

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

On this the 4th day of January 2018 the City Council of the City of Corinth, Texas met in a Workshop Session at the Corinth City Hall at 5:30 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:

Bill Heidemann, Mayor
Joe Harrison, Mayor Pro-Tem
Sam Burke, Council Member
Lowell Johnson, Council Member
Scott Garber, Council Member
Don Glockel, Council Member

Members Absent:

None

Staff Members Present:

Bob Hart, City Manager
Debra Walthall, Chief of Police
Kevin Tyson, Police Lieutenant
Barbara Cabbage, Interim Planning and Development Director
Mike Brownlee, City Engineer
Jason Alexander, Economic Development Corporation Director
Kim Pence, City Secretary
Shea, Technology Services Assistant
Mack Reinwand, City Attorney

Others Present:

Mia Brown, NCTCOG
Kori Mullen, NCTCOG
Edith Marvin, NCTCOG
Angela Davidson, Halff & Associates
Jessica Baker, Halff & Associates
Jarred Overbey, Halff & Associates
Samuel Amoako-Atta, Halff & Associates

CALL TO ORDER:

Mayor Heidemann called the meeting to order at 5:30 P.M.

WORKSHOP BUSINESS AGENDA

1. 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.

Business Item #6 discussion:

6. Discuss and consider approval of a Professional Services Agreement with Birkhoff, Hendricks and Carter, L.L.P. for work associated with the City of Corinth's Lake Sharon Drive/Dobbs Road alignment (Lake Sharon Drive Extension) and Quail Run Elevated Tank in the amount of \$916,205.

Mike Brownlee, City Engineer - this project scope includes the following:

- Completion of Lake Sharon per Corinth's Master Thoroughfare Plan
- New Quail Run Elevated Tank for growth and economic development of the east side of IH-35E
- Supporting water infrastructure for supply and distribution for the new tank and growth along the IH-35E corridor.

- We have this broken into three separate projects in order to capture elements of the work that attract bidders who specialize in various types of construction.
- Project "A" consists of Lake Sharon Drive and includes paving, drainage and utility work inside the proposed street right of way at an estimated cost of \$4.26M. The estimated cost of construction does not include ROW acquisition or the cost to relocate the existing billboard in the proposed ROW.
- Project "B" consists of the new IMG elevated tank located on Coserv property. The estimated construction cost of the new tank is \$4.59M, which does not include land acquisition costs.
- Project "C" includes the supporting utility infrastructure to support the new tank and growth for the east side of IH-35. Project "C" is estimated to cost \$1.75M.

All of the work included in the project is Impact Fee eligible. The combined estimate for all three projects is \$10,602,855.

Councilmember Harrison - I understand what we are dealing with item #6 is in the amount of \$916,205. I assume that you are going to pay for that using some of the dollars amounts that we had left over from the Road Impact Fees?

Bob Hart, City Manager - yes.

Councilmember Harrison - where are you going to get this money?

Bob Hart, City Manager - this would be a contract to do the design on the 3 pieces. We have the money.

Councilmember Harrison - where are you going to get this \$10 million dollars to build all of this?

Bob Hart, City Manager - that would be debt financed. We would have to issue debt.

Councilmember Harrison - you are going to have to increase taxes?

Bob Hart, City Manager - yes, taxes and water rates. At the last triannual inspection that we did with TCEQ, we were on the lip of having to develop additional elevated storage and they come in every 3 years to do that. On this last inspection, we are on notice that we are on the bubble for that. I think you could probably delay that..... We will get dinged on the next inspection but I don't think it will be fatal. Six years from now it is fatal. You could lose a rating on the water system. When you talk about the "window" part of that is going to be dictated by the county and TxDOT on the roadway....

Councilmember Burke - is the \$28 million for the bridge?

Bob Hart, City Manager - yes.

Councilmember Burke - so we are doing everything up to the bridge and they are going to do the bridge...

Bob Hart, City Manager - yes, they are going to do the bridge.

Mayor Heidemann - you talk about development and it is going to open up opportunities for commercial development, if we don't do this do we have the water capacity to be able to support that?

Mike Brownlee, City Engineer - no. Our water customers will complain because of low water pressure, or sitting there on a hot day in August watching our water tank level real carefully. That is not a situation you want to be in.

