ENVISION CORINTH

2040 COMPREHENSIVE PLAN

CORINTH
TEXAS

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

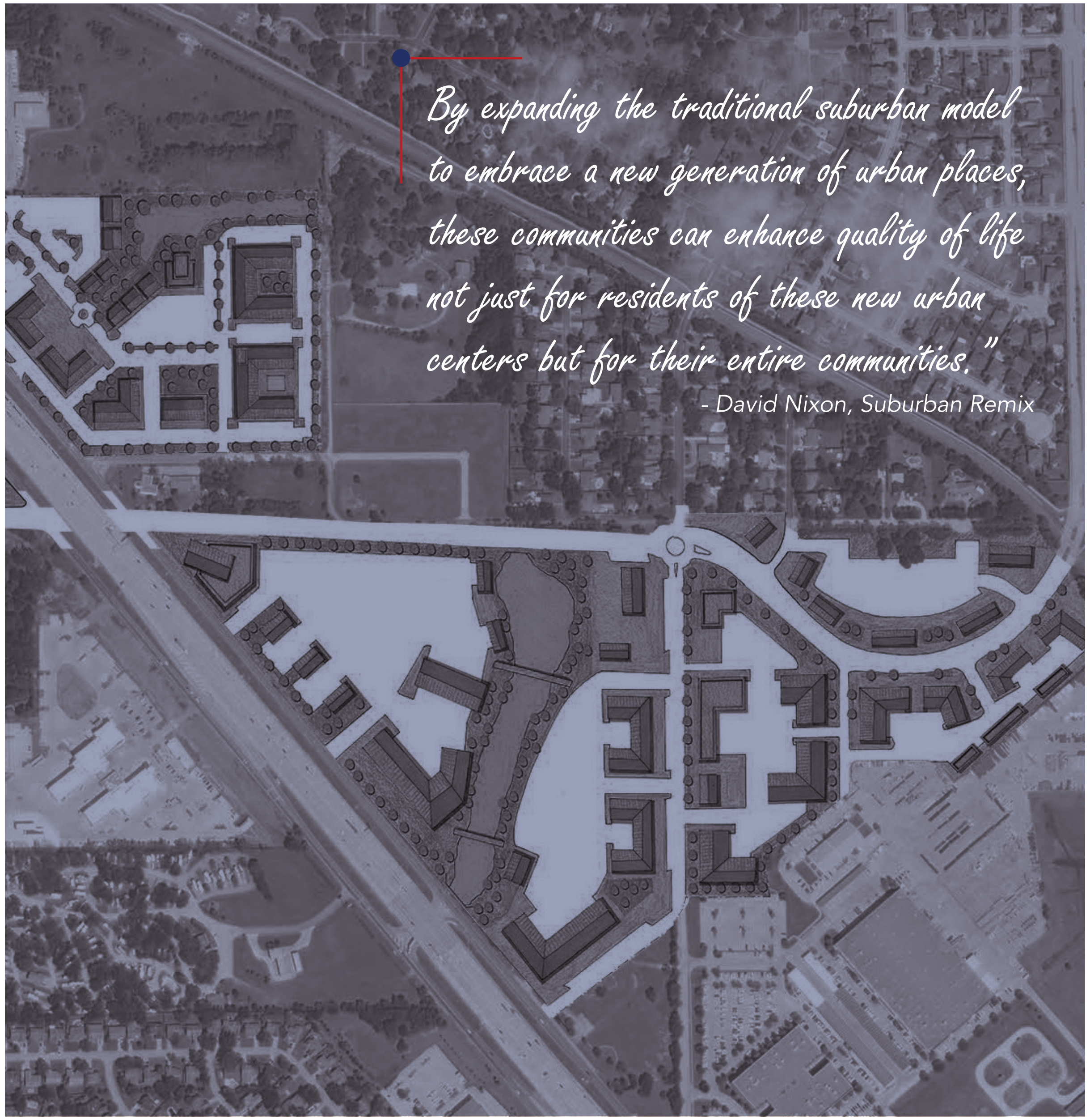
LIVABLE PLANS & CODES

CATALYST COMMERCIAL

SPECIAL CONTRIBUTORS

Catalyst Urban Development
David Pettit Economic Development
Velocity Group

TABLE OF CONTENTS



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

1 INTRODUCTION

PLAN FOUNDATION

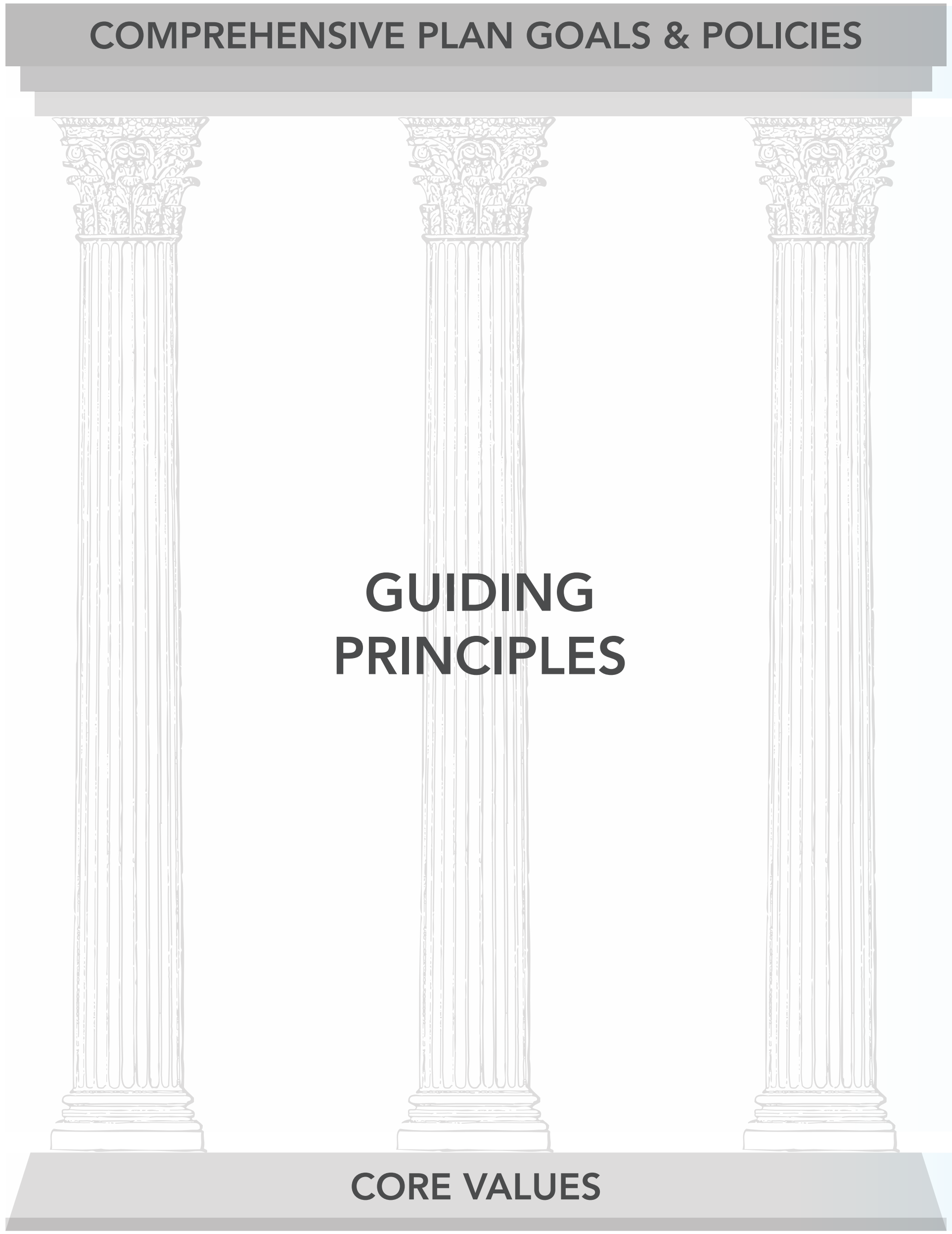
The foundation of the overall policy direction for Envision Corinth: 2040 Comprehensive Plan is based on two strategic components.

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.



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.

2 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.

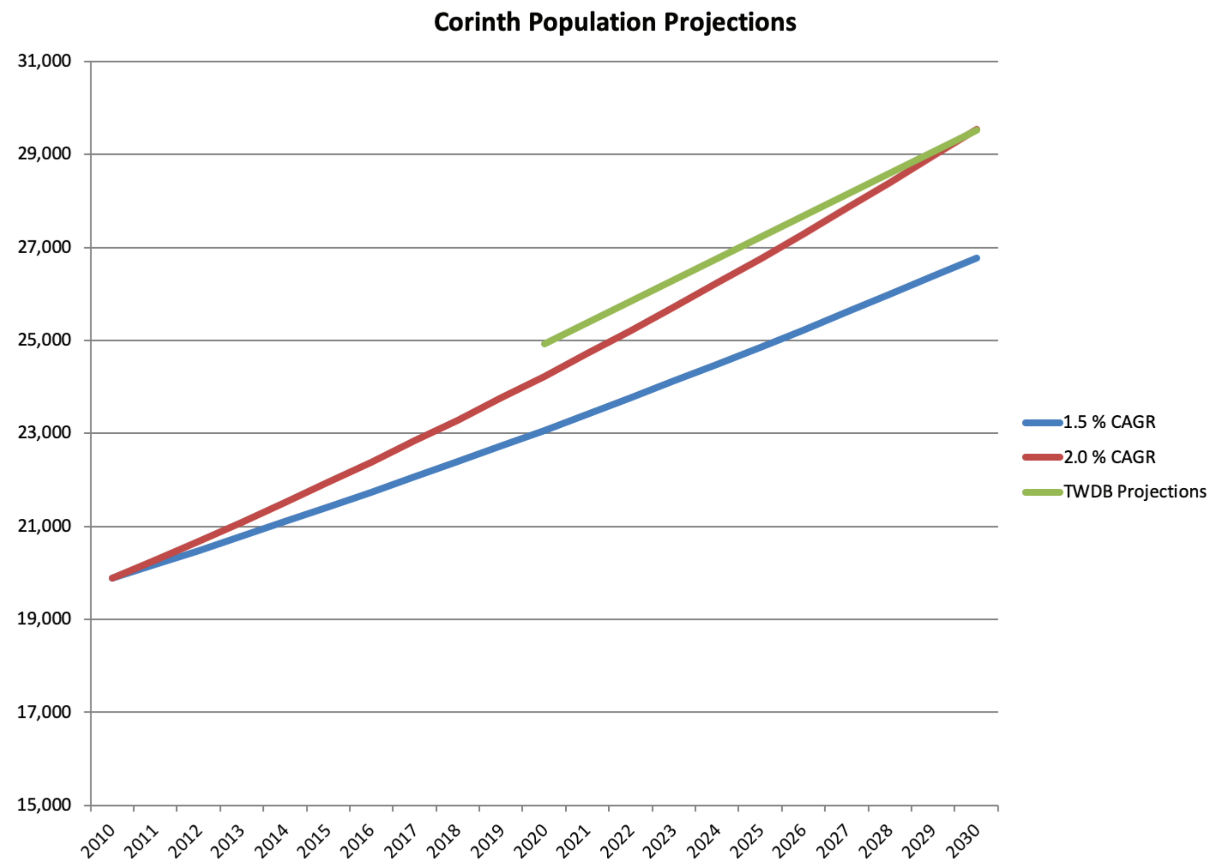
Research through ESRI reveals that Corinth stands today with a population of about 22,235 residents, which represents an 11.9% growth from the 2010 Census population of 19,878 residents. The current 2019 population projection parallels the previous data projections which utilized a 1.5% Compound Annual 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.



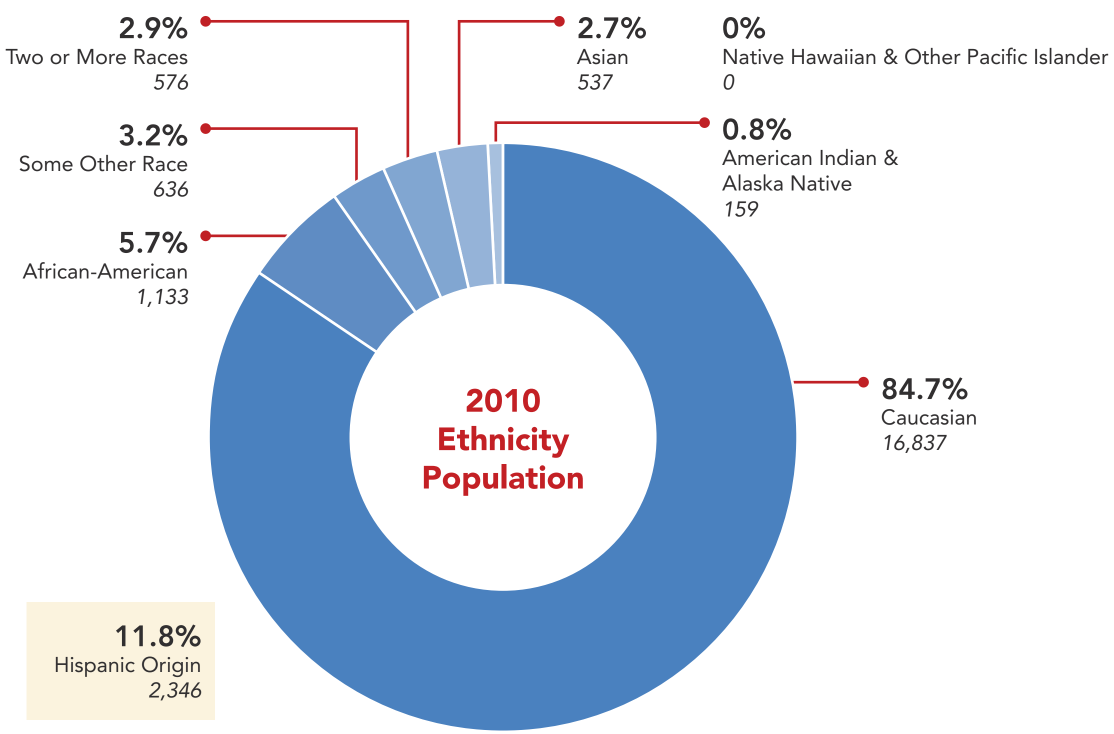
The 2019 population projection of the 1.5% (22,728) and 2% (23,756) CAGR scenarios result from a 2010 Census take-off population of 19,878 and are closely aligned with the 2019 ESRI population projection of 22,235. While the 2019 ESRI projection illustrates 11.9% growth from the 2010 take-off to 2019,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

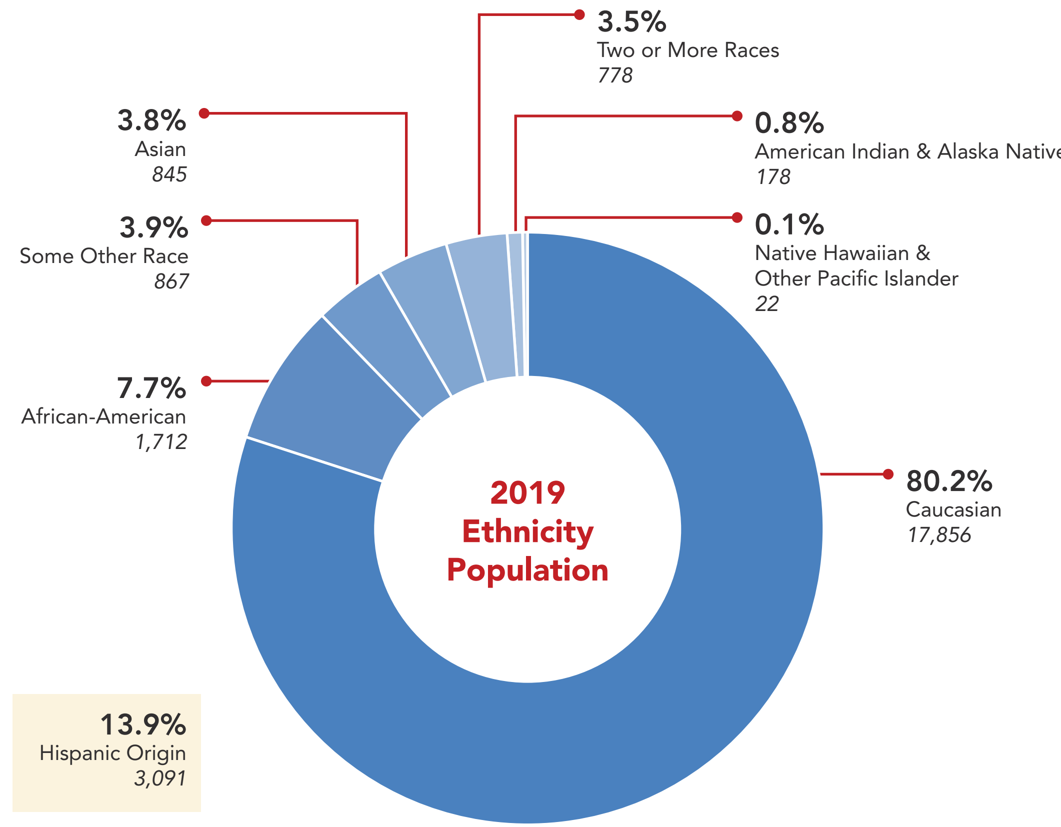
ETHNICITY

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%

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.

