ensure bicyclist safety when using the facility.



SIDEPATHS

Sidepaths utilize existing roadway right-of-way to create a large, 6 to 10-foot sidewalk for both cyclists and pedestrians. Trail construction differs because specific right-of-way for trail infrastructure must be acquired, or roadway lane conversion may be required.



TRAILS

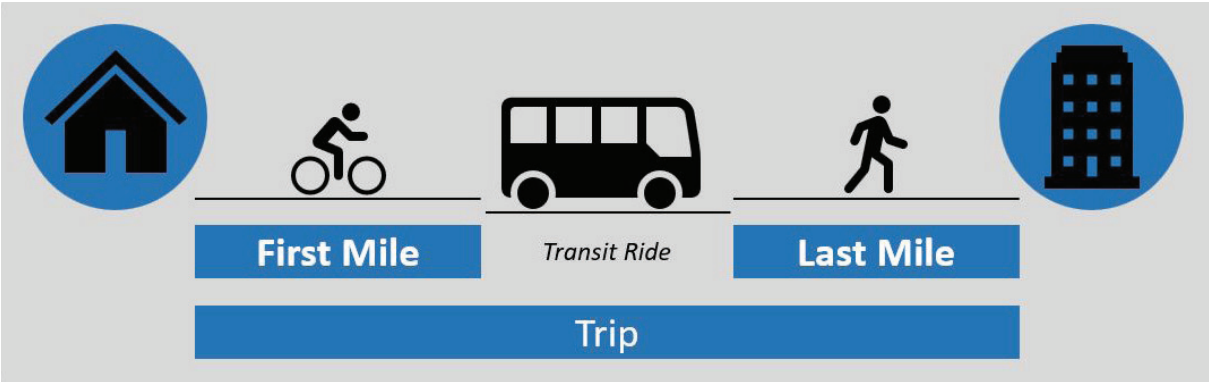
Trails extend outside of the right-of-way and typically sits within riparian corridors, parks and open space.

OPPORTUNITIES FOR TRANSIT CONNECTIVITY

Ride-Share Accommodations such as Uber and Lyft provide either private or shared rides for people in a vehicle with a driver. Cities can partner with these companies or create their own rideshare programs to discourage single-occupancy vehicular trips. Examples of this include Trinity Metro's ZIPZONE program and DART's recent partnership with Uber.

Rideshare accommodations can be utilized in Corinth to help people who may not have their own vehicle. This will especially be useful when the DCTA station becomes operational, to provide rides for passengers arriving without a car or bicycle of their own. This mode of transportation is also compatible with mixed-use style developments where parking may not be available or free to the public.

When transit becomes more viable in the City of Corinth, it is important that elements such as sidewalks, bike lanes, and rideshare options are established as strong first and last mile connection modes.



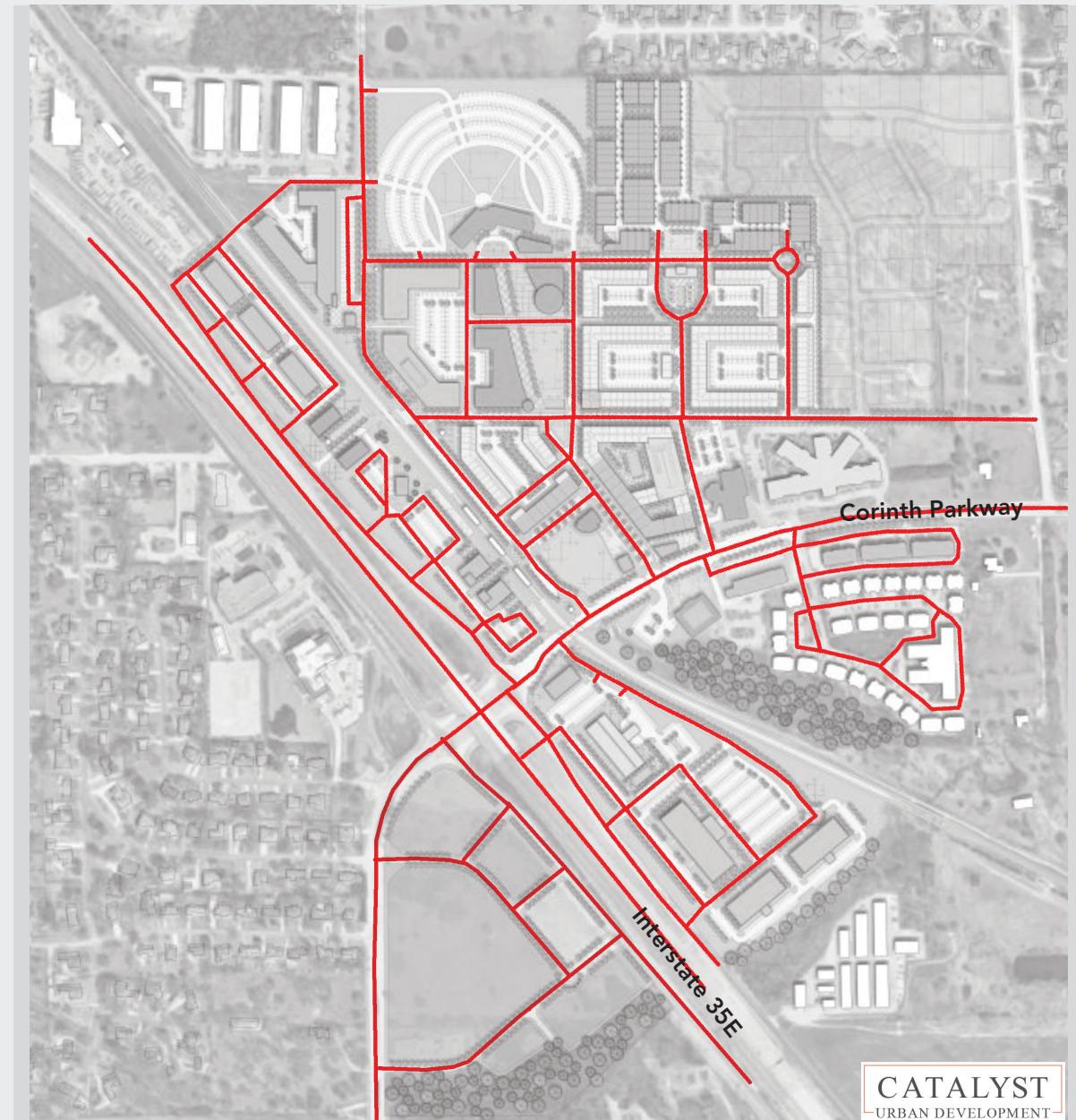
Rideshare accommodations can be utilized in Corinth to help people who may not have their own vehicle.



TRANSIT-ORIENTED DEVELOPMENT

The planned Transit-Oriented Development (TOD) will utilize compact, walkable development pattern serving a mix of land uses combining residential and non-residential activities and directly connected to a new DCTA transit station. TODs are built to prioritize pedestrian and other non-motorized modes of transportation.

— Road Network





"In a walkable environment, intensified use of public space raises the frequency of informal interactions among residents, building ties among neighbors."