Councilmember Harrison - I agree that we need all of this. My problem is how are we going to finance it? Eighteen people we have to hire for the Health, Safety and Welfare so we are going to have to make a decision whether or not it is important for the 18 people or this? I see there is an acre that you are going to buy to put this water tower on it?

Mike Brownlee, City Engineer - we hope they will donate it. They were willing to donate in the past. We have not talked to them about it yet.

Bob Hart, City Manager - there was some discussion in the past but we have not talked recently. Then if you remember for our part of the alignment of Dobbs and Lake Sharon, I will go back to the County and ask for that back. I don't know if we will get it or not but I will certainly go out there and ask for it.

Councilmember Burke - so part of what you want to do is have them do this work, get solid cost numbers and the ultimate decision on whether to bid it or not, we will have that in budget discussions.

Bob Hart, City Manager - that is correct.

Councilmember Burke - the part I am struggling with is that is \$1 million dollars we are spending to have a conversation about whether or not we want to do it.

Bob Hart, City Manager - yes. To me the reason I think you would want to go forward with it is 1. Let's go back to the Lake Sharon Alignment issue, there is activity starting to occur there at the Millennium Project on the Yasi Land Company and then across Bracket and Huffines. There are demands right now where we have to preserve the right-of-way or that project is over.

Councilmember Burke - what do you mean by we have to preserve the right-of-way?

Bob Hart, City Manager - you have people wanting to do some development in that area and we don't have any kind of right-of-way of what we need.

Councilmember Burke - ok, and if they buy it and develop it, it would be cost prohibited or impossible to put the roadway in?

Bob Hart, City Manager - yes that is right.

Mike Brownlee, City Engineer - it gives us a chance to do it the way we want to do it, not the way TxDOT wants to do it.

Bob Hart, City Manager - the 2nd component is that TCEQ deficiency. We are on notice now. By 2020 we have to have something happening and I certainly would not want to go to an inspection without plans in my hip pocket.

Councilmember Harrison - I don't have a problem with the engineering, I said that but tell me how are we financing the \$916,205?

Bob Hart, City Manager - it is a combination of impact fees, funds left over from other debt.....

Councilmember Harrison - if we are going to issue a contract for \$916,205, we have it covered so I don't have any problem with doing that but when you get into tying in the rest, it will come up when we hit the budget in February.

Bob Hart, City Manager - what I would like to be able to do in this budget is to incorporate a combination of the Capital Improvement Plan and Asset Management Plan so that you can get about a 10 year look at what all needs to be done. Then we will figure out how to finance it all.

Mayor Heidemann - if we go ahead and do this engineering and all this preliminary work, how long is that valid for?

Mike Brownlee, City Engineer - there is, you can design a set of plans and put them on the shelf and you will have to go back and freshen them up and pull them back off the shelf. It might cost another 10% or 15% to freshen it up.

Gary Hendricks, Birkhoff, Hendricks, & Carter, L.L.P - If you are worried about the design phase, this contract is all the way through construction but there is a stop point just for design and that is about 60% of that so we could just go through the design and stop and we would not be spending the entire amount of the funds that were under our contract until you decided to move forward with bidding and decided to move forward with construction. Our services extend all the way through the construction so the risk is mitigated.

Mayor Heidemann - how long of a time line are you talking about to do all this?

Gary Hendricks, Birkhoff, Hendricks, & Carter, L.L.P. -this is all-together about a year.

Mayor Heidemann - you are way into the next budget season then.

Councilmember Burke - you are talking about the design part is about a year? The bidding is however long that takes?

Gary Hendricks, Birkhoff, Hendricks, & Carter, L.L.P. - yes.

Councilmember Burke - so that part of the contract is about \$600,000?

Gary Hendricks, Birkhoff, Hendricks, & Carter, L.L.P. - give or take. There is some special services in there that we may or may not need to use.

Business Item #7 Discussion

- 7 Consider and act on amending the Code of Ordinances of the City of Corinth, Texas by amending Chapter 70, Traffic Rules, by modifications to the maximum speed limits shown in Section 70.1, Speed Limits, Paragraph (c), Table of Maximum Speeds to set a maximum speed limit of 50 mph for the IH-35E frontage roads and 65 mph on the main lane of IH-35E inside Corinth.