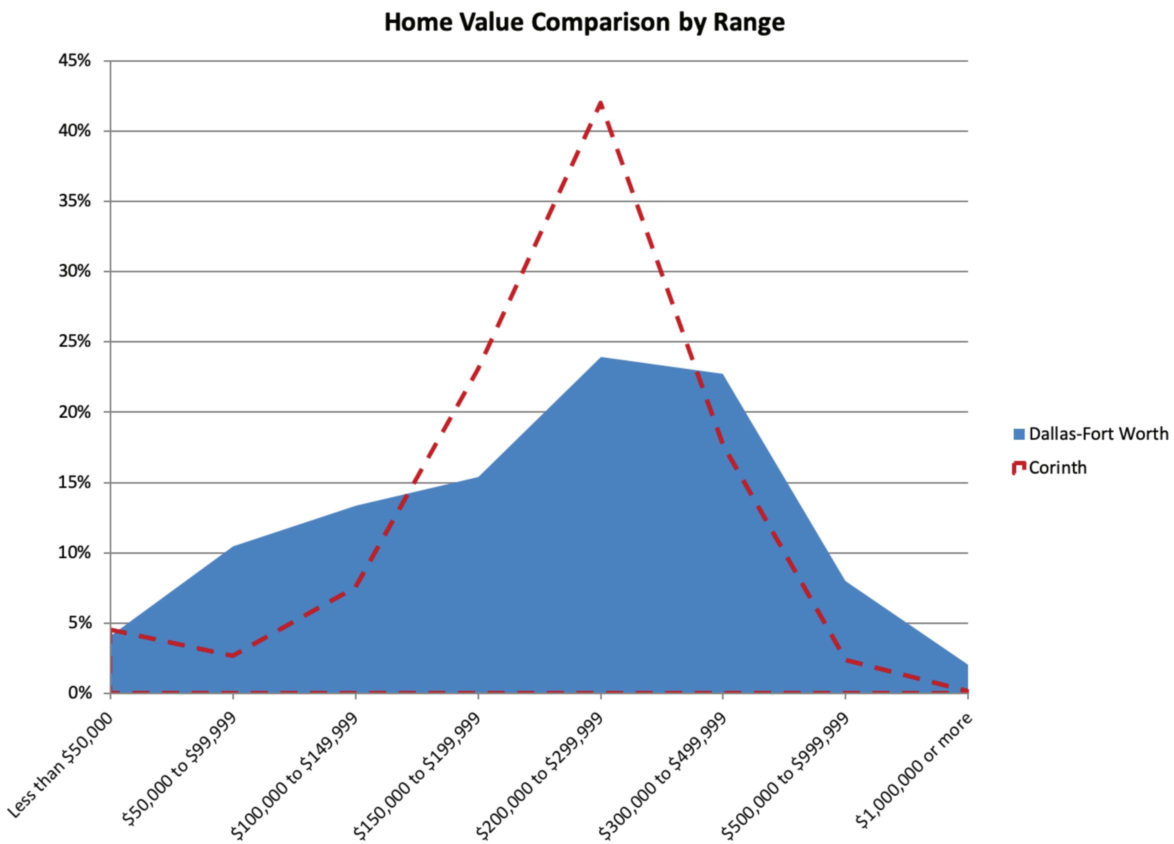
Table 1: House Values Comparison

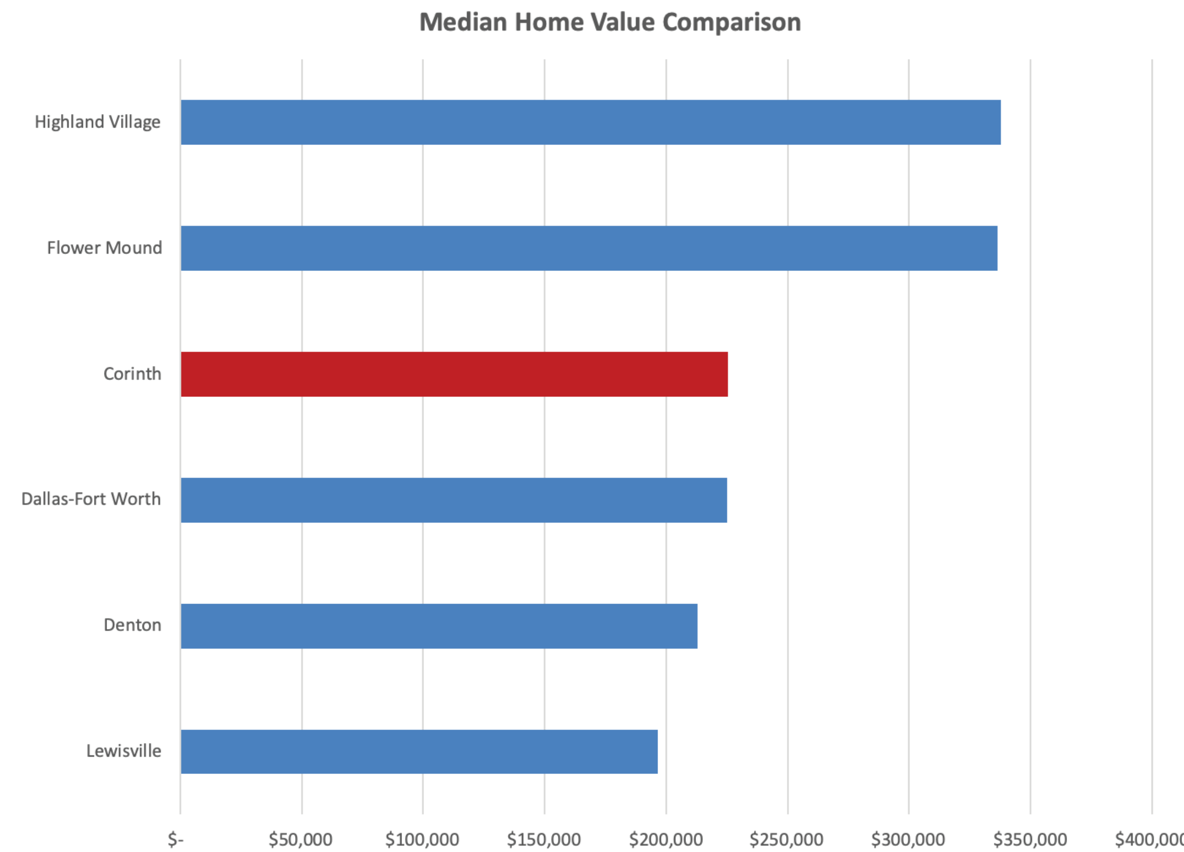
House Values (Owner-Occupied)	**2019**				**2024**			
	Corinth		Dallas-Fort Worth		Corinth		Dallas-Fort Worth	
Owner-Occupied Units	6,257		1,627,484		6,630		1,785,458	
Less than $50,000	282	4.5%	66,186	4.1%	161	2.4%	52,216	2.9%
$50,000 to $99,999	168	2.7%	170,452	10.5%	112	1.7%	137,861	7.7%
$100,000 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.



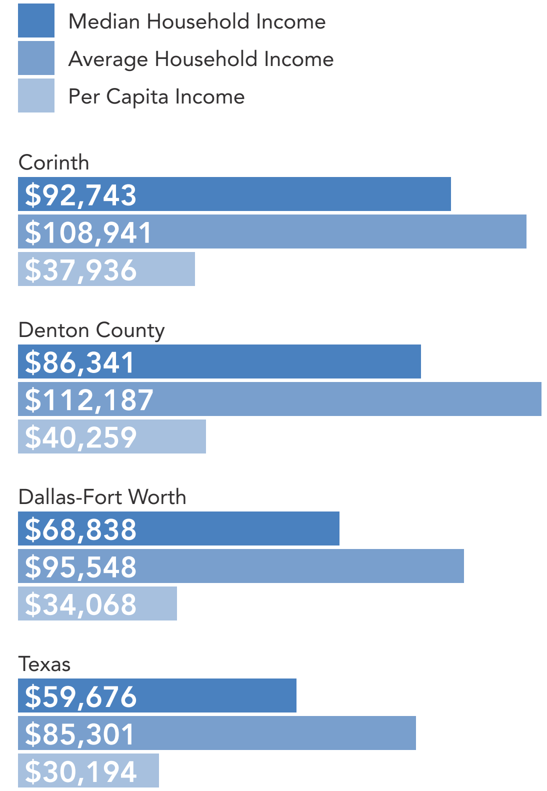


EDUCATION & INCOME

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



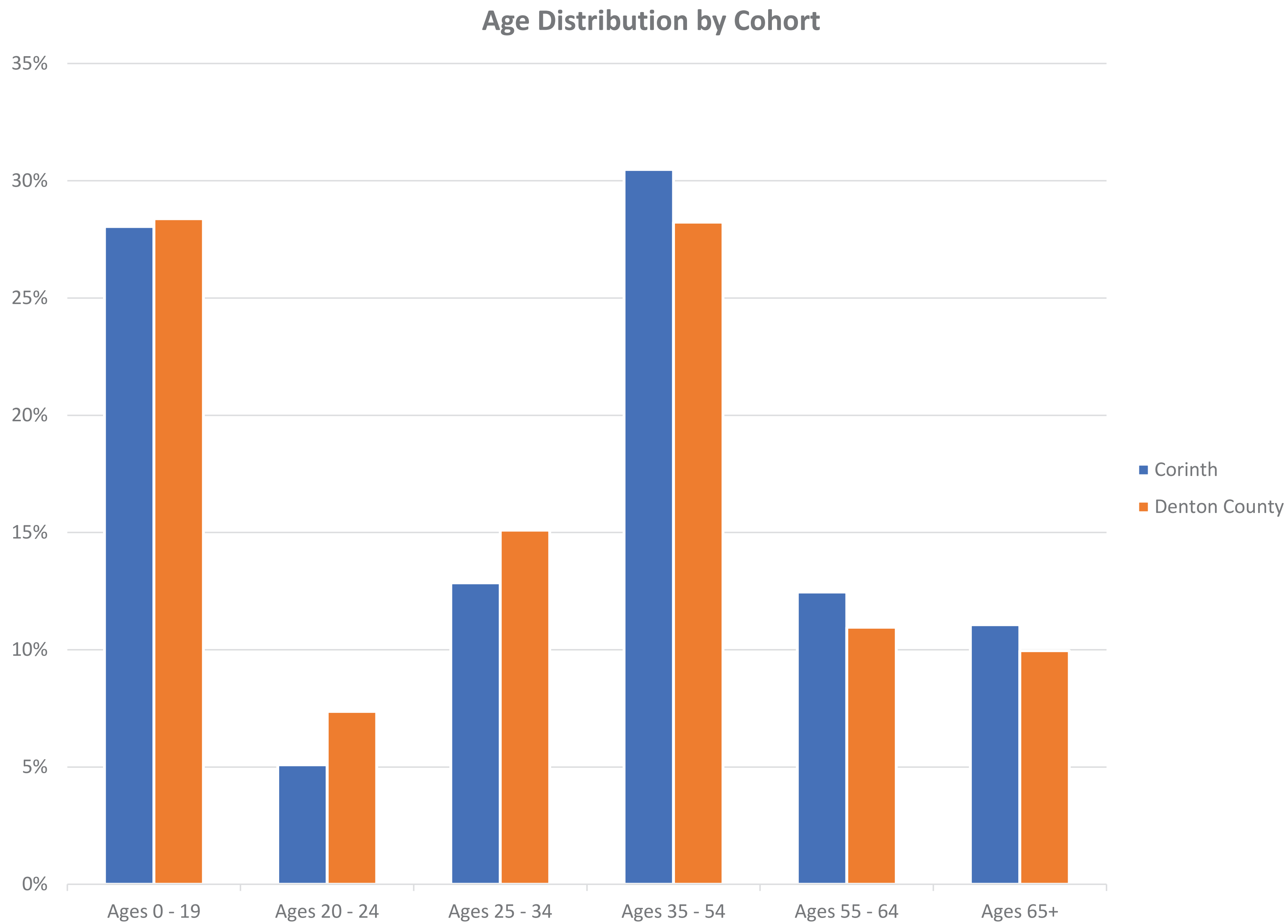
AGE

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.

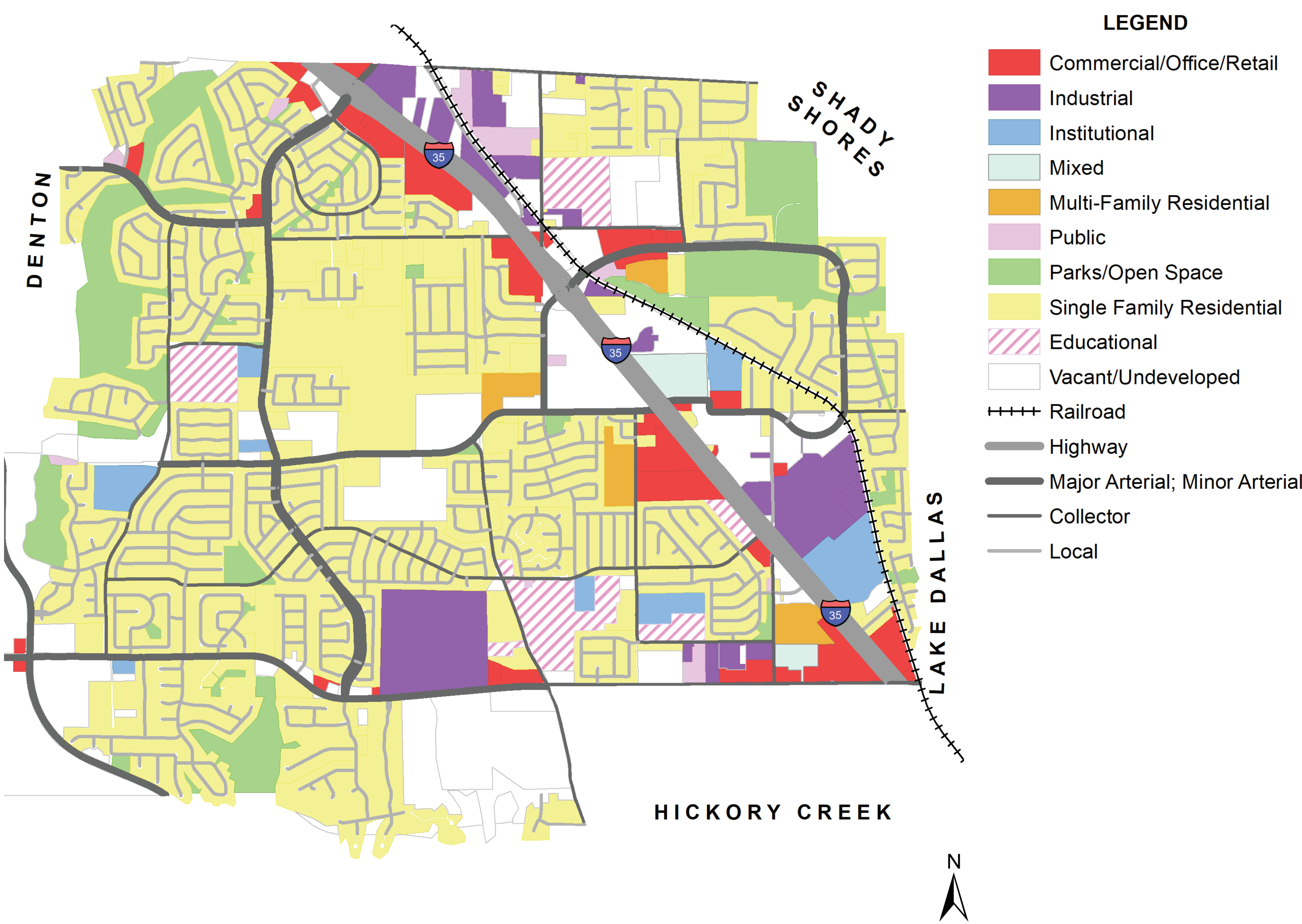
A multi-generational approach to merchandising can also help develop a complete community. While younger families may seek entertainment and dining options, an older population may have a focus on health and wellness.