– Jason Beske, Suburban Remix



PARKS AND TRAILS STRATEGY

INTENDED OUTCOMES

Vision Statement: To support a thriving and connected City through non-motorized transportation infrastructure that enhances quality of life and provides an elevated level of functionality while maintaining connections for existing and new development in the City. All enhancements should be oriented towards the following objectives:

-  Maintain all existing parks and improvements;
-  Apply improvement projects to specific existing parks;
-  Enhance and connect existing trails and sidewalks throughout the City;
-  Increase wayfinding and signage for trail users;
-  Increase shade by capitalizing on natural shade provided by existing or proposed trees, or by constructing new shade such as pavilions or rest areas;
-  Provide safer routes to facilities for citizens on foot or on bike; and
-  Prioritize recommendations for future park development and trails associated with the TOD.



RECOMMENDED PARK ENHANCEMENTS

- » Additional parking and improved functionality of parking in existing parks.
- » Implement pedestrian traffic through existing shaded areas and provide proposed canopy trees or permanent shade structures.
- » Increase public restroom facilities in Community Parks.
- » Lighting improvements.
- » Pavilions at existing parks – rental space and areas of respite.
- » Playground improvements and additions – consider ADA accessible playgrounds and enhanced playground surfacing.

Note:
This is an excerpt from the Park, Recreation + Open Space Master Plan that was developed at the same time as this Comprehensive Plan. All associated maps and facility assessments can be found in that document.

RECOMMENDED TRAIL ENHANCEMENTS

- » Connect existing trails throughout the City.
- » Incorporate trail heads at all trail entrances to create a sense of place and understanding of trail system.
- » Improve trails with material updates – concrete for hard surface trail, decomposed granite for soft surface trails.
- » Expand width of existing undersized trails or sidewalks to accommodate different modes of traffic.
- » Lighting improvements for safety.
- » Capitalize on existing green ways and green belts spaces throughout the City for connectivity as a recreational venue and mobility venue.

Note:

This is an excerpt from the Park, Recreation + Open Space Master Plan that was developed at the same time as this Comprehensive Plan. All associated maps and facility assessments can be found in that document.



ALTERNATIVE RECREATION ENHANCEMENTS

- » Focus on recreational sport fields and multi-use sport fields, whether that is updating existing fields or providing new fields
- » Incorporate new sport courts – tennis courts, pickleball, basketball, volleyball
- » Utilize open space as multi-functional event space – sports, practice, City-wide events, farmers market, festivals – spaces for targeted events within the community
- » Quality of life and quality event spaces – food truck spaces, farmers market, concert venue such as amphitheater, festivals, school functions and events



RELATION TO ACTIVE TRANSPORTATION PLAN

The Active Transportation Plan (ATP) identifies areas where trail and connectivity improvements can be created to generate a safe environment for non-motorized transportation modes throughout Corinth. This plan is discussed in further detail in Corinth’s Parks, Recreation + Open Space Master Plan.

The ATP calls for these trails and bikeways to include on-street infrastructure such as bicycle lanes, and off-street infrastructure, which includes sidepaths and trails as defined in the mobility plan.

Note:

This is an excerpt from the Park, Recreation + Open Space Master Plan that was developed at the same time as this Comprehensive Plan. All associated maps and facility assessments can be found in that document.

TRANSIT-ORIENTED DEVELOPMENT

Key park and trail features of the Transit-Oriented Development (TOD) area will focus on quality of space over quantity in size for parks and strategic connection points to improve local connections to the TOD. Park Types are defined in the Park, Recreation + Open Space Master Plan

- MULTI-USE TRAIL
- SIDEPATH

- 1 PLAZA
- 2 GREEN
- 3 MOUNTAIN BIKING TRAIL
- 4 STREETSCAPE PLAZA
- 5 POCKET PARK
- 6 SQUARE
- 7 PEDESTRIAN PASSAGE





"Greater diversity brings a greater variation in lifestyles, values, cultural preferences, and other lines of difference, and a corresponding greater importance to creating places like traditional downtowns where everyone can come together to find and celebrate community."

– David Nixon, Suburban Remix

An aerial photograph of a suburban area, showing a mix of residential neighborhoods, commercial centers, and green spaces. A large, semi-transparent blue 'Z' is overlaid on the left side of the image. The title 'ECONOMIC AND FISCAL STRATEGY' is written in large, white, serif capital letters across the right side of the image.

ECONOMIC AND FISCAL STRATEGY

BALANCING DEVELOPMENT AND ECONOMIC RESILIENCY

Both residential and commercial buildings bring economic enhancements. However, new development also requires roads, water, sewer, and other infrastructure. In addition, increased development places additional burden on City services. However, new development also creates new economic benefits, including increased tax benefits.

Quality new development is critical since Corinth obtains a majority of its revenue from property tax and sales tax. Property tax can be generated from residential property and commercial property. Commercial property can also generate business personal property taxes, and hotel occupancy taxes.

Therefore, the future land use strategy should evaluate how each project contributes to the tax base, including offsets to its cost of service, and its ability to sustainably increase in value to cover maintenance costs over multiple life cycles.

It is critical to evaluate how various land use types contribute to the economy. For example, according to a National Association of Home Builders, the construction 100 single family houses could generate an estimated \$28,670,800 in wages, taxes and income for local businesses during construction, and approximately 394 jobs. These same homes, upon completion, could contribute approximately \$4 million to the local economy in direct and indirect benefits.

Commercial development can have even greater impact to the local economy. For example, new commercial development can increase

surrounding property values in the area, not only the new development itself. New commercial development can generate substantial property taxes, which supports financial mechanisms like Tax Increment Reinvestment Zones (TIRZs). Commercial development also creates new jobs, which have a greater effect on the local economy. Therefore, economic development generally places an emphasis on attracting commercial development that includes primary jobs.

As part of this initiative the KH team evaluated the potential impacts that each Catalyst area scenario contributed to Corinth's fiscal base, using a 20-year horizon. The analysis considered three scenarios for the Catalyst Areas. These include, a "Traditional" scenario which considered a similar land use pattern that exists today. The existing built environment is reflective of a suburban pattern with mostly single-story structures, single use buildings or strip centers, with vast parking lots.

The "Optimized A" Scenario which included increased retail, multi-family, and infill residential than the traditional scenario, but limits density assumptions and has greater amounts of medium density uses.

The "Optimized B" scenario includes the greatest amount of density, including single family, townhome/duplex, and multi-family. However, each of these are illustrations of various outcomes and may not account for certain market factors. For example, while historically Corinth as absorbed modest amounts of office annually, the new TOD, enhanced infrastructure, and emphasis on retaining talent

could substantially increase the amount of office development in the future.

Traditional Scenario #1 is anticipated to absorb over 5,200 net new dwelling units, and an increase population by 5,500-11,000

people. In addition, this scenario assumes over 600,000 square feet of additional commercial development, or a combined increase in private investment of over \$1.4B. This would create a projected net benefit of over \$36M to the City by 2040.

Scenario #1: Traditional (refer to concept on page 52)		
	2030	2040
Single Family	1,200 Units	1,200 Units
Townhome/Duplex	237 Units	237 Units
Condos	510 Units	510 Units
Multifamily	3,338 Units	3,338 Units
Retail	187,200 SF	416,000 SF
Office	45,000 SF	100,000 SF
Institutional	175,000 SF	175,000 SF
Total Value	\$1,382,540,731	\$1,450,740,731
Revenue*	\$56,542,180	\$126,868,499
Costs**	\$40,476,287	\$90,561,133
Surplus/Deficit	\$16,065,893	\$36,307,366

*Value is derived from property tax (residential, commercial, office), sales tax

**Value is derived from additional residential and workforce (per capita) cost of service over period of time, this provides a more conservative measure with the assumption that the urban development will create efficiencies, but additional incentives or types of services may be needed to get to this level of density.