Mike Brownlee, City Engineer - TxDOT recently performed a speed study and Speeds were observed during non-peak hours. Approximately 125 cars were measured at each location. Locations were about 1 mile apart. A summary at each location is shown with # cars, top speed and 85th percentile speed. Recommended speeds are 50 mph on the Frontage Roads and 65 mph on the main

The proposed ordinance will modify the existing City of Corinth Ordinance. The maximum speeds would be revised from 60 mph to 65 mph for the main lanes. Maximum speeds would be changed from 45 mph to 50 mph for the frontage road lanes.

Councilmember Harrison - have we talked to the Charter school to tell them we are going to raise it to 50 MPH?

Debra Walthall, Chief of Police - yes, we let her know and we already advised her that we may have to start issuing citations if they back up the service road.

Councilmember Garber - Corinth is not changing the speed limit, TxDOT is and we are just matching our Ordinance to what TxDOT is going to put on that access road.

Mayor Heidemann - as I drive down that frontage road, people use that inside lane which is not supposed to be there is that correct?

Debra Walthall, Chief of Police - yes, it is problematic.

Mike Brownlee, City Engineer - that will go away with Phase II.

Bob Hart, City Manager - in the interim we have got to get TxDOT to help with some of the markings.

Councilmember Glockel - FM 2181 has never been corrected has it? Has there ever been an Ordinance written to change FM 2181 to the speed limit of 50 MPH? The answer is no because I have never seen an Ordinance come to Council.

Mike Brownlee, City Engineer - I have asked TxDOT for that speed study on FM 2181 and I have not seen it either. We can bring that back.

WORKSHOP BUSINESS AGENDA:

2. Receive a presentation on the Lynchburg Creek Watershed from the NCTCOG and Halff and Associates.

Mike Brownlee, City Engineer - Introduced Mia Brown from North Central Texas Council of Governments.

Mia Brown, North Central Texas Council of Governments - North Central Texas Council of Governments is a voluntary association of, by, and for local governments, established in 1966 to help with the following:

- Plan for common needs
- Strengthen their individual and collective power
- Recognize regional opportunities
- Resolve regional problems
- Make joint decisions/cooperate for mutual benefit

As a Regional Non-Regulatory Planning Agency, we participate in the first couple of phases of what FEMA calls the Risk Map process. This process is multiple phases that ultimately ends in new Flood Insurance Rate Maps for the community.

In 2013, the City of Corinth was very involved and active in participating in the Elm Fork Trinity Watershed Discovery. What that did was take existing data, field study data and community input and information to find out what flood risks were through that entire watershed and that resulted in a report that prioritized individual streams for study that had outdated information on flood risk for the communities.

The City requested that Lynchburg Creek be studied and in 2015 we were funded by FEMA as a cooperating technical partner to perform this study. Ultimately, that is why we are here today. The study has been completed.

Mia Brown introduced Angela Davidson from Halff & Associates.

Angela Davidson, Halff & Associates - Lynchburg Creek runs from the east to the west in the City of Corinth through Shady Shores. The study included 9.13 miles of Lynchburg Creek and a population of 15,000 people live inside this watershed. Our study included survey, hydrology to determine the amount of water in this stream. Hydraulics to determine how high that water would get in the river and floodplain mapping and that shows the location of where the flooding would happen.

Our first step was to gather topographic data and we gathered the 2010 TNRIS ground data and we also enhanced that with some survey in June 2016, surveying 20 bridge/Culvert crossings and 30 Cross Section Surveys and also gathered survey sketches, photographs, and digital data. We did not survey any individual building elevations.

A flood map is called a Flood Insurance Rate Map (FIRM). It presents the indication of the risk of flooding, including community's flood zones, your base flood elevations and floodplain boundaries. The Flood Insurance Rate Maps are used by the City to manage floodplains, develop sound building ordinances, and determine flood insurance premiums and requirements.

The flood insurance premiums are based on the degree of flood risk. High risk area or the 1% or higher annual risk of experiencing a flood. Moderate risk to low risk areas, the flood risks is less than 1% in any given year. No areas have no-risk, there is always some risk of flooding.

Currently, for the City of Corinth, you are included in the flood insurance study by FEMA that was done in 2011. This study was done from Map Mod and that was done to make their paper maps into digital maps. They took the City's flood plains and put them on topographic data but they did not do new studies.

Lynchburg Creek was last studied in 1984, Stream GS-1 in 2002, and Stream LC-1 in 1986. Your studies are almost 30 years old. Flood Plain maps change because flood risks changes over time. Water flow and drainage patterns can alter dramatically due to the following:

- Changes in land use
- Community Development
- natural forces
- Changing weather patterns
- Surface erosion
- changes in Infrastructure
- Newer technology and modeling

To reflect the most current flood risks, floodplain maps are updated with the latest modeling and mapping technology.