EXISTING CONDITIONS

EXISTING LAND USE

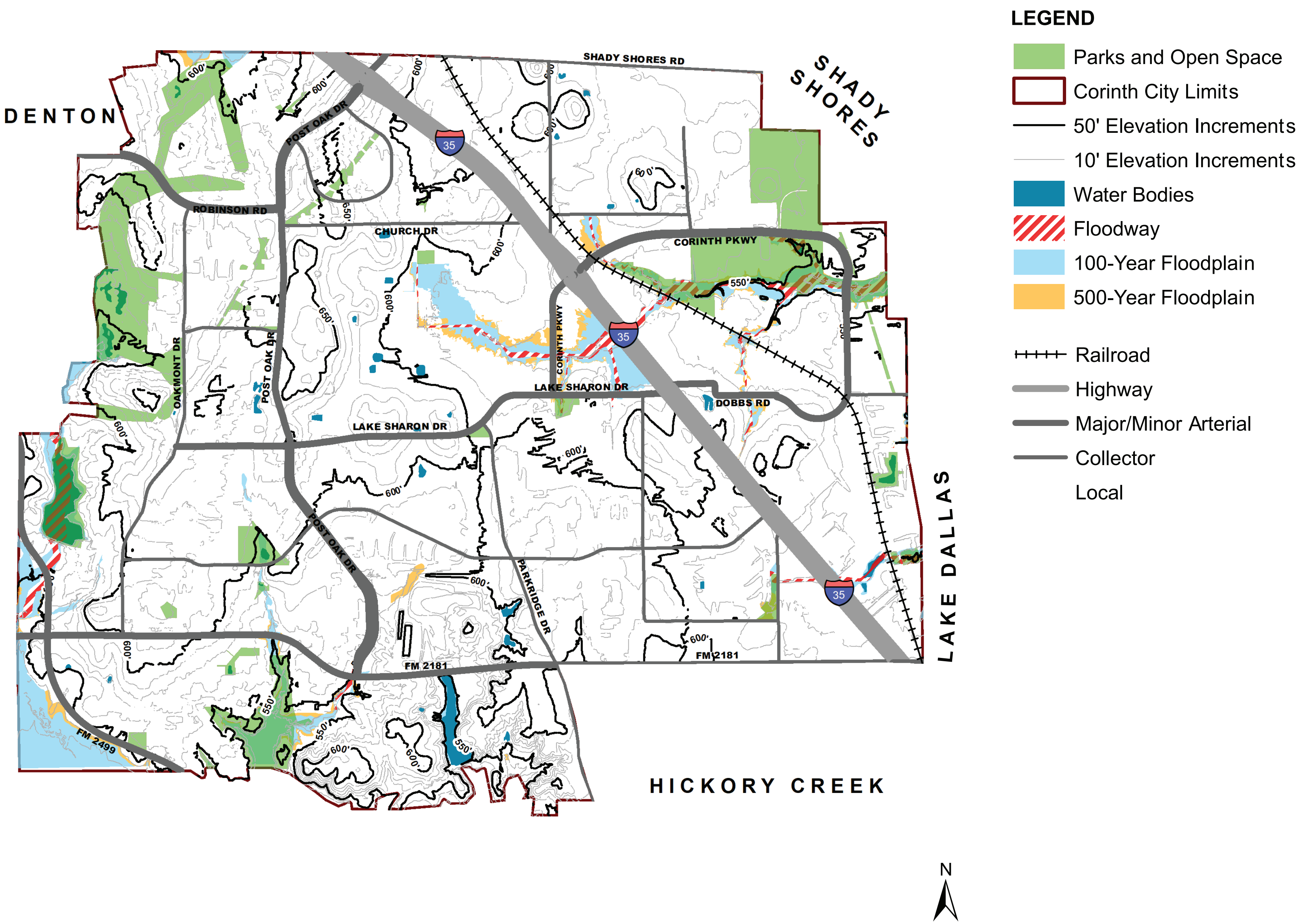
Attributes of the existing land use include a general focus on commercial alignment along Interstate 35E and other TxDOT highways. The land use also recognizes a City Center surrounding some of the large tracts of land along Lake Sharon Drive in the center of the City. An additional activity center is 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.



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

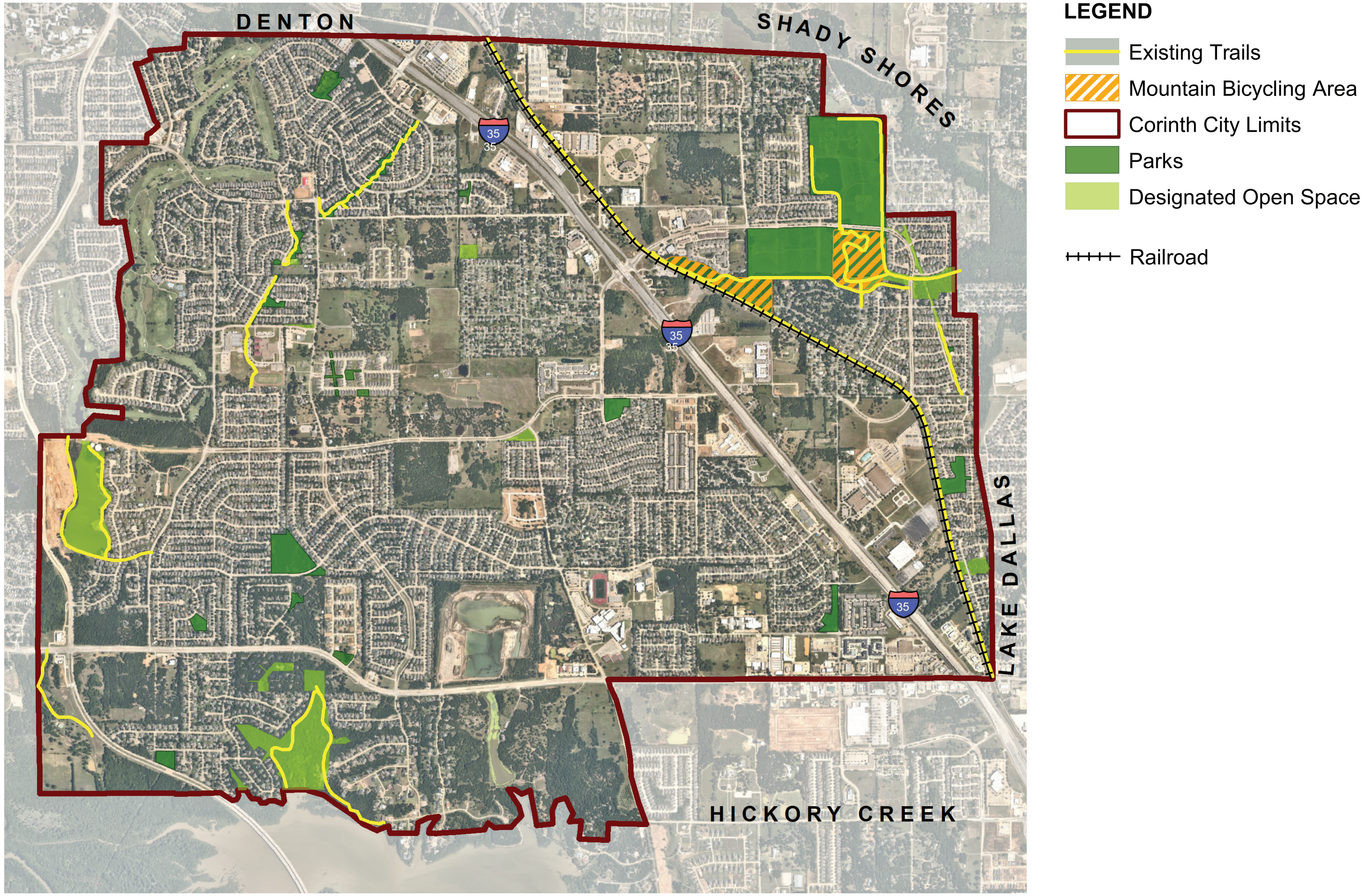
408 acres of open space

176 acres of publicly maintained parks

16 public parks

10.3 miles of trails

8 employees maintaining public parks



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.

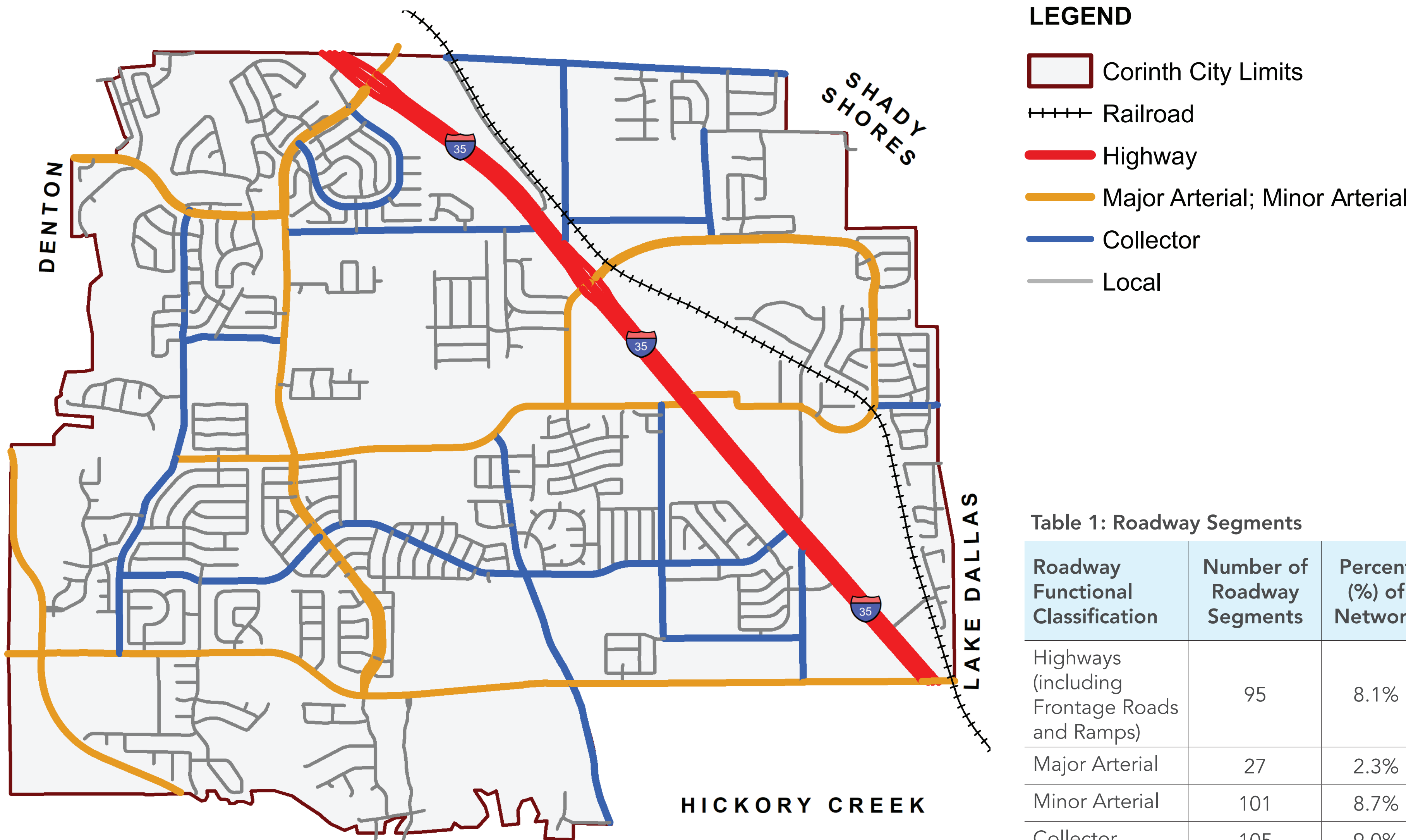


Table 1: Roadway Segments

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%

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.

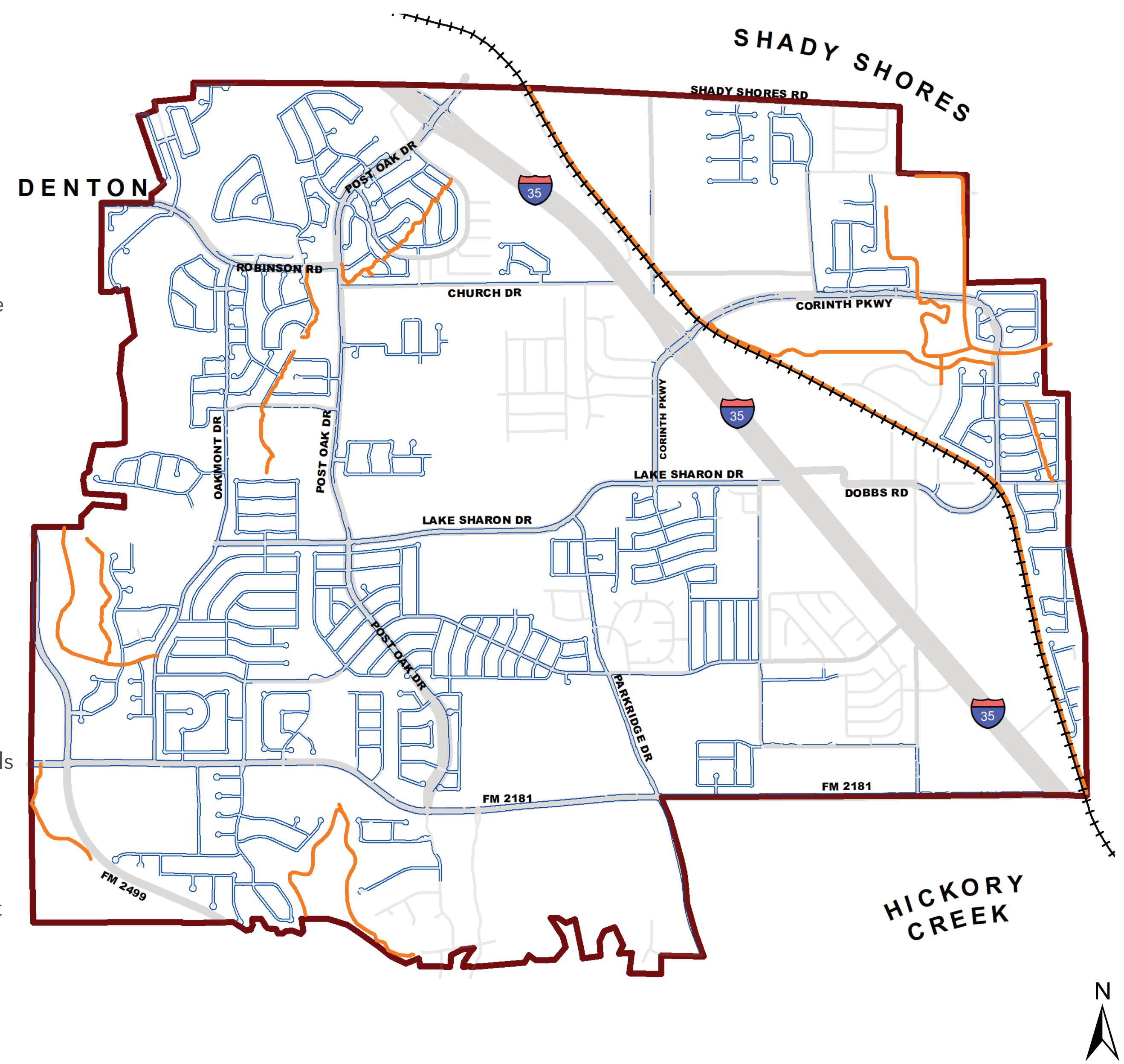


Table 2: Sidewalk Segments

Sidewalk Presence	Number of Roadway Segments	Percent (%) of Network
Sidewalks on both sides of the street	757	64.9%
Sidewalks on one side of the street	71	6.1%
No sidewalks present	339	29.0%
Total	1,167	100%

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.