Absorption rates of single family development in all scenarios show that by 2030 single family development will be built out.

Optimized A Scenario is anticipated to absorb over 8,400 net new dwelling units, and an increase population by 9,000-18,000 people. In addition, this scenario assumes over 600,000 square feet of additional commercial development, or a combined increase in private investment of over \$1.9B. This would create a projected net benefit of over \$47M to the City by 2040.

Optimized B Scenario is anticipated to absorb over 13,250 net new dwelling units, and an increase population by 14,000-37,000 people. In addition, this scenario assumes over 600,000 square feet of additional commercial development, or a combined increase in private investment of over \$2.4B. This would create a projected net benefit of over \$55M to the City by 2040.

Additional multifamily development is able to increase because a greater share of land is available for multifamily in this scenario compared to the other scenarios. In addition, that greater market share of multifamily units cannot be absorbed completely within the 2030 time frame, so additional denser units would be constructed in the 2040 time frame.

Scenario #2: Optimized A (refer to concept on page 53)		
	2030	2040
Single Family	1,351 Units	1,351 Units
Townhome/Duplex	228 Units	228 Units
Condos	510 Units	510 Units
Multifamily	6,341 Units	6,341 Units
Retail	187,200 SF	416,000 SF
Office	45,000 SF	100,000 SF
Institutional	175,000 SF	175,000 SF
Total Value	\$1,916,899,354	\$1,985,099,354
Revenue*	\$66,466,244	\$165,113,570
Costs**	\$47,474,277	\$117,410,655
Surplus/Deficit	\$18,991,967	\$47,702,915

*Value is derived from property tax (residential, commercial, office), sales tax

**Value is derived from additional residential and workforce (per capita) cost of service over period of time, this provides a more conservative measure with the assumption that the urban development will create efficiencies, but additional incentives or types of services may be needed to get to this level of density.

Scenario #3: Optimized B (refer to concept on page 53)		
	2030	2040
Single Family	1,522 Units	1,522 Units
Townhome/Duplex	355 Units	355 Units
Condos	510 Units	510 Units
Multifamily	6,680 Units	8,476 Units
Retail	187,200 SF	509,291 SF
Office	45,000 SF	100,000 SF
Institutional	175,000 SF	175,000 SF
Total Value	\$2,087,189,830	\$2,465,174,550
Revenue*	\$71,157,594	\$193,073,868
Costs**	\$50,995,828	\$137,214,813
Surplus/Deficit	\$20,161,766	\$55,859,055

FISCAL STABILITY

In reviewing scenarios for the remaining land, it is obvious that Corinth has a limited amount of remaining developable land that could support development. By the time you net out flood plain, easements, required buffers, setbacks, and other encroachments, the remaining land becomes very limited. Fortunately, a large proportionate share of the remaining larger land parcels is located along Interstate 35. These parcels could accept greater density development without directly impacting existing neighborhoods by creating appropriate context-sensitive transitions along areas that abut existing subdivisions. In addition, the existing floodplain and open space can serve as natural transitions, to accommodate higher density.

However higher density does not contribute directly to quality or fiscal sustainability. Future development should consider how to optimize public infrastructure, minimize impacts on nature, encourage connectivity and open space, promote walkability, explore efficient ways to address parking, and create meaningful transitions between uses, especially when developing near existing neighborhoods.

PARTNERSHIPS

To be successful Corinth should focus on regionalism and continue to retain great relationships with its neighbors. The Lake Cities Chamber of Commerce supports area businesses that are committed to enhancing the quality of life in the Lake Cities area.

Corinth should continue to work with the Lake Cities Chamber of Commerce to encourage development, and especially businesses that align with the regional goals of economic prosperity and sustainability.

Corinth should also work with Hickory Creek to create a unified vision for the FM 2181 Corridor. This corridor is shared by both communities and creating a unified vision and shared infrastructure strategy could encourage and attract higher quality development for both cities.

Corinth should also continue to engage in regional partnerships with other economic development agencies, such as NAIOP, International Council of Shopping Centers, Urban Land Institute, and North Texas Commercial Association of Realtors and Real Estate Professionals to help promote Corinth in the regional and increase awareness of Corinth.

PRIORITY INITIATIVES

Future development should be evaluated across several factors, including impact on economic development, alignment of community vision, environmental impacts, connectivity, land use utilization (Floor Area Ratio), and other factors to ensure sustainability, contribution to the economic life-cycle, and community goals. While the scenario analysis is not comprehensive in reviewing all these factors, it does illustrate the value of mixed-use and the potential benefits of greater density. As a result, compact block patterns will contribute to lower infrastructure and maintenance costs.

Compact, interconnected development will also contribute to environmental sustainability. Increased walkability and trails will reduce auto dependency and reduce carbon emissions. This will contribute to greater human health and livability.

Future developments should increase the utilization of green energy, including City facilities to minimize operational expenses and contribute to environmental and economic sustainability. For example, the City of Georgetown has committed to 100% green energy, and Fayetteville has taken a strong position on environmental preservation and sustainability on energy, land use, natural areas, and stormwater.

An aerial photograph of a suburban area, likely in the Southeastern United States, showing a mix of residential neighborhoods, commercial centers, and green spaces. A dark blue semi-transparent banner spans the top of the image. On the left side, there are two overlapping circular callouts with a dark blue background, each containing a smaller, lighter aerial view of a specific neighborhood. The text 'IMPLEMENTATION STRATEGY' is centered in the banner in a large, white, serif font.

IMPLEMENTATION STRATEGY

IMPLEMENTATION STRATEGY

DELIBERATE ACTION FOR STRATEGIC RESULTS

This section describes specific actions the City and its partners can take to implement this plan. The strategy can be used to guide Corinth's development in a deliberate manner and in coordination with stakeholders. It calls for specific near-term actions to be implemented in the next three years and is more general with respect to middle- and long-term tasks.

This plan organizes tasks according to when they should be completed: near-term (1-2 years), midterm (3-5 years), and long-term (5+ years).

IMPLEMENTATION RESPONSIBILITY

Ultimately, the responsibility for implementing this plan rests with community leaders. This plan should help leaders make predictable decisions. Implementing the plan in a deliberate, step-by-step process that will help to align public and private sector activity and building a more resilient and unique Corinth.

Planning Commissioners and staff should refer to the plan when reviewing development applications, conceptualizing new infrastructure, or creating annual work programs. In addition to the municipality, implementation of the plan will be more successful if the civic sector and the public are invited to play meaningful roles. Civic institutions can help to drive the pace of implementation by coordinating stakeholder engagement. New policies and programs will be viewed as more legitimate if the public is regularly involved in their design.

OBJECTIVE

The objective of this plan is to coordinate public and private investment within the City. Each task in this implementation strategy was designed with that objective in mind.

STRATEGY 1: IMPLEMENT THE TOD

The guiding process for Corinth to remain unique and provide a catalyst for the market to accelerate the development of the City Center and TOD in response to DCTA's funding of the Transit Station. This requires several strategies to ensure that the partners at the table are ready to go and that it is prepared as a "shovel-ready" project.