Today to show you the City's new floodplains I will use a tool called changes since last flood insurance rate map (FIRM). The red highlighted area has been added to your floodplain, the green highlighted area is being removed, and the blue area has not changed. The yellow dots are property being added, the blue dots are property that are currently in the floodplain and will stay in the floodplain and the purple dots are areas that are being removed. See Exhibit A.

Property added to Special Flood Hazard Area (SFHA) Floodplain, Flood insurance is mandatory and will be required if you have a mortgage from a federally regulated or insured lender. The buildings newly mapped into a high-risk area may initially be eligible for a lower-cost rate during the first 12 months following a map change.

Property removed from floodplain, the food insurance is optional, and the risk is reduced, but not removed.

The property with no change has no change in insurance rates or risks.

Revised floodplains will not be the effective FEMA floodplains or used for flood insurance until a FEMA Flood Insurance Rate Map (FIRM) revision is completed and goes effective. Once NCTCOG submits final study results to FEMA, map revision process can begin. Anticipated to start in 2018 and will take 12 to 18 months to become effective.

Councilmember Harrison - what are the steps to notify those people that we have added?

Angela Davidson, Halff & Associates - that will be in next phase when it goes to becoming a map. Now, it is just a study and it will be happening in the future but it has not started yet. There are public notices once FEMA starts to get the mapping moving.

Councilmember Harrison - do they notify those citizens that the study has been done in advance?

Angela Davidson, Halff & Associates - they do not notify in this phase.

Councilmember Glockel - there was a ditch on the west side, can that be modified to help?

Mike Brownlee, City Engineer - yes, we could like at that and we could look at a detention pond or taking it further downstream or a combination of all three.

3. Receive a presentation on the Water and Wastewater Master Plan Report from Kimley Horn and Associates.

Anthony Sammaritus, Kimley-Horn & Associates - previously the City updated their Water/Wastewater Master Plan in 2005. As part of the update, we looked at Future Land Use for the City, Future Growth Rates to project what the demands are going to be in the next 5 to 10 years all the way through buildout. We took that information and inserted it into a hydraulic model for water and wastewater projected demands and evaluated the City's existing infrastructure and projected what future capital project would be needed to support the additional road the City is going to see between now and buildout.

Through that process, we developed a CIP for water and wastewater, we then documented the results and provided the City reports which we finalized in November. If you look at water demands as an example from now to buildout we are projecting that your demands will increase about 45%.

Water Master Plan Projects

The 5 Year CIP (Highest Priority Projects)

- Quail Run Drive/Dobbs Road and 16 inch and 20 inch Water Lines - the primary function of those water lines is to take water to the new tank that will be on the east side of Interstate 35E.
- Quail Run 1.0 MG Elevated Storage Tank
- Lake Sharon 3 MG Ground Storage Tank Rehabilitation - This tank went in over 15 years ago. It is a steel tank and those routinely have to be re-painted so the steel is protected from corrosion and it is about time for that tank to be recoated.

Wastewater Master Plan Projects

- 5-year CIP (Highest Priority Projects)
- Lift Station 3A and Parallel Force Main - the City has started discussions with LCMUA to look at the feasibility of taking this area and gravity feeding down to LCMUA. That is the way the topology wants to fall and that is why there has to be a lift station here is the City elects to handle that sewer entirely themselves. Currently, the City is looking at possibly partnering with LCMUA to take this sewer, eliminate a lift station and see if that financially makes since.

We prioritize the projects and there was only 1 project that we considered a high priority on the wastewater side and it is the expansion of an existing lift station the City owns and it Lift Station 3A. It is identified to be upsized or expanded to handle projected future wastewater flow into this lift station. This information is very similar to the information we presented a few months ago.

CLOSED SESSION

There was no 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.

a. Lake Sharon Dam Development Agreement.

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.

a. City Manager evaluation.

Section 551.087. To deliberate or discuss regarding commercial or financial information that the governmental

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 Workshop meeting at 6:54 P.M.

AYES: All

Meeting adjourned.

Approved by Council on the 18 day of January, 2018.