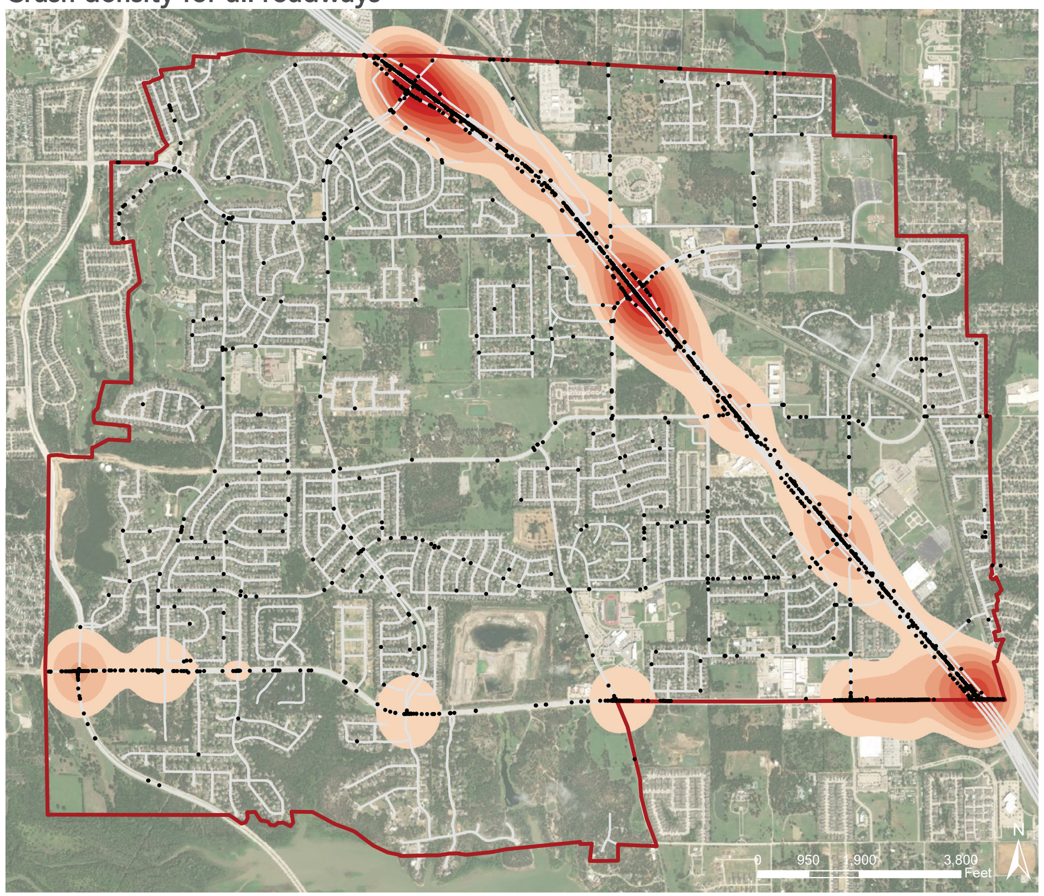
LEGEND

- Crash Locations
- Corinth City Limit
- Road Network

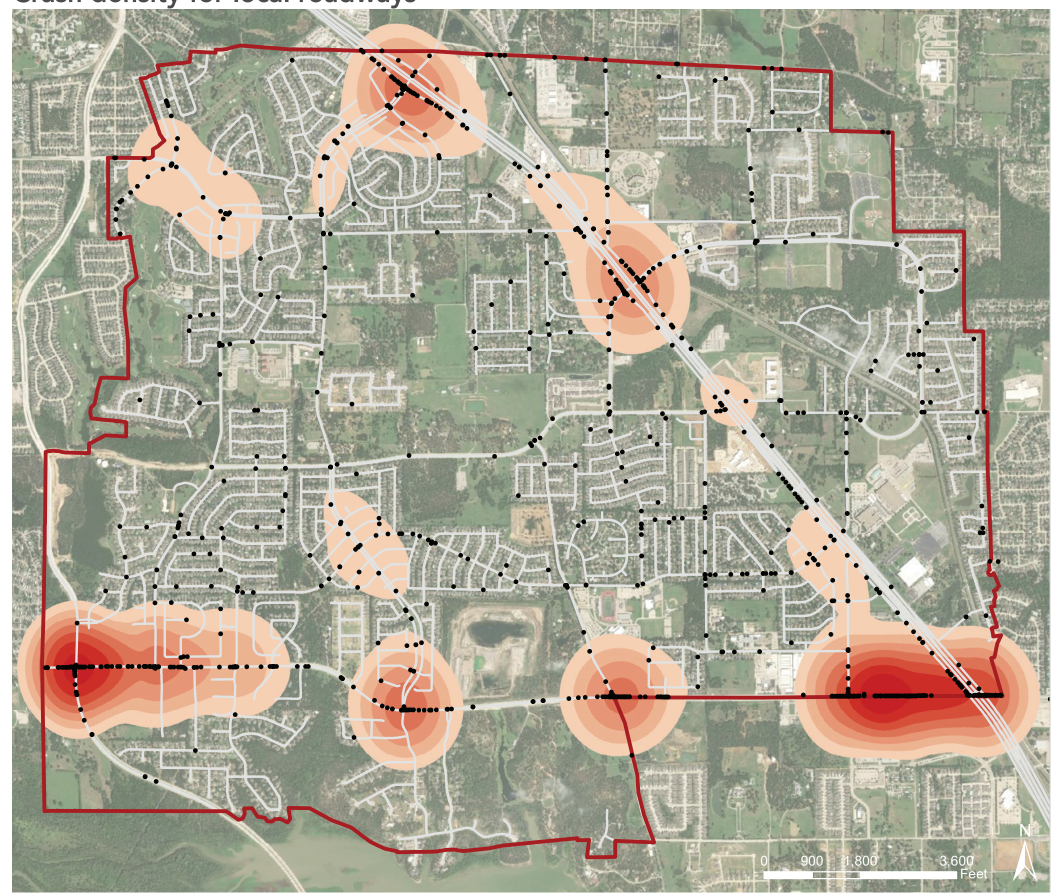
Crash Density

- Low Crash Density
- Medium Crash Density
- High Crash Density

Crash density for all roadways



Crash density for local roadways



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.

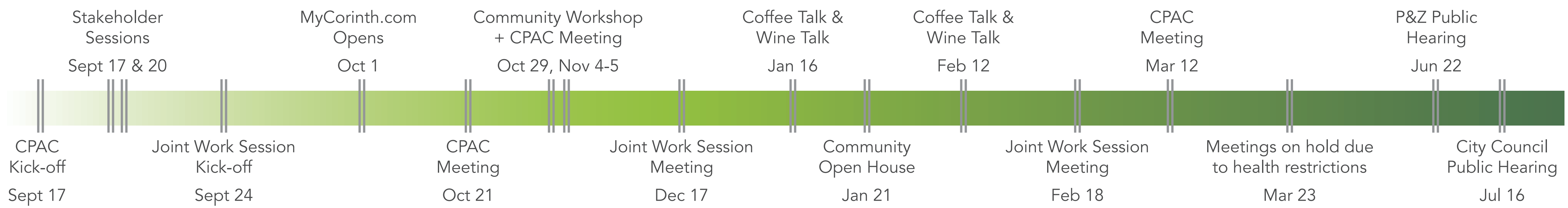
Walkable City Rules: 101 Steps to Making Better Places, by Jeff Speck, is a sequel to his book Walkable City. In this edition, Jeff provides data, analysis results and talking points for elements of walkable cities. The guidance is a documentation of the benefits that providing walkable options for transportation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

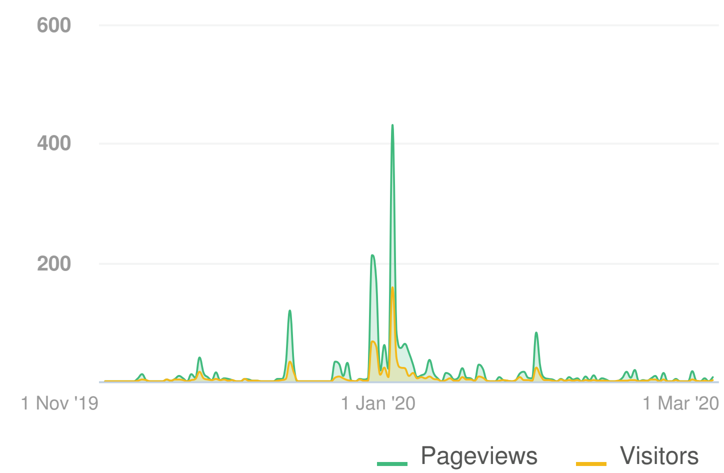


CORE VALUES AND DESIRES

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
Various Densities and Housing Types
Community Center
Small Business Friendly
Strong Identity from I-35
Places for People
Provide a Range of Housing Options
Family Centered

CATALYST
URBAN DEVELOPMENT

VISITORS SUMMARY



TOTAL VISITS
841

MAX VISITORS PER DAY
158

NEW REGISTRATIONS
62

ENGAGED VISITORS
103

INFORMED VISITORS
379

AWARE VISITORS
650

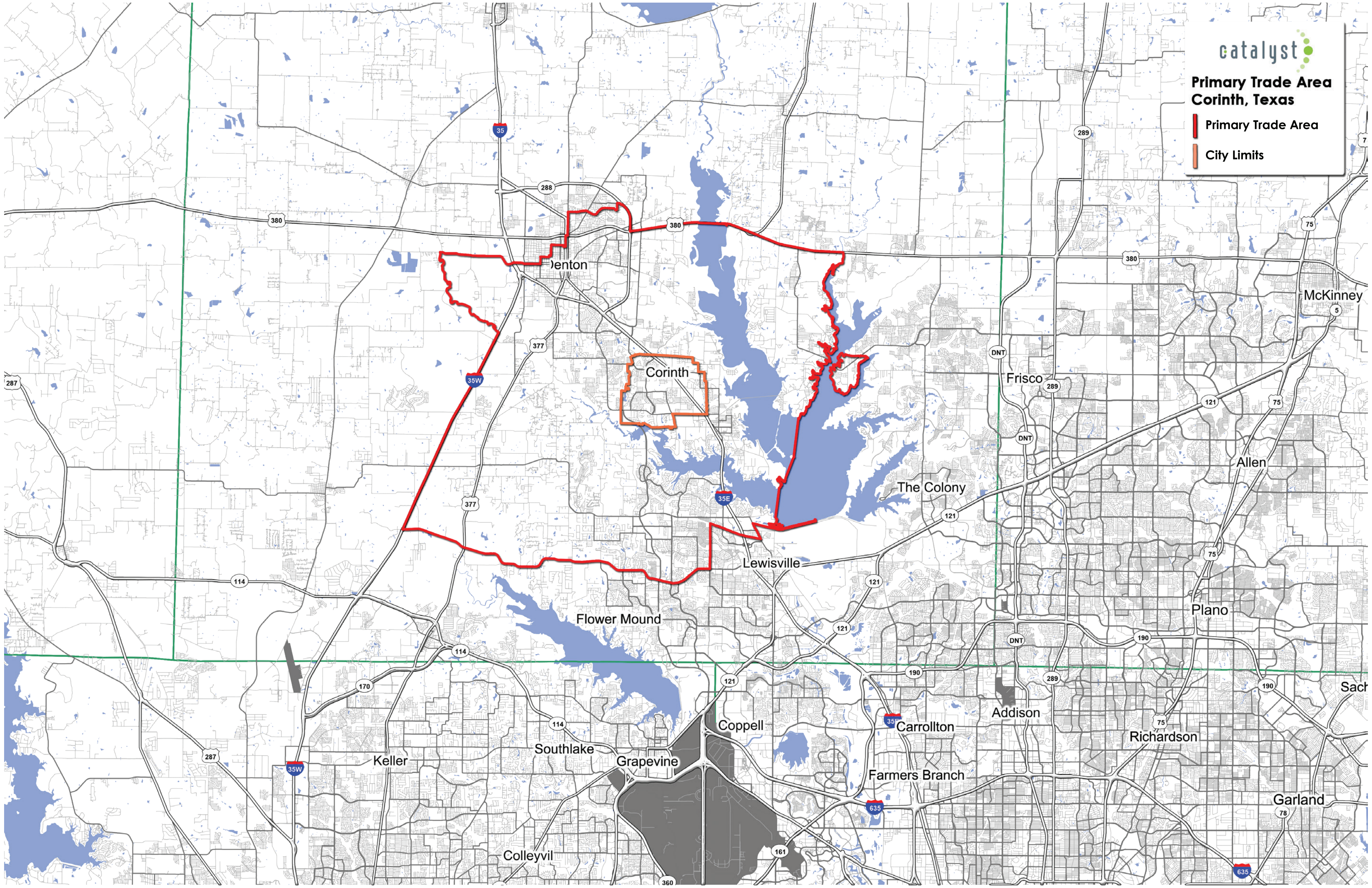
MARKET CONDITIONS

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.

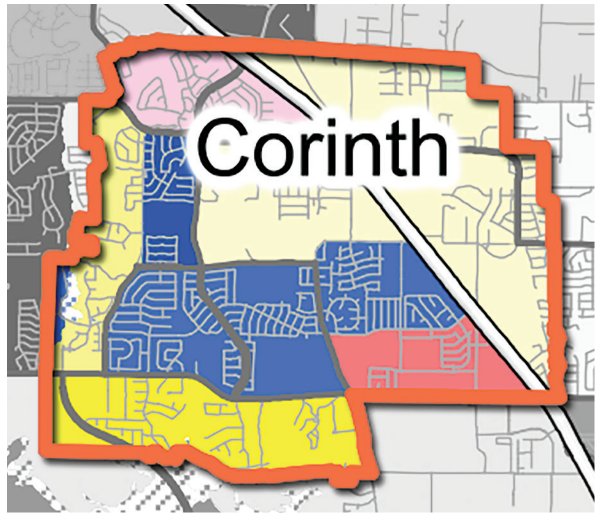
INTERCEPT STUDY - Represents the collection, analysis, and ultimately a geographic representation of a customer's location from which they travel to shop at a particular retail location.

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.

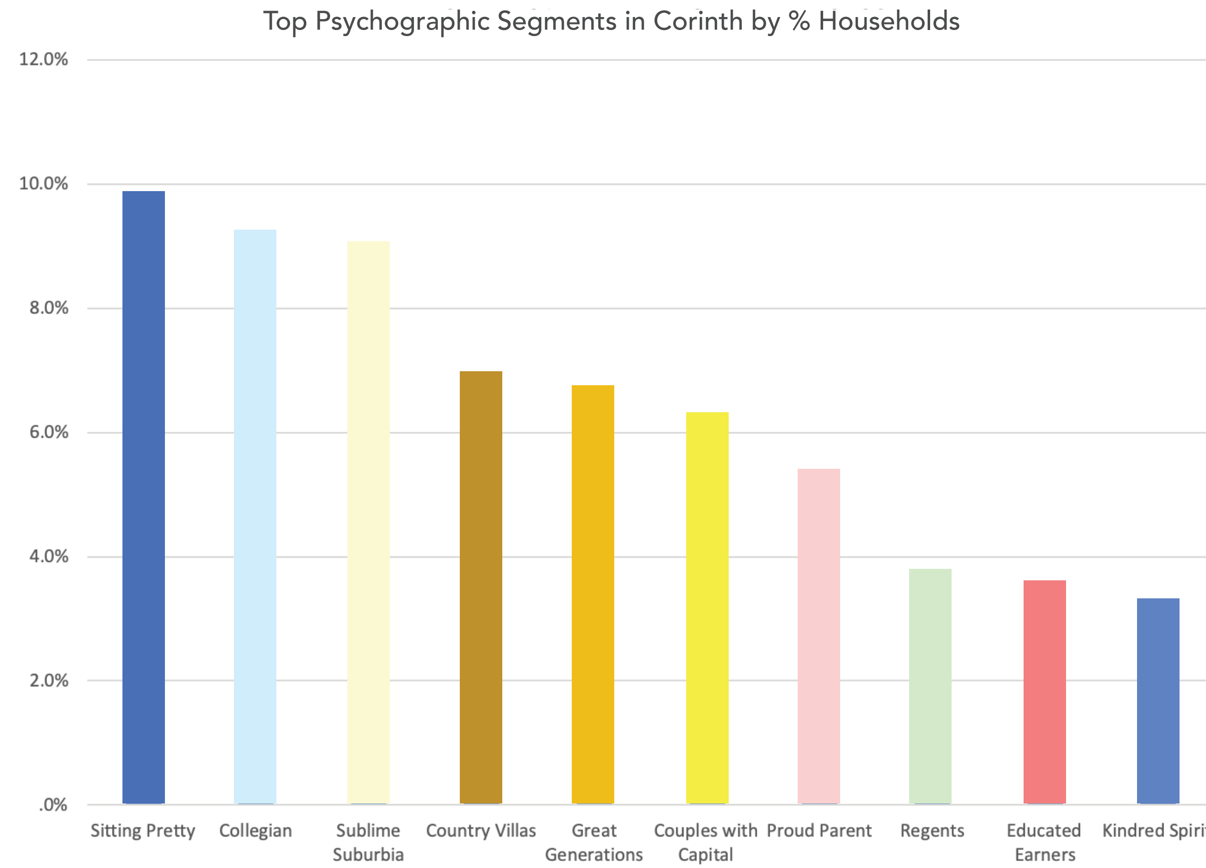
Psychographics are developed through qualitative methodology to understand consumers on psychological attributes. Psychographics study personality, values, opinions, attitudes, interests, and lifestyles. This includes a wide range of topics — from health, to politics, to technology adoption. Each consumer's 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

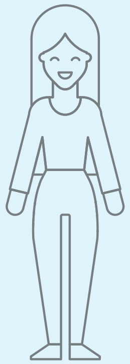
Partner with regional higher education

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

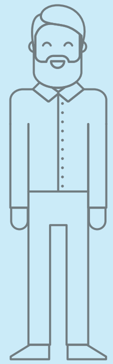
SINGLE FAMILY PROFILES



25 to 34

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

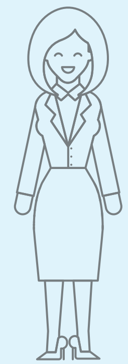
According to the National Association of Realtors 2017 Home Buyers and Sellers Generational Trends Report, this cohort is increasingly purchasing in suburban markets similar to Corinth. Forty-nine percent of buyers 36 and younger now have children under the age of 18, and over 65% of homes are represented 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%).