1. Adoption of this Comprehensive Plan will be the key to locking in the vision but be sure to not let the pretty pictures hold you back. The detail in these concepts are guidance and could be realized in several different ways. Stay flexible on the final design, but make sure that the community values are upheld as development commences. Assess and review accomplishments of the Comprehensive Plan strategies on an annual basis.
2. Implement the vision for the TOD with a tailored zoning district that balances use flexibility and design predictability. This can be achieved through the careful calibration of a form-based code that will ensure that proper design tools are in place to create a mixed use and walkable environment. This should only be used for the special districts in the City and may not be a good idea for the whole city as a zoning document.

- Given limitations on regulating building materials under current state law, the city should explore other tools to ensure quality and character of the development through supplemental site design and building form standards. The form-based code creates a de-facto master planned development context that allows multiple property owners to develop under a unified vision and regulatory scheme.
3. Finalize the master plan, perform a City initiated rezoning and create a marketing package for the TOD area. With these in hand, the City can build a partnership around its plan with local and regional partners including the Chamber of Commerce, Denton County, DCTA, NCTCOG, etc.
 4. Finalize Tax Increment Reinvestment Zone (TIRZ) project and finance plan to set the potential projects for the TOD and the basis for financing those projects. Be sure to support catalytic projects at a higher value and incentive positioning than the late-comers to the project.
 5. Pursue support for catalytic development to influence the market at the City Center. This could take the form of infrastructure design and construction, park improvements or

- parking facilities programs. Space around the station should utilize shared parking between local users (retailers) and DCTA travelers, but the parking does not necessarily need to be directly in front of the station.
6. Consider a station building that adds prominence to the entrance of the station platform. Giving a place for travelers to arrive as they embark or disembark from the train will add a level of sophistication rarely experienced in the Metroplex. This also allows for a small level of concessions and for bike trail head integration for the trail system.
 7. Promote office and employment users to be closer to the station than other uses. For every 100 feet that an office is placed further away from the station, the potential capture of those workers as riders is diminished approximately 1 percentage point. So, for an office building that is placed a whole city block away (about 400 feet), you are lowering an already low capture rate by as much as a third of the potential ridership capture (typically 12 to 15 percent).

ACTION PLAN

Short Term (1-2 years)

- ☐ Adopt Comprehensive Plan
- ☐ Finalize TOD concept plan/district
- ☐ Adopt form-based zoning or development code for the TOD
- ☐ Finalize and adopt TIRZ project and finance plan
- ☐ Prioritize CIP projects that fulfill connectivity and infrastructure for the TOD

Mid Term (2-5 years)

- ☐ Pursue partnerships with local and regional partners
- ☐ Solicit support from private developers and partners for coordinating the initial infrastructure investments for catalytic projects
- ☐ Actively market the TOD as the City Center or “Downtown” of Corinth

Long Term (5+ years)

- ☐ Support and co-manage design and construction of the new station, infrastructure and any public amenity in the TOD area
- ☐ Continue to actively market the TOD as the City Center or “Downtown” of Corinth

REQUIRED PARTNERS

- » DCTA
- » Denton County
- » NCTCOG
- » Catalytic Developers
- » NCTC



STRATEGY 2: PARKS & TRAILS ENHANCEMENT

Corinth already services nearly 312 square feet of park space per capita in the city limits. As this is an abundance of park space, it poses some conflicts with maintenance and programming. Future considerations for park and trail enhancements need to examine life-cycle costs in addition to the potential monetization or in-kind service upkeep by non-profit organizations.

1. Parks improvements and trail connectivity within and to the future TOD should be prioritized to align with other investments in the TOD.

2. Coordinate opportunities for connections throughout the City, improve sidewalks, enhance cross walks and prioritize sidewalk improvements on the remaining 29% of roadways without a sidewalk.

3. Discourage any new publicly owned and managed park space that would require City staff to take on more maintenance responsibilities. Carefully consider existing and future staffing needs as new park facilities are brought on-line while prioritizing the amphitheater park in the TOD.
4. Find opportunities to cross Interstate 35 E for trails and horse routes. Focus first on existing underpasses and opportunities for flood plain crossings.

5. Identify activation and programming opportunities in Corinth Community Park to enhance the weekly use of the park. This will need to include shade structures, planting trees, water features or even a food truck park area within the parking lot between the two ball field areas.

6. Introduce digital management system for public works to easily track maintenance obligations.

7. Maintain contracts with mountain bike clubs to maintain mountain bike trails.

8. Expand mountain biking trails through partnership with non-profits.

9. Consider expansion of trails system with a bike share system for first-mile/last-mile connections.

ACTION PLAN

Short Term (1-2 years)

- ☐ Adopt Parks and Trails Plan, including Active Transportation Plan

☐ Explore and prioritize missing trail and sidewalk connections

☐ Finalize and adopt TIRZ project and finance plan

☐ Prioritize CIP projects that fulfill connectivity and infrastructure to the TOD and beyond

Mid Term (2-5 years)

- ☐ Pursue partnerships with local and regional partners for maintenance and regional expansion

☐ Solicit support for coordinating the initial infrastructure investments for catalytic projects

Long Term (5+ years)

- ☐ Plan and collaborate with a non-profit mountain biking group to expand mountain biking trails to rank as national attraction level

☐ Continue to evaluate the parks and trails improvements for short term updates.

REQUIRED PARTNERS

- » Dallas Off-Road Bicycle Association (DORBA)

» Denton County Transit Authority (DCTA)

» Bike-Share programming (Bike Share Fort Worth or similar)

» North Central Texas Council of Governments (NCTCOG), for regional trail improvements

» Local municipalities, for regional trail connections

» Texas Parks and Wildlife (TPWD)

» Keep Corinth Beautiful

STRATEGY 3: CATALYZE FOCUS AREAS OUTSIDE OF THE TOD

As the TOD development gains momentum and matures, other undeveloped areas in the city should become more attractive for new development. These Focus Areas (discussed in Chapter 4) include Interstate 35E and Lake Sharon (add the names of these focus areas). These need to fall in line with the desired vision and coordinated with the landowners to ensure collaborative steps are taken for infrastructure and connectivity needs.

1. Create the zoning tools (example the PUD standards and criteria) to provide flexibility to implement the optimal scenario based on the market opportunity at the time of development.
2. Market the opportunity sites through Economic Development department, once they have made progress on marketing the TOD area.
3. Establish connections across Interstate 35E in key locations, such as the Dobbs – Lake Sharon connection.

ACTION PLAN

Short Term (1-2 years)

- ☐ Finalize ideal concept plans for focus areas with landowners through an internal planning process.
- ☐ Develop the appropriate zoning tools to provide flexibility to implement the range of scenarios envisioned for the different focus areas in this plan.
- ☐ Finalize and adopt TIRZ project and finance plan to include some projects that support these key properties.
- ☐ Prioritize CIP projects that fulfill connectivity and infrastructure to the TOD from these properties
- ☐ Solicit for funding to support stormwater mitigation programs through grants and fees.

Mid Term (2-5 years)

- ☐ Support mobility improvements to these areas including sidewalks, trails and other multi-modal street improvements/road diets.
- ☐ Solicit support from development community to coordinate the initial infrastructure investments for catalytic projects in these key properties

Long Term (5+ years)

- ☐ After TOD is established, focus in on these priority sites and utilize CIP funds to improve infrastructure in the area, specifically stormwater mitigation requirements.

REQUIRED PARTNERS

- » TxDOT
- » Army Corp of Engineers
- » Denton County
- » Major Landowners
- » North Central Texas Council of Governments (NCTCOG)

ADDITIONAL STRATEGIES

- » ADA standards compliance study
- » Floodplain Protection Plan
- » Zoning Code, Subdivision Ordinance and Engineering Design Criteria Assessment



IMPLEMENTATION STRATEGY

An aerial photograph of a suburban area with a large, semi-transparent blue letter 'A' overlaid on the left side. The word 'APPENDIX' is written in white, bold, serif capital letters across the center of the image.