Kimberly Pence, City Secretary
City of Corinth, Texas



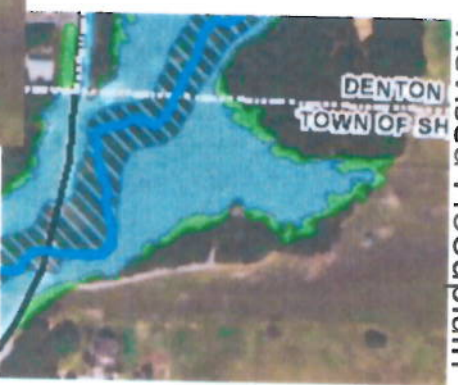
Changes Since Last FIRM

- Illustrates changes in flood risk between effective and updated Special Flood Hazard Areas
 - Effective Study – 2011 FIRM
 - Updated SFHA – 2017 Study
- Key to Changes Since Last FIRM
 - Red Highlighted Area – Areas of new SFHA
 - Green Highlighted Area-Areas removed from SFHA
 - Light Blue Highlighted Area-No change in SFHA

Effective FIRM (2011)



Revised Floodplain



Changes Since Last FIRM

Key to Legend

- Special Flood Hazard Area Increase
- Special Flood Hazard Area Decrease
- No Change



FEMA

RiskMAP

Increasing Resilience Together

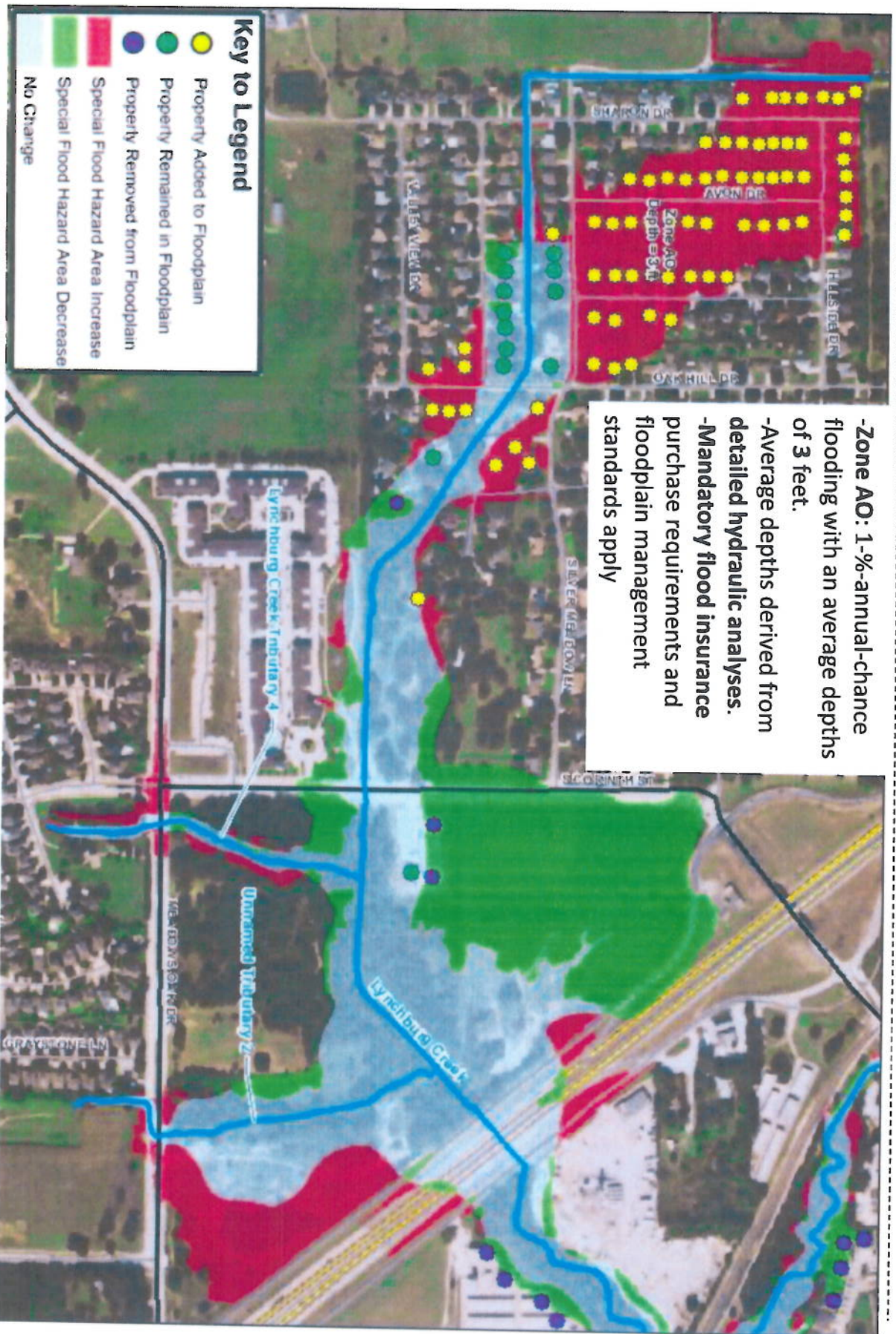


North Central Texas Council of Governments

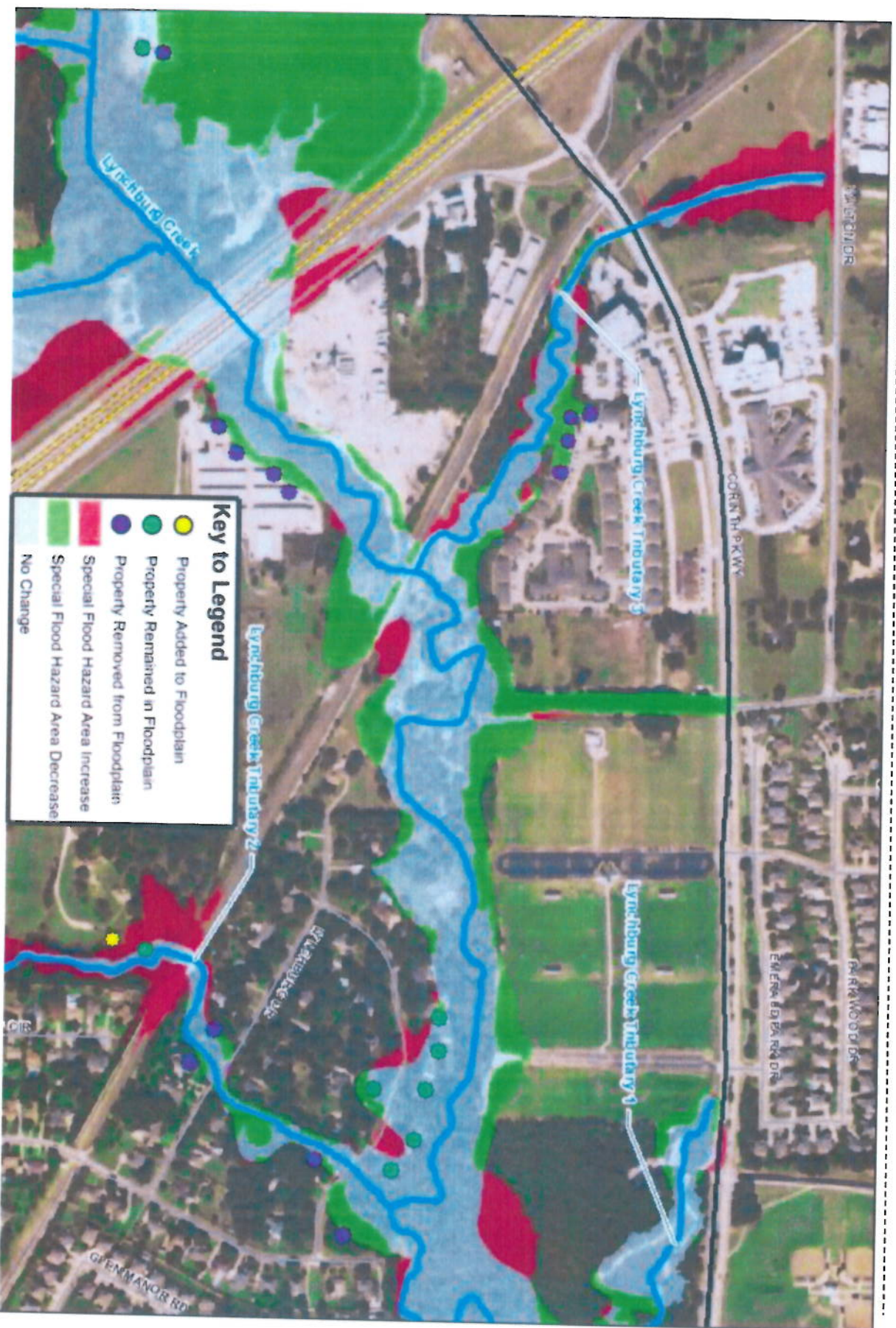