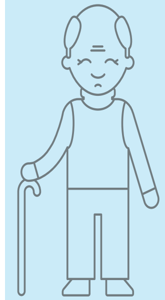
Buyers in this cohort are in their prime purchasing years, likely with children under 18 years old. Buyers in this cohort typically purchase the highest priced homes of all buyers and have the largest square footage and most bedrooms. Neighborhood choices for this cohort are typically influenced by the 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

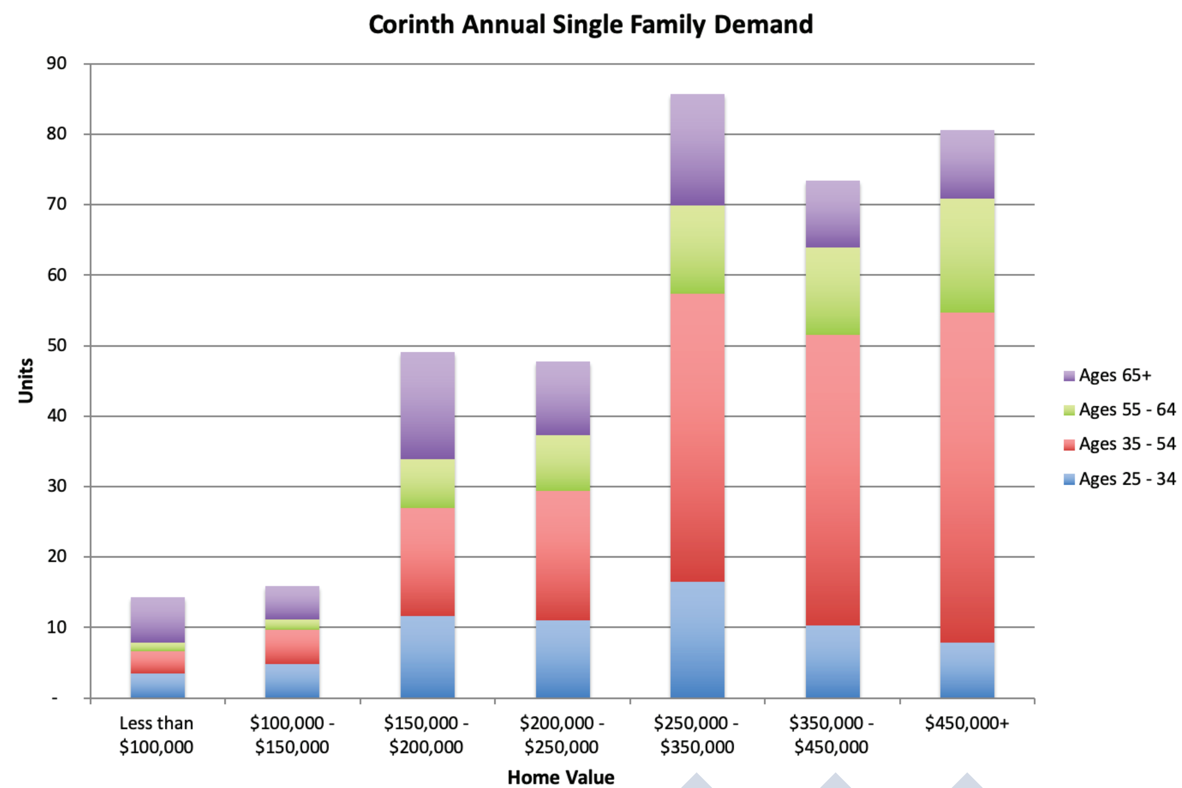
The strong outlook for the Texas Economy will continue to drive demand among both new household growth and existing household relocations for single family homes. New home demand will continue to increase throughout Corinth and the surrounding cities, and home prices will likely appreciate. Increasing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

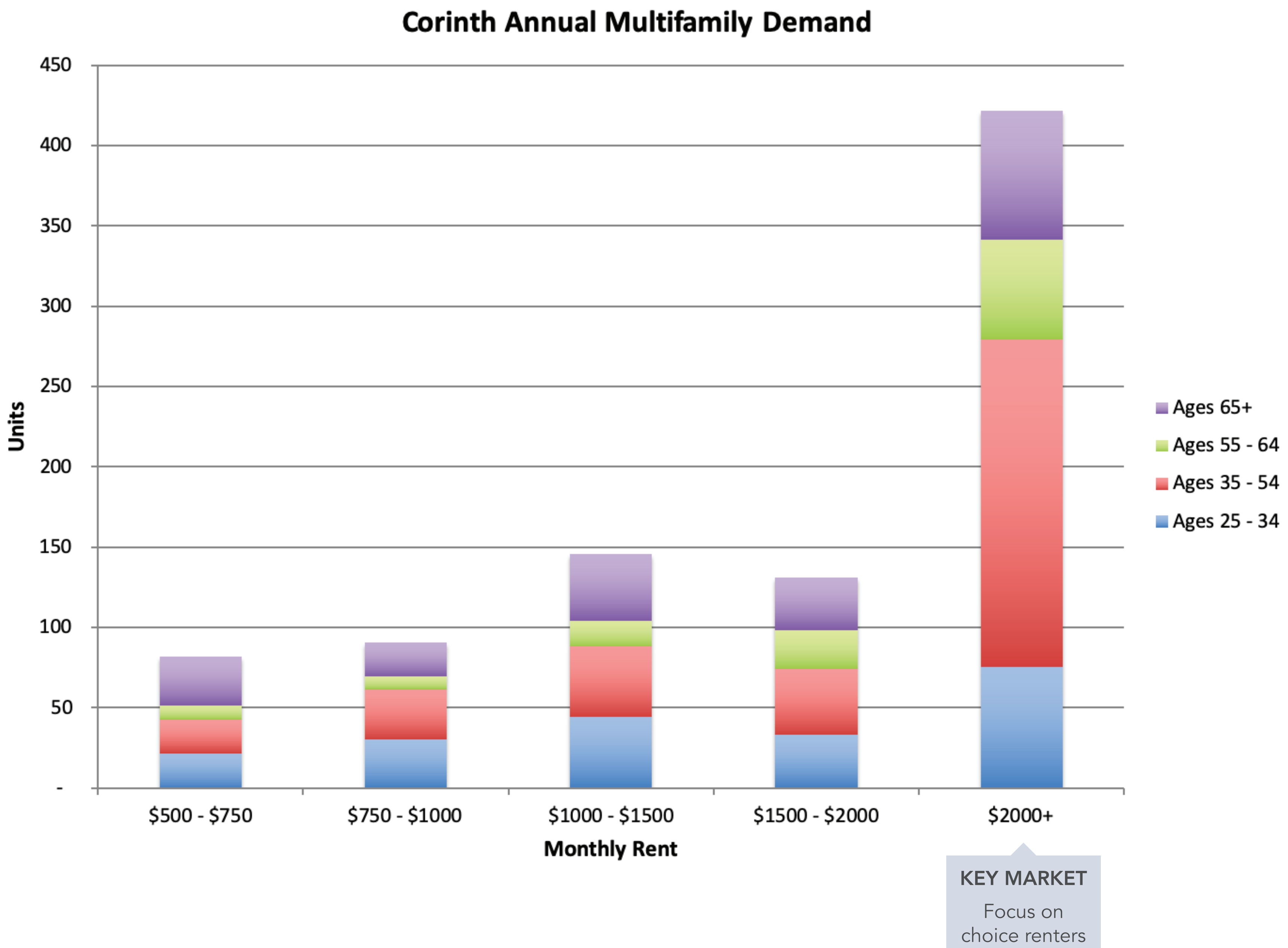
Based upon a conservative capture rate across all income categories, our projections show that **Corinth has the potential to capture over 365 newly built homes annually**. Of which, there is demand for 240 new homes valued above $250,000. Income levels also show a moderate need for housing under $250,000. 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.



KEY MARKETS

Opportunity for new types of housing

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



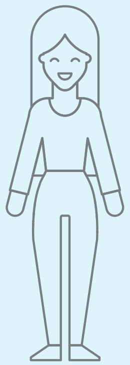
RENTAL/MULTIFAMILY DEMAND

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.

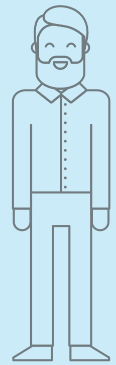
RENTAL/MULTI-FAMILY PROFILES



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".

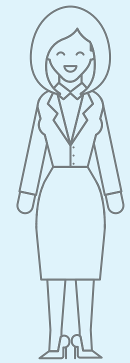
Starting-out singles tend to have limited incomes and high rent-to-income ratios. This cohort also tends to move frequently while choosing smaller apartments in Class B & C properties in suburban markets. Similarly, the young adult roommate cohort tends to move frequently, but tend to live in higher-end 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.

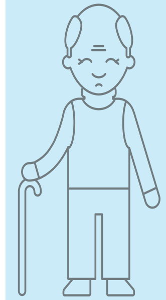
Renters in this cohort are predominately characterized by their age (mid 40's), moderate median incomes ($50,000's), and propensity to renew leases. These residents are typically single or non-married, and without children, which allows them the freedom of living in the suburbs in quality developments,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

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

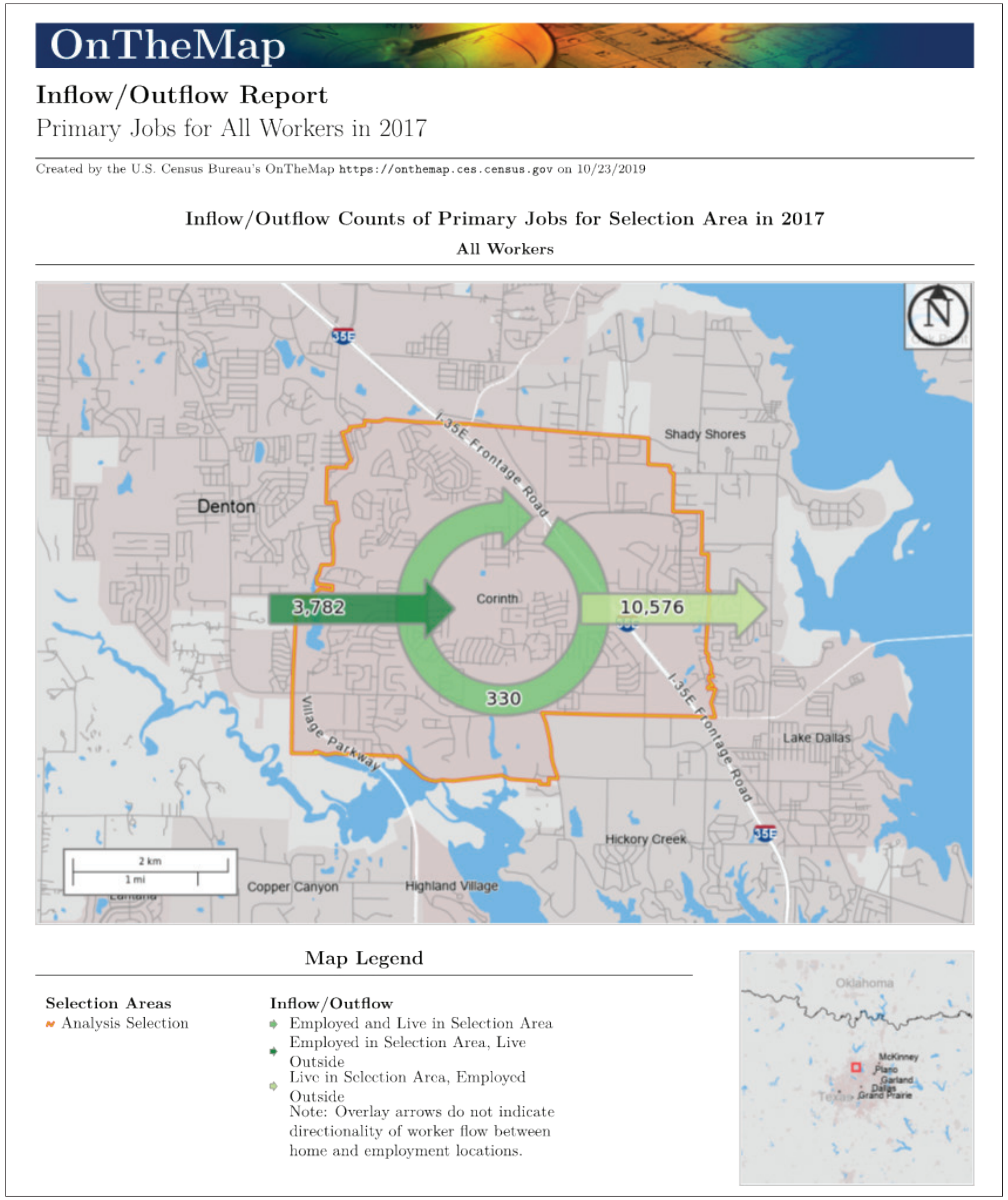
As the Dallas-Fort Worth market continues to expand, Corinth can attract corporate opportunities through its skilled young workforce, access to several universities, competitive real estate costs, regional accessibility to quality workforce clusters, and most importantly a favorable regulatory environment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

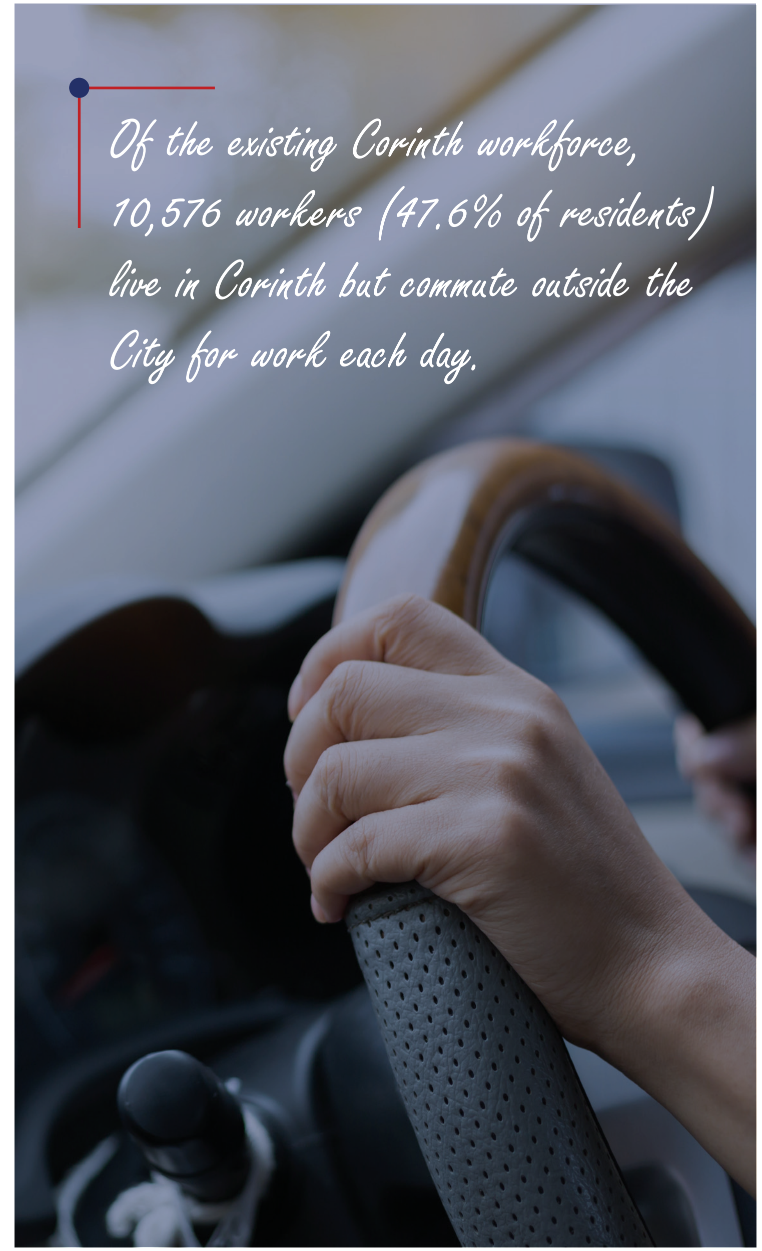
Daily talent loss

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))