APPENDIX

PSYCHOGRAPHIC DEFINITIONS



SITTING PRETTY

Among the Urban Cliff Climbers neighborhoods that are home to the backbone of America’s workforce are the Sitting Pretty segments. This group is young (20s to 30s) but enjoying good income levels (between \$50,000 and \$60,000). Their relatively high earnings range comes from middle- class white-collar jobs in several occupations, including management, protective services, personal care, sales, office administration, and repair services. Their higher- than- average salaries keep them and their mostly newborn to 13- year- old children very comfortable in their urban abodes, in all probability surrounded by all of the creature comforts required to please all of the senses - from big- screen- high- def TVs to fully equipped SUVs. With good college educations and good jobs, the Sitting Pretty residents have earned their comforts they enjoy.



COLLEGIAN

According to the U.S. Dept. of Labor’s Bureau of Labor Statistics, in October 2004, 66.7% of high- school graduates from the class of 2004 were enrolled in colleges or universities across the United States. This is obviously a huge annual boon to retailers who sell the staples of college life, including low- cost dorm- style furniture, pens and notebooks, and inexpensive home furnishings. Market researchers will find many of these students in Collegians neighborhood segments. Collegians areas are home to currently enrolled college students living in either dorms or off campus areas dedicated to college students. Market researchers will find a very homogenous group of young adults within these unique areas.

Collegians are home to residents sharing a median- age- range in the 20s and low- 30s. They are predominately not married and have no children. Naturally, they all have high- school degrees. For those students who are working to help pay the ever- increasing cost of higher education, they are employed a mix of white- and blue- collar occupations, such as protective services (over- two- times- average), personal care (nearly two- times- average), and management and sales (nearly 50- percent- above- average). Through these jobs they generate annual incomes at the low- \$30,000s- or- less range. Residents in these areas generate almost no public- assistance income.

SUBLIME SUBURBIA

Incomes go farther when there are no children to clothe, house, educate, and entertain. For a glimpse of suburban lifestyles with predominately married 30- year- old’s, earning \$50,000s and \$60,000s, and with no children to support, take a drive through Sublime Suburbia segments. You’re likely to find very comfortable homes on average size lots, because residents in these areas can maintain a solid average level of the American dreamscape by working hard and investing moderately. These segments are the most average in the Married in the Suburbs category - including average rankings in married- households, college educations, and employment in jobs such as management, food preparation, personal care, sales, office administration, and the repair industry. This group is also earning a slightly above- average level of investment income, which speaks to their comfortable lifestyle. They also show a slightly above- average level of retirement income, which indicates a patchwork of 65- plus residents among the “youngsters.”



COUNTRY VILLAS

If you're single and looking for a partner, don't drive out to Country Villas rural neighborhoods: They are typically home to married couples. These residents share demographics that make them perfect partners in living the good life in the country. Residents in these Living with Nature areas are predominately in their 30s, college- educated, employed in white- collar management and other professions, rather than the more common blue-collar rural occupations. What's more, Country Villas' residents are members of one of the highest-income levels in rural environs - the \$70,000s and \$80,000s. With all of this going for them, living must really be good in their sparsely populated areas. But that's not all their advantages: Country Villas also rank high in entrepreneurs earning self- employment income (50- percent- higher- than- average) and smart investors earning nearly the same level of interest/dividend income. These good income levels are helping to support a slightly above- average number of children, especially ages six to 17.



GREAT GENERATIONS

Living happily in the land that previous generations created as an escape from city life - including large rambling homes on an acre or two of land - are the Great Generations suburban segments. They are home to Americans who can enjoy all that suburban life has to offer thanks to their college educations (ranking at rank 75- percent- above- average) and well- paying white-collar careers. The Great Generations good- life likely includes a never- ending source of new toys, the latest fashions, and other high- life material possessions. The residents of these Married in the Suburbs segments earn incomes in the \$70,000s and \$80,000s. While a

high percent of the income comes from their salaries in management, professional, and sales jobs, they also earn well above the national average in interest/ dividend income. Great Generations are also home to a slightly- above- average level of people earning self- employment income. These 30- year- old's are overwhelmingly married and raising a slightly- above- average number of children of all ages, from babies to 17- year- old's - and will no doubt pass on their comfortable- living legacy to their kids.





COUPLES WITH CAPITAL

When people think of suburbs, they invariably think of kids, bicycles, ice cream trucks, and baseball games. But Couples & Capital neighborhoods defy this stereotypical suburb scenario - simply because they are home to a below- the- national- average level of children. Since these areas also rank below- average in single residences, what you'll find if you knock on most doors are white- collar working couples. Most likely, the doors on which you knock are in some pretty impressive homes - because people in these areas earn annual incomes of \$70,000s and \$80,000s. Since residents of these Married in the Suburbs segments aren't spending their money on children, it's logical to assume their spending it on nice homes, nice vacations, and other luxuries. However, since these 30-somethings are relatively young, the possibility of adding children to their homes is alive and well. But for now they'll continue to spend their days driving to their white- collar management and professional jobs - instead of to soccer games. And they'll continue looking for the wise investments that have them ranking well- above- average in interest/dividend income.



REGENTS

Regents are highly urban Creme de la Creme neighborhoods with most of their residents in their 40s, fewer- than- average children under 17 years old, and a higher- than- average number of 65- plus- year- old's. Though they have fewer children, the residents in these areas have a higher- than- national- average quota of married couples. Also, higher- than- average are the number of college- educated residents, people employed in white- collar management and professional positions, and income from retirement investments/social security. The combination of income avenues put these neighborhoods solidly in the \$70,000s to \$80,000s median annual income range - making their "middle- age" years extremely financially secure and materially comfortable.

EDUCATED EARNERS

Residents of Educated Earners segments are an anomaly: They have a relatively high level of college education (50- percent- above- average) and are employed in a slightly above- average level of professional, white- collar jobs, yet their annual income is only in the \$30,000s and \$40,000s. Contributing to this relatively low- income level could be their young age, which is in the 20s and low- 30s. However, they could also be held down by their relatively high rate of single- parent households. This Single in the Suburbs segments has a 50- percent- higher- than- average level of single parents (both male and female) with children, especially kids under six years old. Some of the singles have never been married (50- percent- above- average) and a slightly lower divorce rate. One could easily presume that because these suburbanites have a 50- percent- above- average level of college education and an average level of employment in fields such as management, sales, and office support, they may one day work their way into a higher income level. However, reaching that goal may mean moving out of the suburbs and into a city.





KINDRED SPIRIT

Kindred Spirits are home to people who keep America humming - because they are the ones doing the work, as well as their fair share of the spending. The residents of these Urban Cliff Climber neighborhoods are 20- to 30- years- old, married- with- children of all ages (but slightly more in the younger ranges), earning between \$40,000 and \$50,000, enjoying some years of college education, and employed in a cross- section of the Nation's middle- class occupations. These residents earn an income slightly above the national- average in a wide range of jobs, such as protective services, food preparation, personal care, sales, office administration, construction, and repair services. With kids to raise and relatively good incomes, Kindred Spirits no doubt enjoy a big slice of classic middle- class life.