Changes Since Last Flood Map

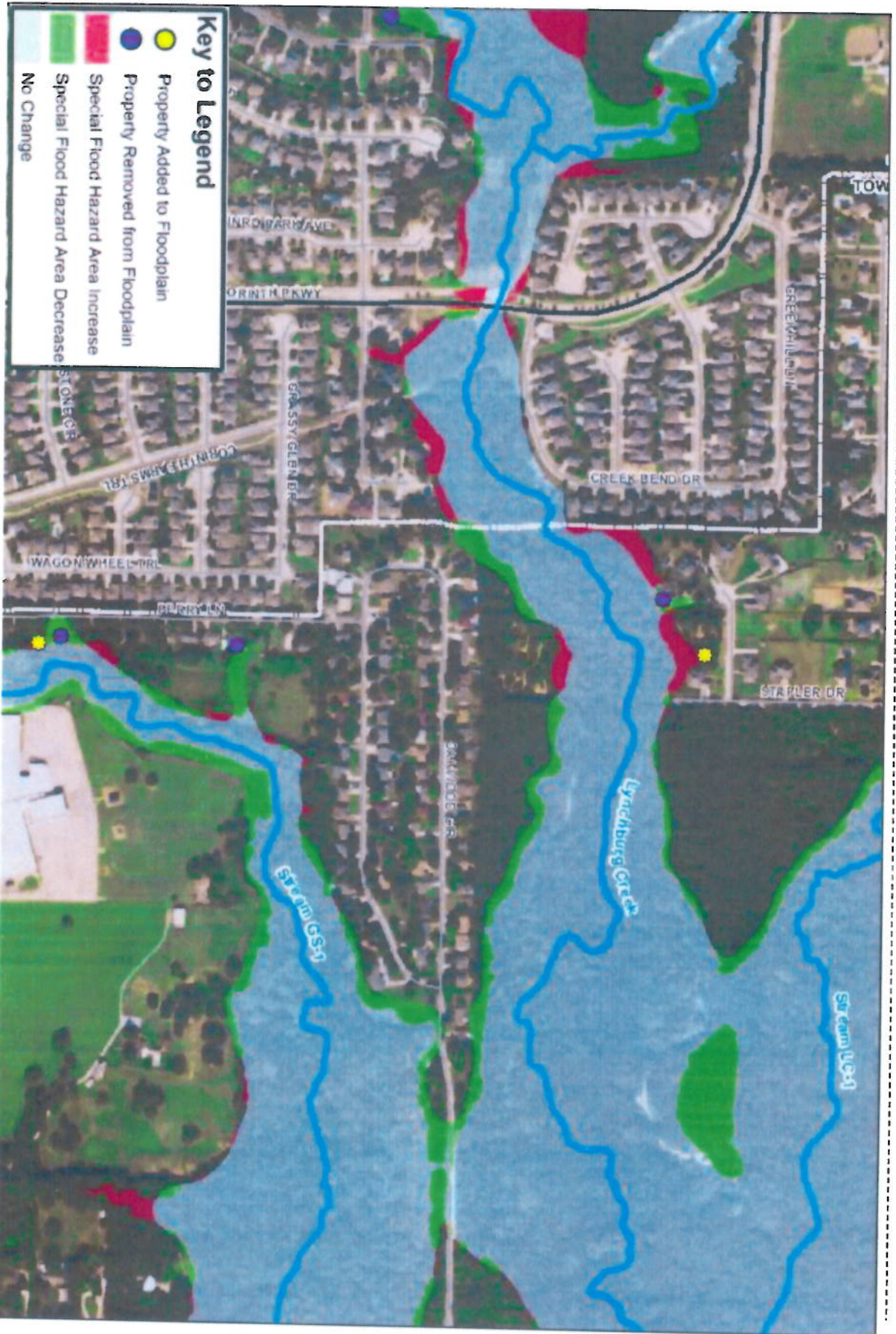
- Zone AO: 1%-annual-chance flooding with an average depths of 3 feet.
- Average depths derived from detailed hydraulic analyses.
- Mandatory flood insurance purchase requirements and floodplain management standards apply



Changes Since Last Flood Map



Changes Since Last Flood Map



Changes Since Last Flood Map