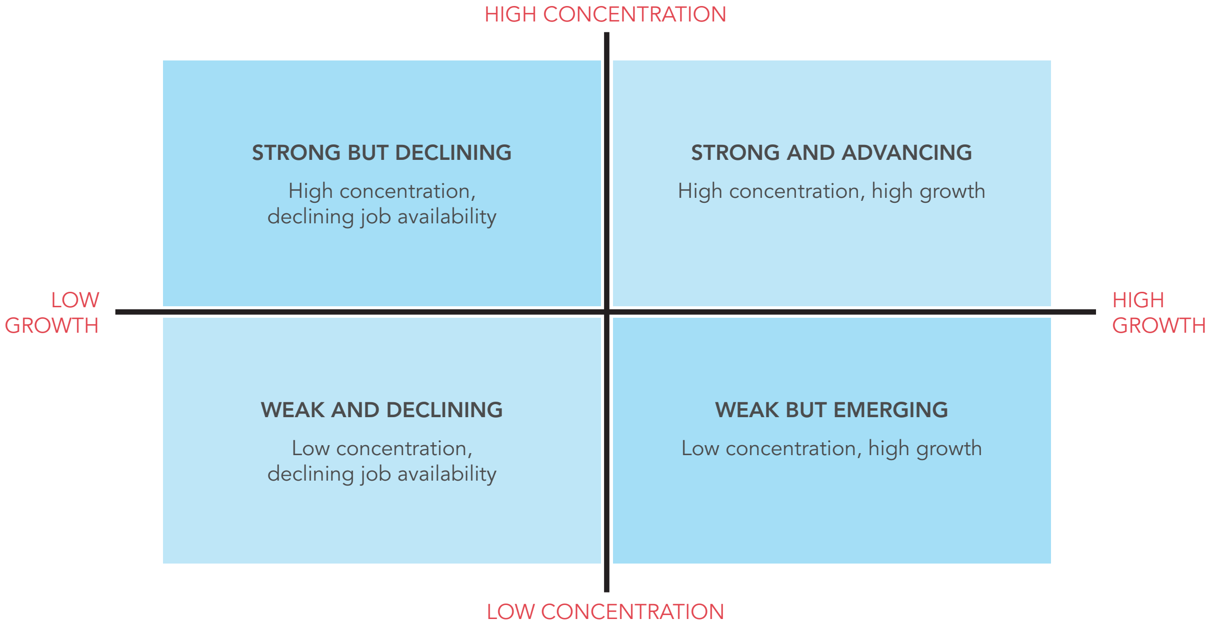


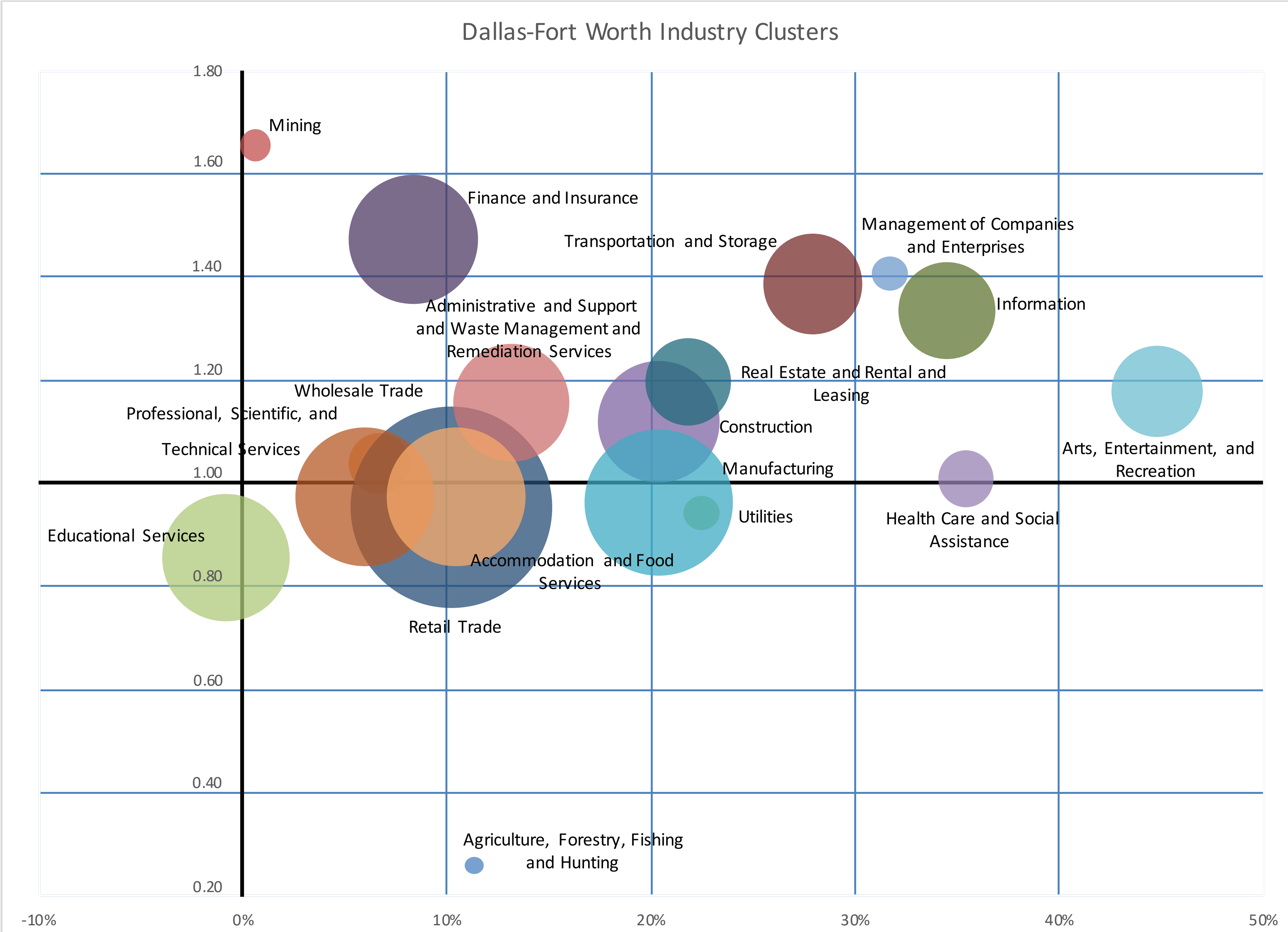
CLUSTER ANALYSES

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.

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

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.

3

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 indicators[1] 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

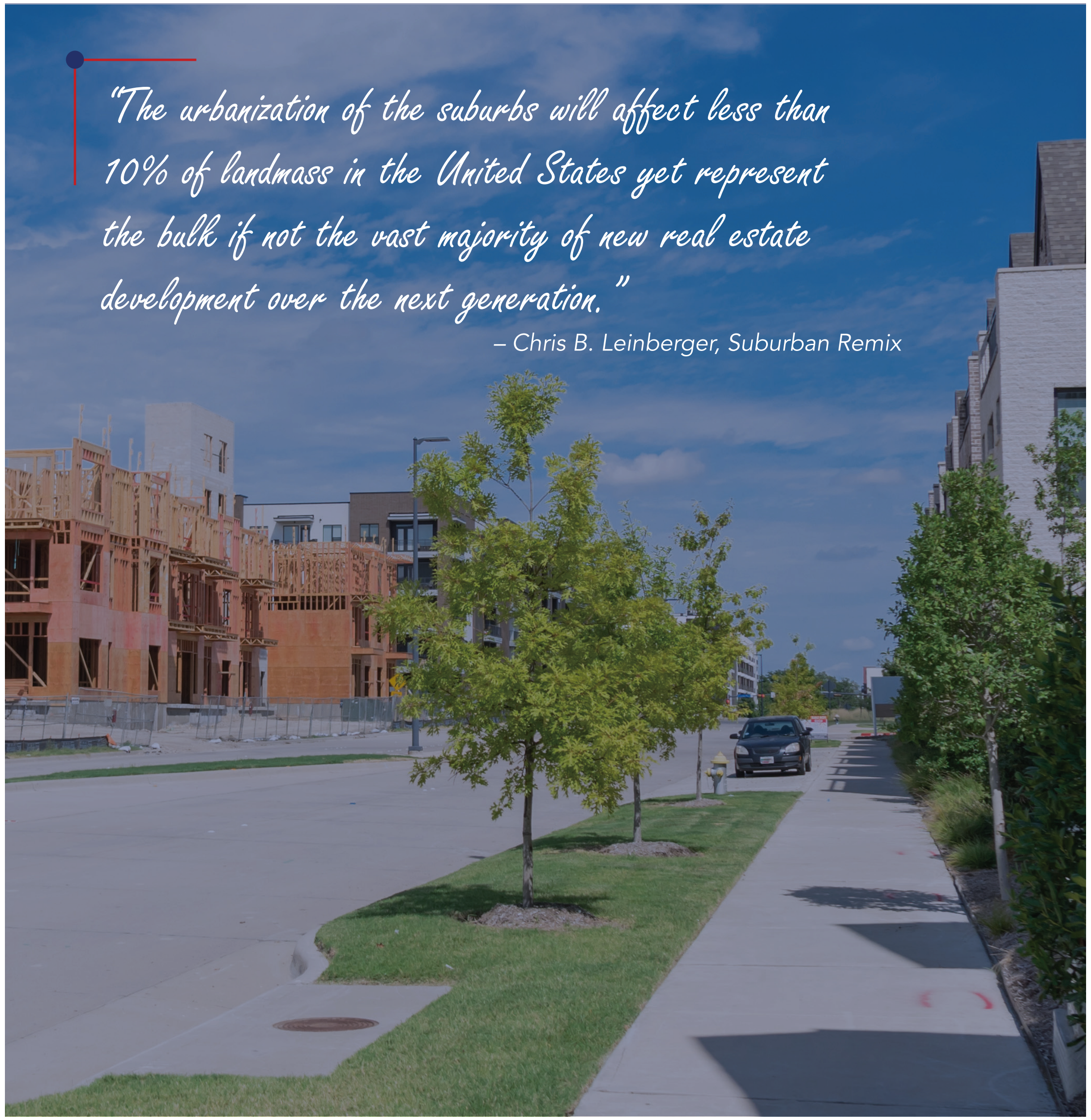
BUILDING TOWARDS A SMARTER AND SUSTAINABLE CORINTH

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

4 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:

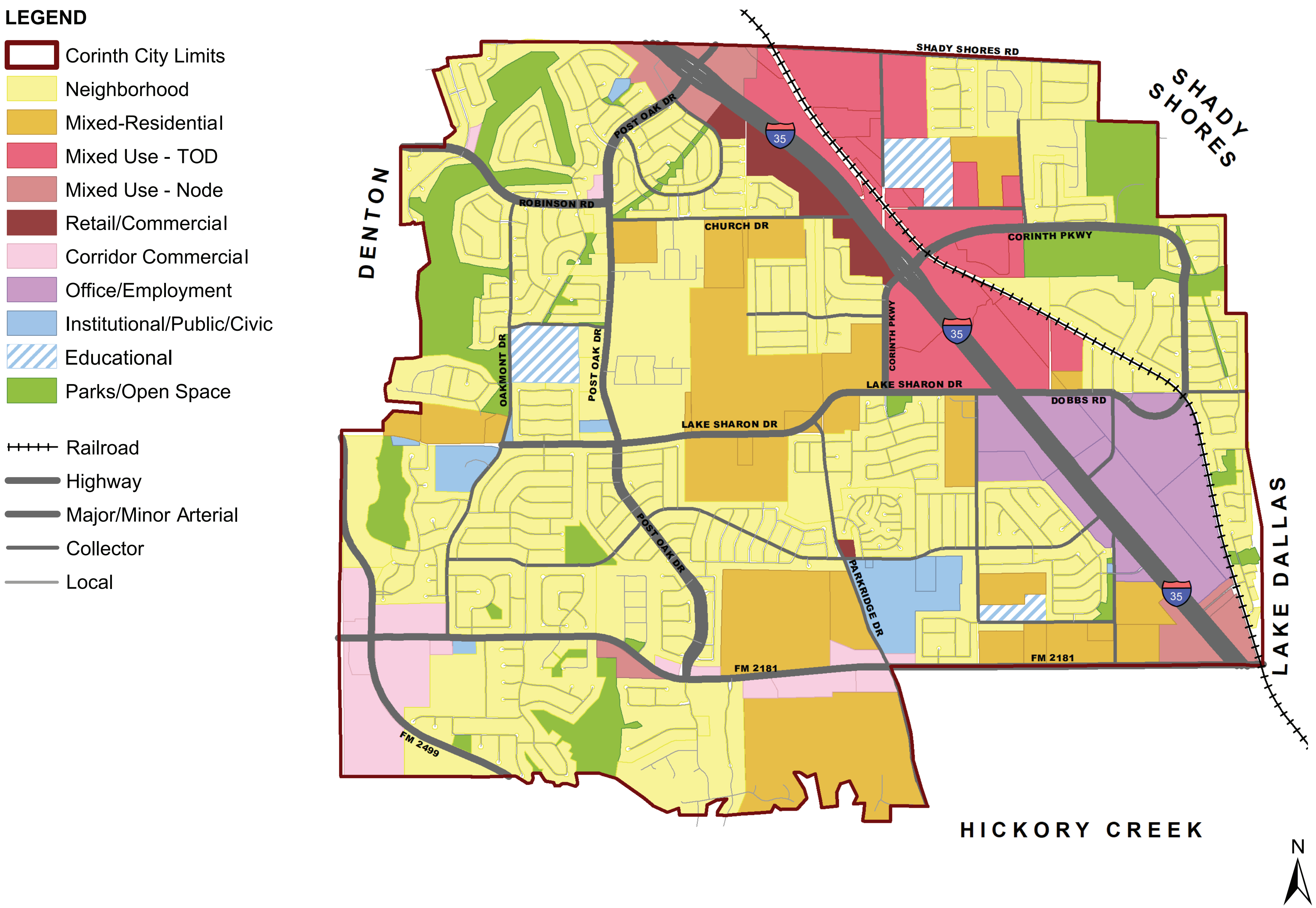
Encouraging a Master Planned approach for development of the remaining undeveloped properties in Corinth with a goal of maximizing the market opportunities to attract a range of development options that provide higher development predictability for both developers and residents alike. With limited undeveloped 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.



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.

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 sideway 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






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

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






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 land area within the land use type 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

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
College/ University
Hotel/ Conference
Flex Office/ Light Industrial
Retail/ Restaurant
Mixed-use residential
Mixed-use Office
Multifamily
Townhomes
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.

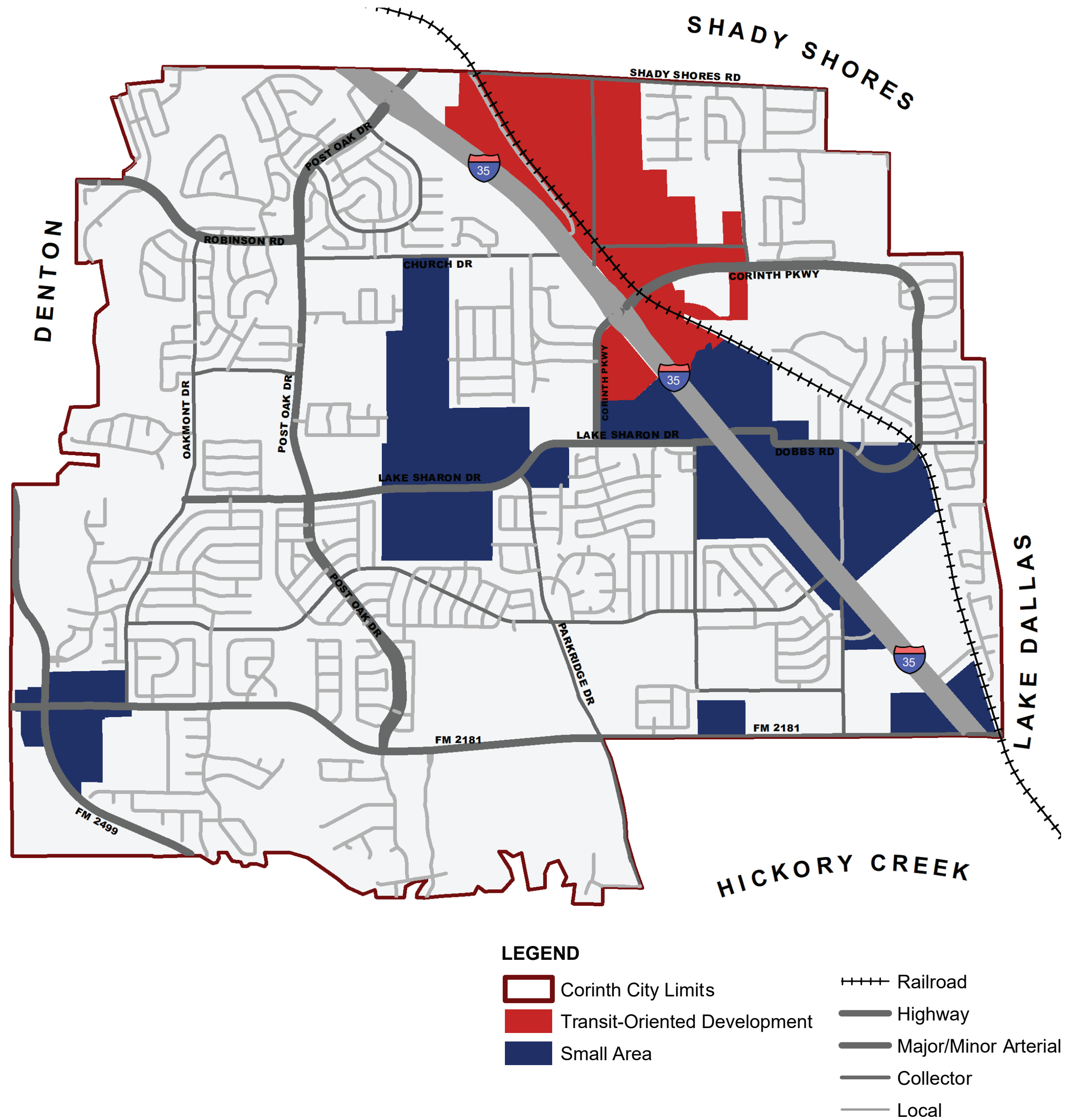
In addition to using the recommendations for the different place types in this Chapter, City officials, developers, and residents can utilize the scenarios developed for the specific focus areas. The Focus Area chapter provides more site-specific recommendations for development based on existing conditions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