PROUD PARENT

Among Single in the Suburbs segments, Hard Hats & Hair Nets are the lowest-income neighborhoods. Their annual incomes are below \$30,000, and aren't generated exclusively from salaries. These people also rely on a high level of public-assistance to make ends meet. In fact, they rank at over two times the national average in supplemental public assistance income. Like other segments in the Single in the Suburbs category, these residents are in their 20s and 30s. While relatively young, they may not have a lot of hope for rising above their current situations, because not only are college educations few and far between, but also a large

number of residents do not even have high-school degrees. In fact, they rank nearly 50 percent below average in this measurement. Residents of these areas are also encumbered by two times or more than average number of single-parent families, particularly of children under six-years-old. These people are single due to both above average levels of never married people and divorce. Owing to their low education levels, these manual laborers work predominantly in blue-collar jobs. They rank particularly high in food preparation jobs and building maintenance. They're also employed in healthcare support, construction, and personal care.





ENVISION CORINTH 2040 COMPREHENSIVE PLAN

Kimley»Horn

Expect More. Experience Better.



City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: PH Water Rates
Submitted For: Lee Ann Bunselmeyer, Director
Submitted By: Lee Ann Bunselmeyer, Director
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Citizen Engagement & Proactive
Government
Organizational Development

AGENDA ITEM

Hold a public hearing and receive citizen input on the proposed water and wastewater rates for FYE 2021.

AGENDA ITEM SUMMARY/BACKGROUND

To maintain financial sustainability, the City performs a cost of service and rate design study for the City's water and wastewater utility on an annual basis. The study's intent is to achieve a water and wastewater structure that will assure equitable and adequate revenues for operations, debt service retirement, capital improvements and bond covenant requirements. Therefore, ensuring the utility operates on a self-sustaining basis while considering the economic impact on the City's customers. The analysis examined revenue requirements for a three-year period beginning with fiscal year 2020-2021.

The City Council for the City of Corinth will hold a public hearing regarding the rate design study and proposed water and wastewater utility rates on Thursday, July 16, 2020 at 7:00 p.m., in the City Council Chambers located at 3300 Corinth Parkway, Corinth, Texas. Pursuant to Section 551.127 Texas Government Code, the meeting can be accessed remotely at <http://meetings.cityofcorinth.com>. The meeting will be held for the purpose of receiving community input on the proposed water and wastewater rates. All interested citizens are encouraged to attend.

RECOMMENDATION

N/A

City Council Regular and Workshop Session

Meeting Date: 07/16/2020
Title: Water /Wastewater Rate Study
Submitted For: Lee Ann Bunselmeyer, Director
Submitted By: Lee Ann Bunselmeyer, Director
City Manager Review: **Approval:** Bob Hart, City Manager
Strategic Goals: Citizen Engagement & Proactive
Government
Organizational Development

AGENDA ITEM

Consider and act on an ordinance amending Sections 50.16 and 50.36 of the Code of Ordinances of the City of Corinth to increase the Water and Wastewater rates currently in effect; providing for the City Manager to make annual pass-through adjustments to recover costs for water and wastewater service provided by Upper Trinity Regional Water District; providing for the Incorporation of Premises; Providing Amendments; Providing for a Cumulative Repealer Clause; Providing a Savings Clause; Providing a Severability Clause; and Providing an Effective Date.

AGENDA ITEM SUMMARY/BACKGROUND

City staff performed a cost of service and rate design study for the City's water and wastewater utility. The study's intent is to achieve a water and wastewater structure that will assure equitable and adequate revenues for operations, debt service retirement, capital improvements and bond covenant requirements. Therefore ensuring the utility operates on a self-sustaining basis while considering the economic impact on the City's customers. The recommended rates are sufficient to meet revenue requirements for a one year period and consist of a base rate and a volumetric rate. The base rate is the minimum bill that customers receive to equally share in providing the availability of service. The volumetric rate is the amount charged to a customer per thousand gallons of usage.

There are two cost components associated with the city utility system. The first component are charges from the Upper Trinity Regional Water District (UTRWD) for the purchase of wholesale water and wholesale sewer and the maintenance of their water and sewer distribution system. The second component is city expenditures for the maintenance of city water and sewer lines, lift stations used to pump sewer through the city system to UTRWD for treatment, capital improvement projects, debt service, mandatory testing, personnel and repairs to the system.

A pass-through charge will be maintained as a separate item in accordance with amounts actually billed to the city by the Upper Trinity River Water District (UTRWD). In each fiscal year budget, a projected number of billings and projected total usage will be determined and used as the basis for distributing cost charged by UTRWD to the city as a rate per 1,000 gallons. The pass-through charge shall consist of: (A) a minimum monthly billing charge related to wholesale costs other than volume charges charged by UTRWD to the city; and (B) a charge per gallon related to wholesale volume charges charged by UTRWD to the city. Each year, effective with the November billing, this rate will be updated to reflect increases or decreases in rates from the city's wholesale provider.

Currently, the senior citizens over the age of 65 receive 5,000 gallons of water and 1,000 gallons of sewer included in their monthly minimum bill. The new rate structure continues the current senior rates.

The residential wastewater customers will be capped at a maximum 25,000 gallons.

RECOMMENDATION

Staff recommends approving the Water and Wastewater Rates for the fiscal year 2020-2021, as presented and providing an effective date of October 1, 2020.

Attachments

Rates

Ordinance

FY 2020-2021 UTILITY RATES

Effective October 1, 2020

WATER BASE RATES			
Meter Size	City	UTRWD	Total
5/8 by 3/4-Inch	13.35	31.27	44.62
Full 3/4-Inch	14.68	34.40	49.08
1-Inch	18.69	43.78	62.47
1 1/2-Inch	24.02	56.29	80.31
2-Inch	38.70	90.69	129.39
3-Inch	146.80	344.01	490.81
4-Inch	186.83	437.83	624.66
6-Inch	280.25	656.74	936.99
10-Inch	603.72	906.93	1,510.65

WATER VOLUMETRIC RATES			
Per 1,000 gallons			
Residential	City	UTRWD	Total
0-5,000	1.00	1.15	2.15
5,001-10,000	1.00	2.15	3.15
10,001-25,000	3.00	3.15	6.15
25,001-50,000	6.00	3.15	9.15
50,001 +	9.00	3.15	12.15
Commercial	City	UTRWD	Total
0-50,000	3.00	2.15	5.15
50,001-200,000	5.00	2.15	7.15
200,001-500,000	7.00	2.15	9.15
500,001 +	10.00	2.15	12.15
Irrigation	City	UTRWD	Total
0-50,000	3.00	2.15	5.15
50,001-100,000	5.00	2.15	7.15
100,001-500,000	7.00	2.15	9.15
500,001 +	10.00	2.15	12.15

WASTEWATER BASE RATES			
	City	UTRWD	Total
Residential	16.00	19.00	35.00
Commercial	19.00	26.00	45.00

WASTEWATER VOLUMETRIC RATES			
Per 1,000 gallons			
	City	UTRWD	Total
Residential	1.40	2.60	4.00
Commercial	1.40	2.60	4.00

Note:

Over 65 Accounts receive 5,000 gallons of water and 1,000 gallons of wastewater in base bill.
Wastewater Accounts are capped at a maximum 25,000 gallons for all residential accounts.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORINTH, TEXAS AMENDING SECTIONS 50.16, “WATER RATES”, AND 50.36, “WASTEWATER RATES”, OF CHAPTER 50, “WATER AND SANITARY WASTEWATER SYSTEMS”, OF TITLE V, “PUBLIC WORKS”, OF THE CODE OF ORDINANCES OF THE CITY OF CORINTH TO INCREASE THE WATER AND WASTEWATER RATES CURRENTLY IN EFFECT; PROVIDING AUTHORIZATION FOR THE CITY MANAGER TO MAKE ANNUAL PASS-THROUGH ADJUSTMENTS TO RECOVER COSTS FOR WATER AND WASTEWATER SERVICE PROVIDED BY THE UPPER TRINITY REGIONAL WATER DISTRICT; PROVIDING FOR THE INCORPORATION OF PREMISES; PROVIDING AMENDMENTS; PROVIDING FOR A CUMULATIVE REPEALER CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Corinth, Texas, is a home rule city acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the local Government Code; and

WHEREAS, the City commissioned a water and wastewater cost of service and financial plan study which was presented to the City Council on February 20, 2020 and July 2, 2020, and which recommends that increases in water and wastewater rates are necessary at this time due to increased water and wastewater service use and the City Council desires to adopt this ordinance to make such changes; and

WHEREAS, the City receives water and wastewater treatment services from the Upper Trinity Regional Water District (UTRWD) and the City Council desires to make certain changes to the rate structure charged by the City to customers in order to pass-through the rate changes enacted by UTRWD on June 12, 2020; and

WHEREAS, the City Council desires to formally act through adoption of this ordinance to amend the City’s current water and wastewater rates and to authorize and direct the City Manager to annually adjust the passed-through rates the City’s charges for UTRWD wholesale water and wastewater services as provided herein.

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

SECTION 1.
INCORPORATION OF PREMISES

The above and foregoing recitals are found to be true and correct and are incorporated into the body of this Ordinance for all purposes.

SECTION 2.
AMENDMENTS

A. That Section 50.16, "Water Rates", of Chapter 50, "Water and Sanitary Wastewater Systems" of Title V, "Public Works", of the Code of Ordinances of the City of Corinth, Texas is hereby amended to be read in its entirety as follows:

§50.16 WATER RATES.

The monthly rates or charges for service furnished by the City's waterworks system shall be as follows:

- (A) UTRWD pass-through wholesale water charges. The monthly rates for water service shall include all current charges for wholesale water billed to the city by the Upper Trinity Regional Water District (UTRWD) as a pass-through charge which will be maintained as a separate item in accordance with amounts actually billed to the city by UTRWD. In each fiscal year budget, a projected number of billings and projected total usage will be determined and used as the basis for distributing wholesale water treatment and delivery cost charged by UTRWD to the city as a monthly minimum based on meter size and a rate per 1,000 gallons. The pass-through charge shall consist of: (A) a minimum monthly billing charge related to wholesale costs other than volume charges charged by UTRWD to the city; and (B) a charge per gallon related to wholesale volume charges charged by UTRWD to the city. Each year, effective with October usage and the November billing, this rate will be updated by the City Manager or his or her designee to reflect increases or decreases in rates from the city's wholesale provider, UTRWD, adjusted by a reconciliation of billed amounts compared to actual charges incurred by the city in the previous fiscal year.
- (B) City water rates for residential customers. In addition to the UTRWD pass-through charge described in paragraph (A) of this Section, residential water customers shall pay the City a fee for the receipt of water service. The rates for the provision of water service for residential accounts are as follows:

- (1) Monthly minimum:

<i>Meter Size (in Inches)</i>	City Fee
5/8"	\$13.35
3/4"	14.68
1"	18.69
1 1/2"	24.02
2"	38.70
3"	146.80
4"	186.83
6"	280.25
10"	603.72

(2) Plus Volume charge (per 1,000 gallons):

	City Fee
0-5,000 Gallons	1.00
5,001-10,000 Gallons	1.00
10,001-25,000 Gallons	3.00
25,001-50,000 Gallons	6.00
50,001 and Up	9.00

(C) City water rates for commercial customers. In addition to the UTRWD pass-through charge described in paragraph (A) of this Section, commercial water customers shall pay the City a fee for the receipt of water service. The rates for the provision of water service for commercial accounts are as follows:

(1) Monthly minimum:

<i>Meter Size (in Inches)</i>	City Fee
5/8"	\$13.35
3/4"	14.68
1"	18.69
1 1/2"	24.02
2"	38.70
3"	146.80
4"	186.83
6"	280.25
10"	603.72

(2) Plus Volume charge (per 1,000 gallons):

	City Fee
0-50,000 Gallons	\$3.00
50,001-200,000 Gallons	5.00
200,001-500,000 Gallons	7.00

500,001 and Up	10.00
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- (D) City water rates for irrigation customers. In addition to the UTRWD pass-through charge described in paragraph (A) of this Section, irrigation water customers shall pay the City a fee for the receipt of water service. The rates for the provision of water service for irrigation accounts are as follows:

- (3) Monthly minimum:

<i>Meter Size (in Inches)</i>	City Fee
5/8"	\$13.35
3/4"	14.68
1"	18.69
1 1/2"	24.02
2"	38.70
3"	146.80
4"	186.83
6"	280.25
10"	603.72

- (4) Plus Volume charge (per 1,000 gallons):

	City Fee
0-50,000 Gallons	\$3.00
50,001-100,000 Gallons	5.00
100,001-500,000 Gallons	7.00
500,001 and Up	10.00

- (E) Residential customers over the age of 65 years shall receive a credit of up to 5,000 gallons included in the monthly minimum, excluding irrigation rates.

- (F) For water consumed for irrigation by the City Parks Department, the charges shall be equivalent to the wholesale cost paid by the city for the water.

B. That Section 50.36, “Wastewater Rates”, of Chapter 50, “Water and Sanitary Wastewater Systems” of Title V, “Public Works”, of the Code of Ordinances of the City of Corinth, Texas is hereby amended to be read in its entirety as follows:

§50.36 WASTEWATER RATES.

The monthly rates or charges for services furnished by the sanitary wastewater system of the City shall be as follows:

(A) UTRWD pass-through wholesale sanitary wastewater system charges. The monthly rates for sanitary wastewater service shall include all current charges for wholesale sanitary sewer services billed to the city by the Upper Trinity Regional Water District (UTRWD) as a pass-through charge which will be maintained as a separate item in accordance with amounts actually billed to the city by UTRWD. In each fiscal year budget, a projected number of billings and projected total usage will be determined and used as the basis for distributing wholesale sanitary sewer cost charged by UTRWD to the city as a monthly minimum based on a rate per 1,000 gallons. The pass-through charge shall consist of: (A) a minimum monthly billing charge related to wholesale costs other than volume charges charged by UTRWD to the city; and (B) a charge per gallon related to wholesale volume charges charged by UTRWD to the city. Each year, effective with October usage and the November billing, this rate will be updated by the City Manager or his or her designee to reflect increases or decreases in rates from the city’s wholesale provider, UTRWD, adjusted by a reconciliation of billed amounts compared to actual charges incurred by the city in the previous fiscal year.