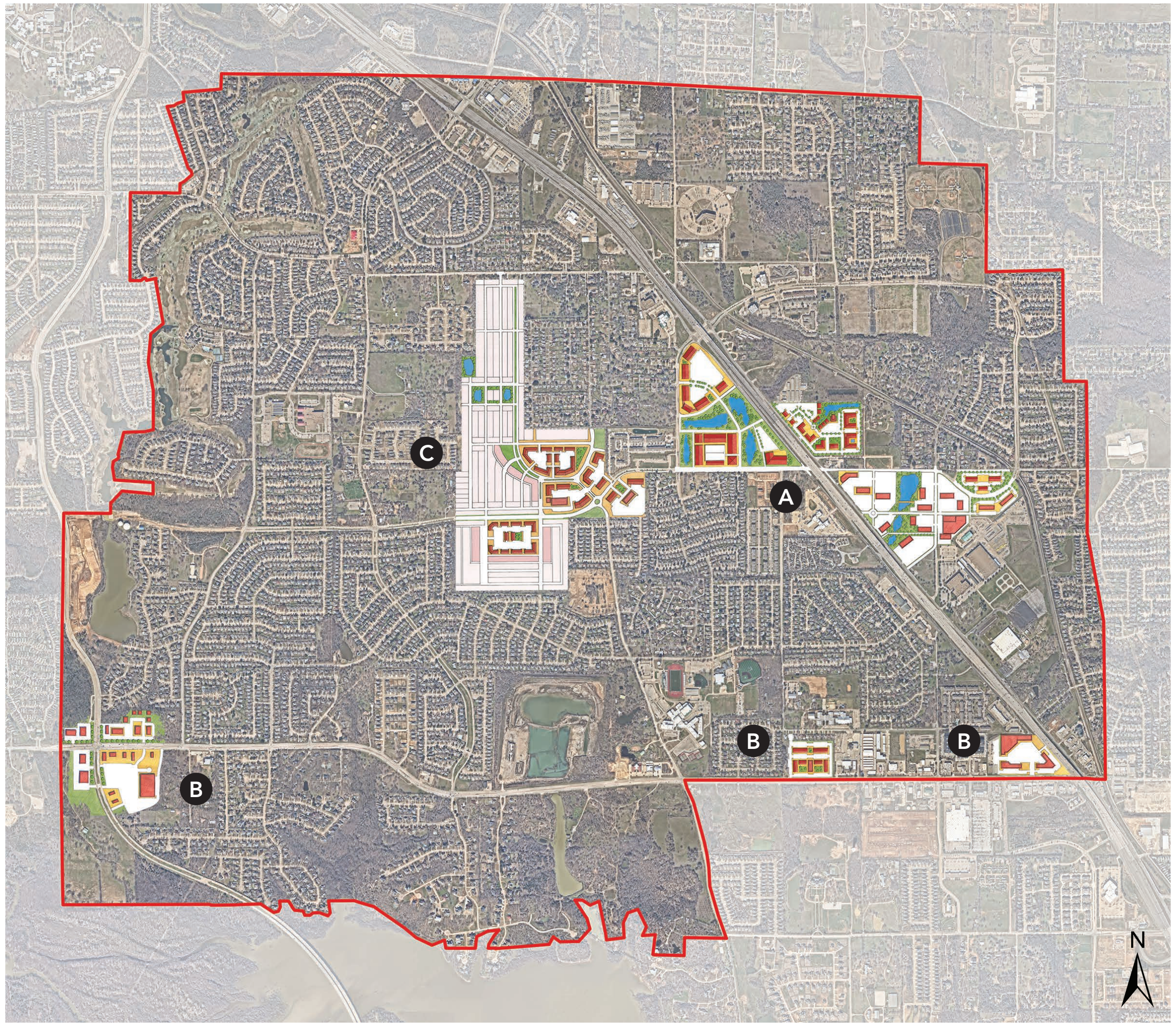
- Provides more efficient use of land
- Accommodates more compact and walkable mix of uses, especially quality retail and restaurants
- Preserve and integrate environmentally sensitive lands, creeks, and wooded areas as amenities into the development while providing functional uses such as detention 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



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.

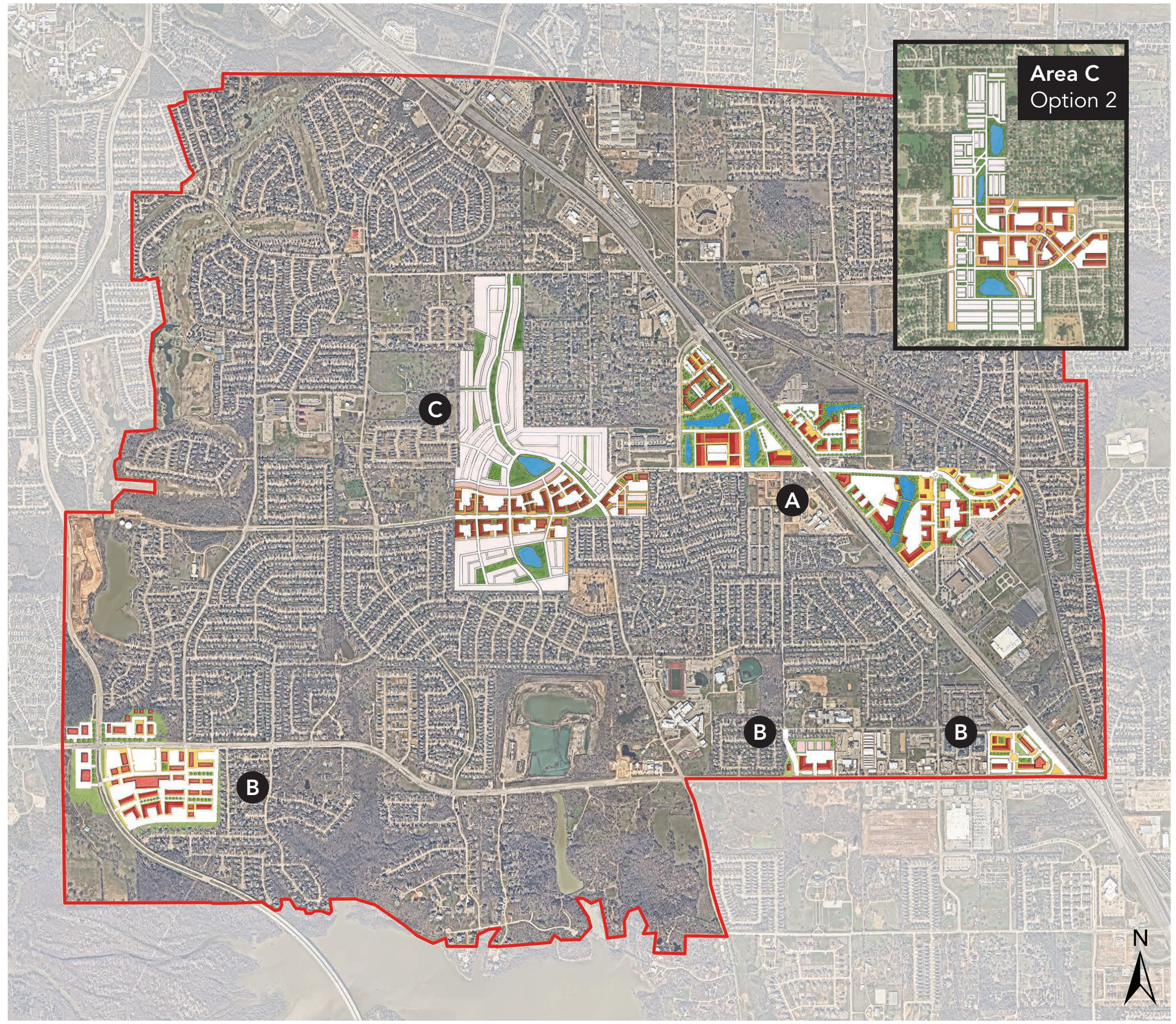


Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

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, namely 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.

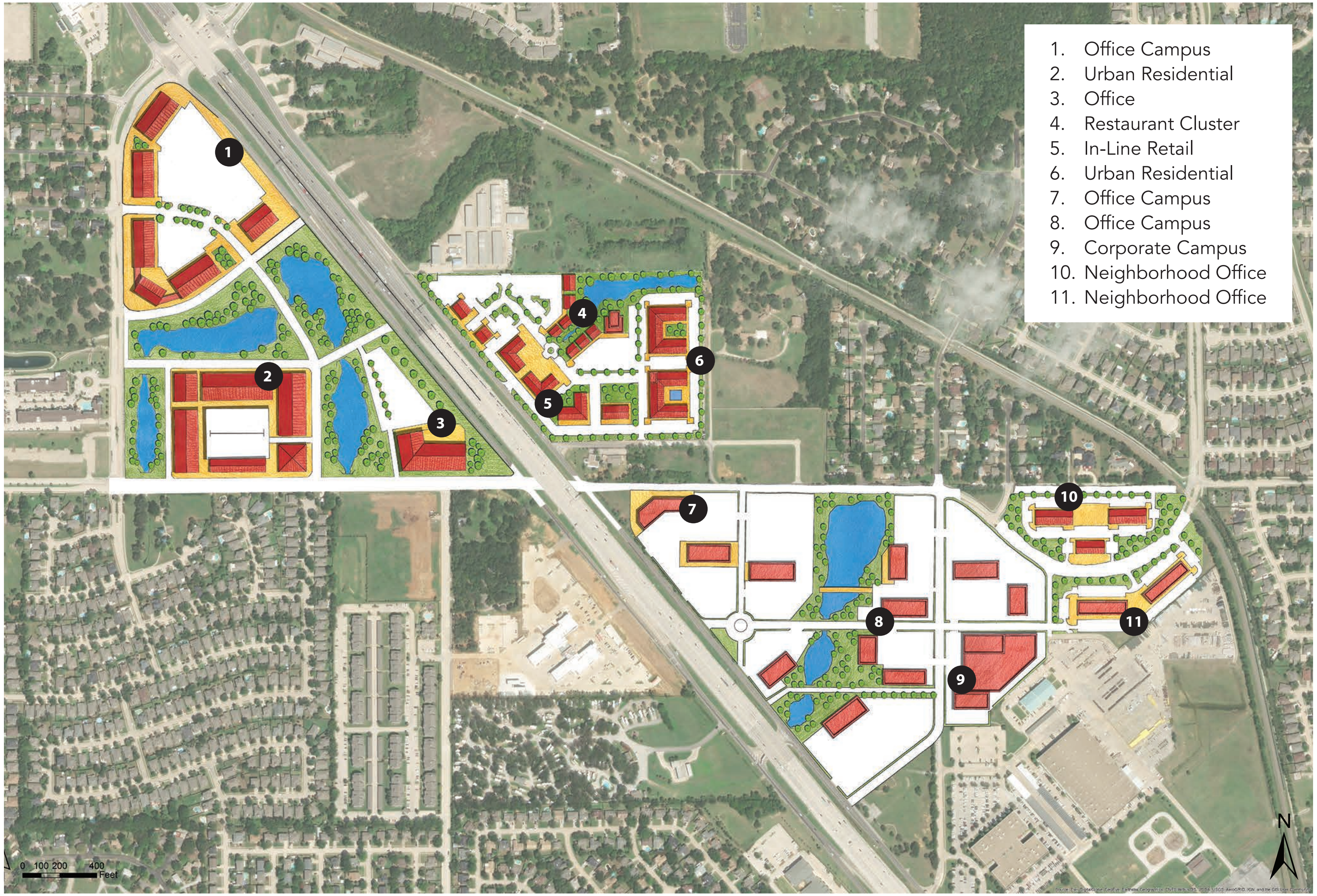


Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

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.



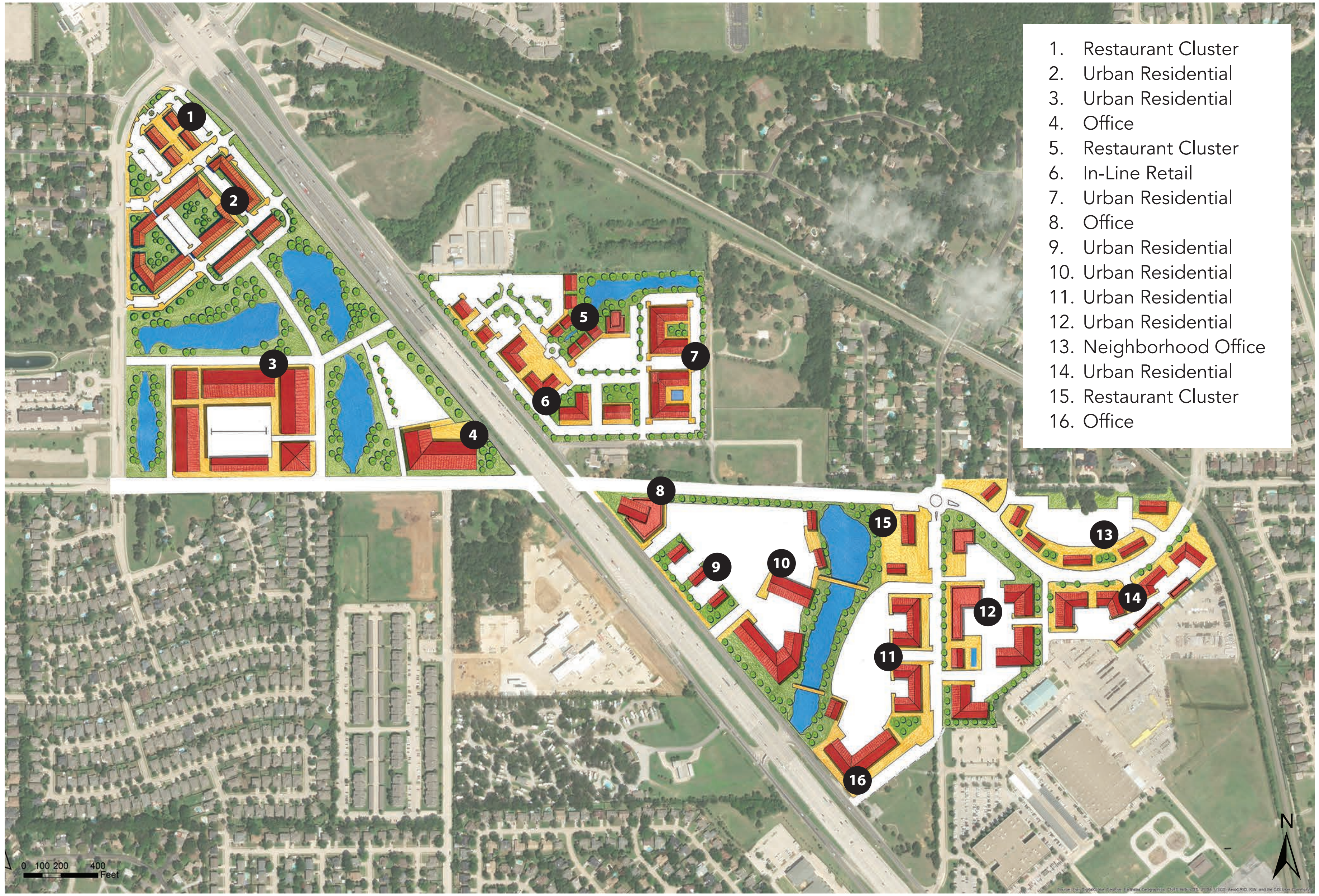
Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.

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.