(B) Rates for Residential sanitary sewer service. In addition to the UTRWD pass-through charge described in paragraph (A) of this Section, sanitary sewer service customers shall pay the City a fee for the receipt of sanitary sewer service. The rates for the provision of water service for residential accounts are as follows:

	City Fee
Wastewater Rates Monthly Minimum	\$16.00
Plus Volume Charge (for each 1,000 gallons)	1.40

- (1) Customers over the age of 65 years shall receive a credit of up to 1,000 gallons included in the monthly minimum.
- (2) Basis for wastewater billing. The volume of flow used in computing wastewater charges for residential customers shall be calculated by taking the prior November, December, January and February metered water consumptions,

subtracting out the highest month's usage, and averaging the remaining consumptions to be known as the "Winter Quarter Average." Each March, the billable flows for each residential customer shall be readjusted based on the previous Winter Quarter Average. Where no prior Winter Quarter Average exists, the Winter Quarter Average consumption for all residential customers shall be used.

(C) Rates for Commercial sanitary sewer service. In addition to the UTRWD pass-through charge described in paragraph (A) of this Section, sanitary sewer service customers shall pay the City a fee for the receipt of sanitary sewer service. The rates for the provision of water service for commercial accounts are as follows:

	City Fee
Wastewater Rates Monthly Minimum	\$19.00
Plus Volume Charge (for each 1,000 gallons)	1.40

- (1) Basis for wastewater billing. The volume of flow used in computing wastewater charges for commercial customers shall be based on metered water consumption as shown in the meter reading records retained by the city.

SECTION 3. **CUMULATIVE REPEALER**

This Ordinance shall be cumulative of all other Ordinances and shall not repeal any of the provisions of such Ordinances except for those instances where there are direct conflicts with the provisions of this Ordinance. Ordinances, or parts thereof, in force at the time this Ordinance shall take effect and that are inconsistent with this Ordinance are hereby repealed to the extent that they are inconsistent with this Ordinance. Provided however, that any complaint, action, claim or lawsuit which has been initiated or has arisen under or pursuant to such other Ordinances on this date of adoption of this Ordinance shall continue to be governed by the provisions of such Ordinance and for that purpose the Ordinance shall remain in full force and effect.

SECTION 4. **SAVINGS**

All rights and remedies of the City of Corinth, Texas are expressly saved as to any and all violations of the provisions of any other ordinance affecting fees which have secured at the time of the effective date of this Ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances same shall not be affected by this Ordinance but may be prosecuted until final disposition by the court.

SECTION 5.
SEVERABILITY

The provisions of the Ordinance are severable. However, in the event this Ordinance or any procedure provided in this Ordinance becomes unlawful, or is declared or determined by a judicial, administrative or legislative authority exercising its jurisdiction to be excessive, unenforceable, void, illegal or otherwise inapplicable, in whole or in part, the remaining and lawful provisions shall be of full force and effect and the City shall promptly promulgate new revised provisions in compliance with the authority's decisions or enactment.

SECTION 6.
EFFECTIVE DATE

This Ordinance shall take effect upon its passage and publication as required by law. The City Secretary is directed to publish the caption of this Ordinance as required by the City Charter and state law.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF CORINTH, TEXAS on this _____ day of JULY, 2020.

APPROVED:

Bill Heidemann, Mayor

ATTEST:

Lana Wylie, Interim City Secretary

APPROVED AS TO FORM:

Patricia Adams, City Attorney

City Council Regular and Workshop Session

Meeting Date: 07/16/2020

Title: LDISD High School Tree Removal and Mitigation Plan

Submitted For: Helen-Eve Beadle, Director

Submitted By: Helen-Eve Beadle, Director

Finance Review: N/A

Legal Review: N/A

City Manager Review: **Approval:** Bob Hart, City Manager

Strategic Goals: Land Development
Infrastructure Development
Regional Cooperation

AGENDA ITEM

Consider and act upon a tree removal/mitigation plan on property legally described as Lot 1R, Block 1, Lake Dallas ISD School Addition, 53.667 acres, Edwin Marsh Survey, Abstract 833, within the City of Corinth, Denton County, Texas. (LDISD High School Expansion and Multipurpose Facility)

AGENDA ITEM SUMMARY/BACKGROUND

Lake Dallas Independent School District (LDISD) has submitted a Site Plan application for an expansion and addition of a multipurpose facility for the Lake Dallas High School and protected trees need to be removed to accommodate the improvements. The Unified Development Code (UDC) provides for two options for protected tree removal. One option being replacement of the inches removed and the other being payment in lieu of replacement. LDISD would like to replace the inches to be removed with new trees on the site and staff is in support of the request.

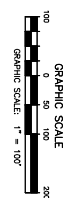
The protected tree inches to be removed is 164 inches and these will be planted with new three-inch caliper minimum trees in various locations on the site. Many of the trees to be removed on the LDHS site/property are immediately north of the fence line of the residential lots on Cliff Oaks Drive. Staff has recommended the LDISD consultants for the project contact the homeowners and notify them that trees will be removed to accommodate construction and new ones planted to re-establish a buffer. The UDC does not require the notification, it is simply a suggestion to provide courtesy notice prior to the construction crews removing the trees.

RECOMMENDATION

Staff recommends City Council approve the removal of 164 inches of protected trees and mitigation/replacement of the inches on the Lake Dallas High School site.

Attachments

LDISD High School Tree Removal and Preservation Plan



Tree #	Tree Type	Diameter (Inches)	Replacement %	Status	Tree Location	Mitigation (Inches)
1	Oak	4	100%	Remove	Shrub	0
2	Maple	14	100%	Remove	Shrub	0
3	Oak	14	100%	Remove	Shrub	0
4	Grape Armoire	14	100%	Remove	Shrub	0
5	Grape Armoire	8	100%	Remove	Shrub	0
6	Oak	8	100%	Remove	False	0
7	Grape Armoire	8	100%	Remove	Shrub	8
8	Grape Armoire	14	100%	Remove	Shrub	12
9	Grape Armoire	8	100%	Remove	Shrub	12
10	Grape Armoire	14	100%	Remove	Shrub	12
11	Oak	14	100%	Remove	Shrub	14
12	Grape Armoire	12	100%	Remove	Shrub	12
13	Grape Armoire	10	100%	Remove	Shrub	10
14	Grape Armoire	12	100%	Remove	Shrub	12
15	Brachyotone Pears	12	100%	Remove	False	0
16	Brachyotone Pears	10	100%	Remove	False	0
17	Brachyotone Pears	8	100%	Remove	False	0
18	Brachyotone Pears	8	100%	Remove	False	0
19	Brachyotone Pears	16	100%	Remove	False	16
20	Elm	16	100%	Remove	Shrub	16
21	Elm	24	100%	Remove	Shrub	24
22	Elm	24	100%	Remove	Shrub	24
23	Oak	4	100%	Remove	False	0
24	Oak	4	100%	Remove	Blg-column	0
25	Elm	14	100%	Remove	False	0
26	Elm	10	100%	Remove	False	0
27	Peach	24	100%	Remove	False	0
28	Bobo d'Amor	12	100%	Remove	False	0
29	Oak	28	100%	Remove	Shrub	0
30	Oak	18	100%	Remove	False	0
31	Oak	18	100%	Remove	False	0
32	Oak	14	100%	Remove	False	0
33	Oak	12	100%	Remove	False	0
34	Oak	10	100%	Remove	False	0
35	Oak	10	100%	Remove	False	0
36	Oak	12	100%	Remove	False	0
37	Oak	10	100%	Remove	False	0
38	Oak	8	100%	Remove	False	0
39	Oak	8	100%	Remove	False	0
40	Elm	6	100%	Remove	Shrub	8
41	Elm	9	100%	Remove	Shrub	8
42	Elm	14	100%	Remove	Shrub	14
Total trees to be Mitigated						164
Number of 3' Trees						55
Number of 3' Trees Provided						59