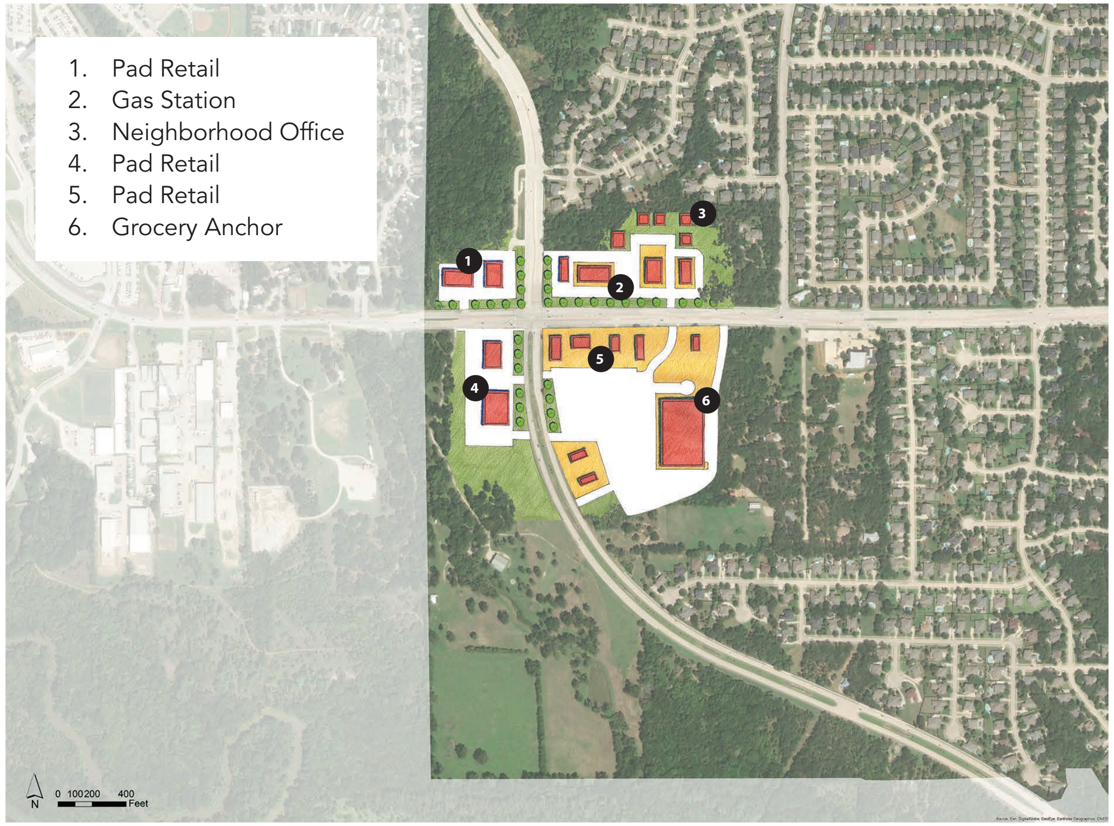
Note: Scenarios were an exercise to test various market conditions, in order to inform the preferred development patterns in this Comprehensive Plan. These scenarios do not reflect the what is permitted by zoning.



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

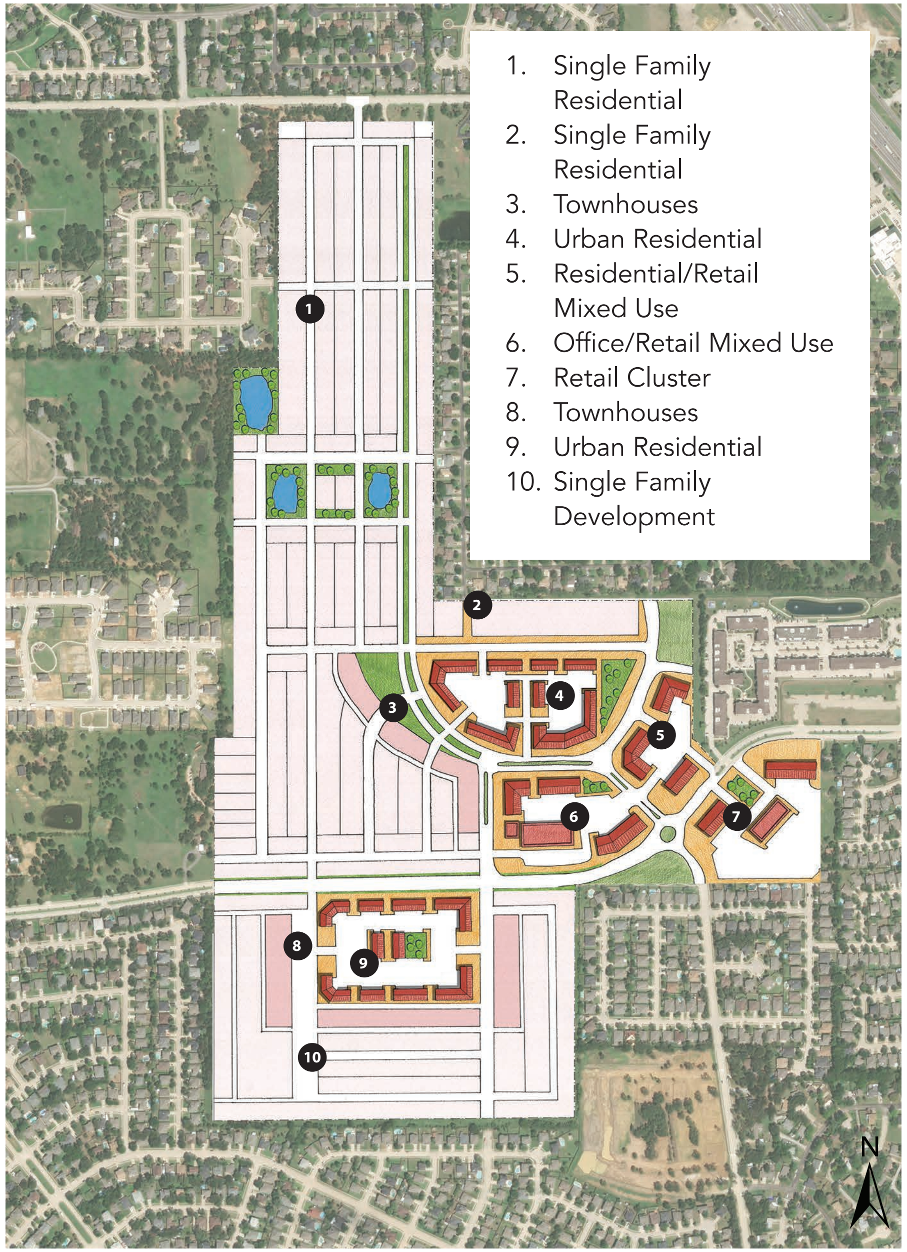
FM 2181 EAST

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

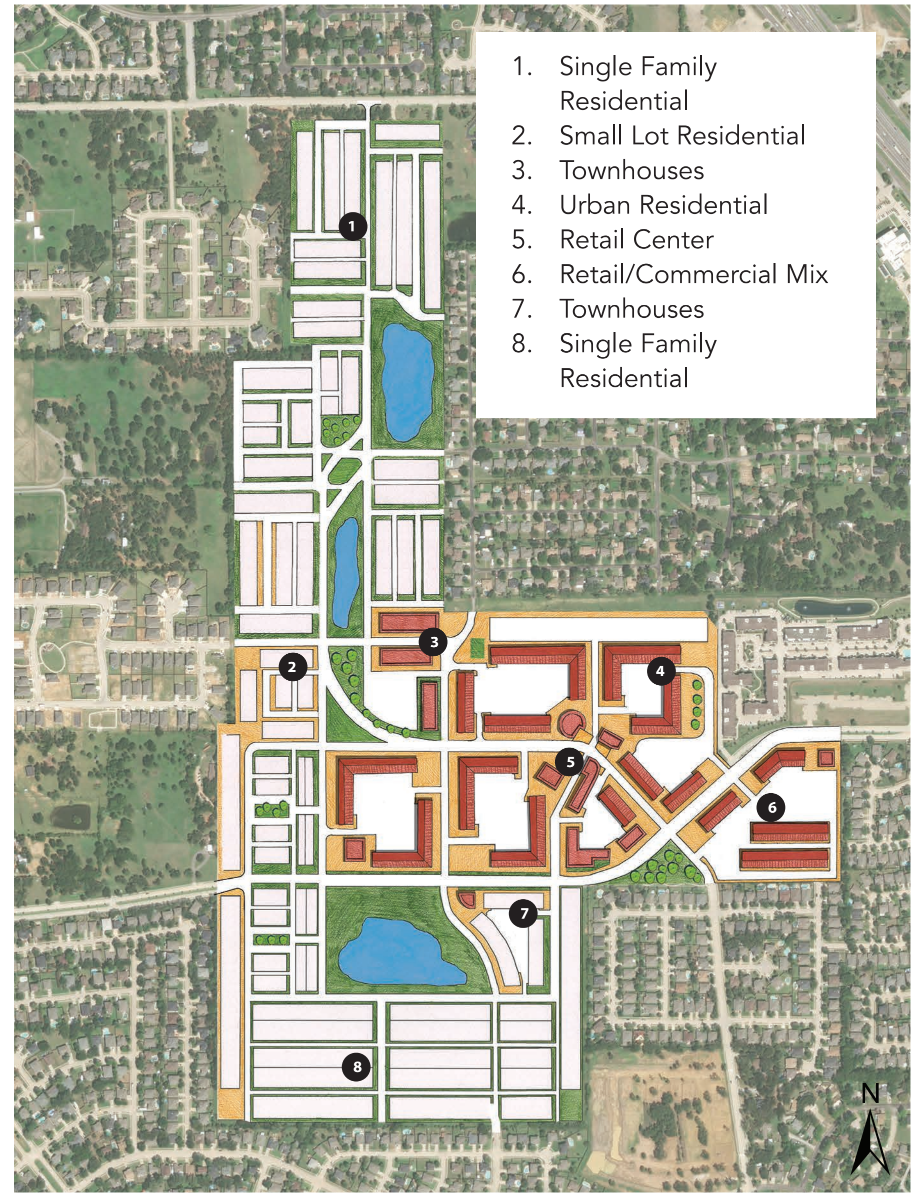
The alternative to the optimized development opportunity outlines the ability to have a formal open space and drainage amenities, while also emphasizing a higher intensity development pattern. The core location at the corner of Parkridge and Lake Sharon Drive is still a major intersection, but the retail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

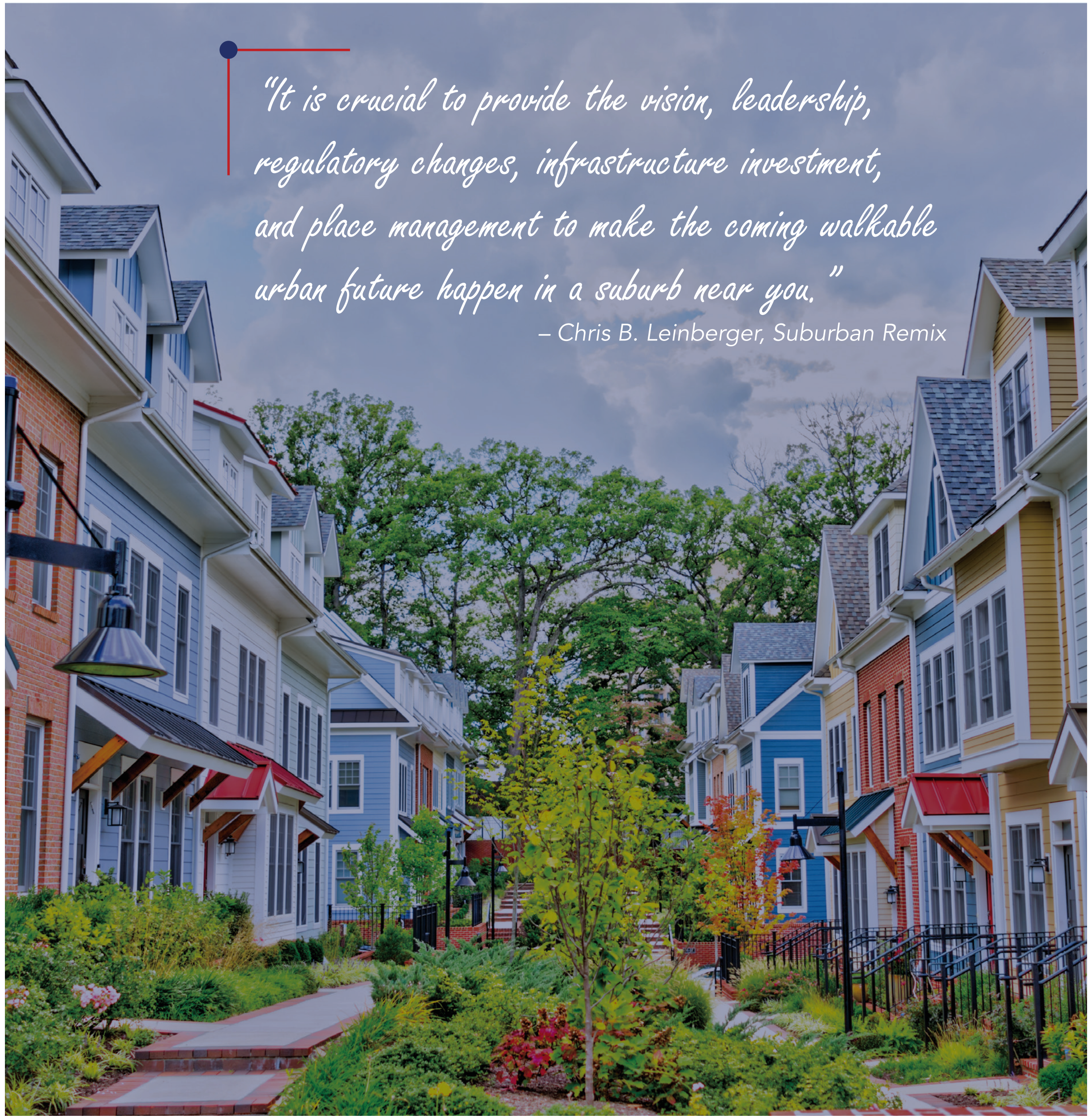
Both these options provide for higher development intensities, range of residential uses, integrated and amenitized open spaces with a longer-term build-out. The scale and intensity envisioned can support more retail and support greater amenities within the development.

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





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.

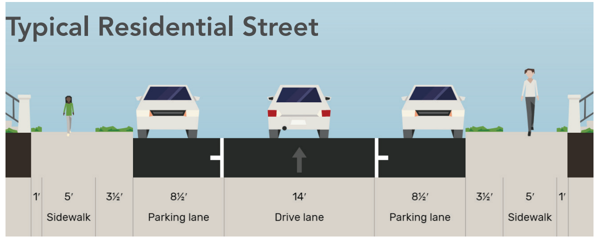
Projects proposing place types other than those shown in the Place Types Strategy may be deemed consistent with this plan if they meet a majority of the decision-making criteria identified above.

5 MOBILITY STRATEGY

INTENDED OUTCOMES

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

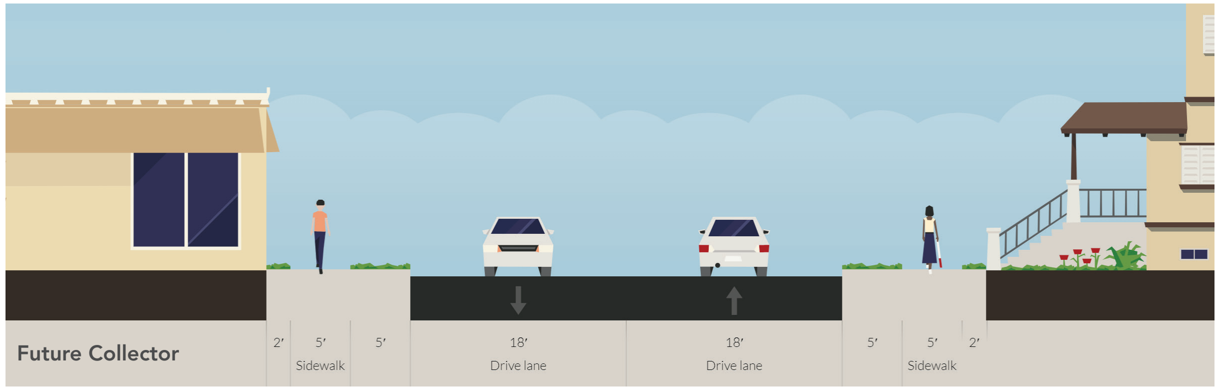
- Expands upon Corinth's existing non-motorized transportation network.
- Provides a complete network of roads to support Corinth's new residential and economic developments.
- Connects the east and west sides of Interstate 35E for all modes of transportation.
- Creates a safe bicycle and pedestrian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

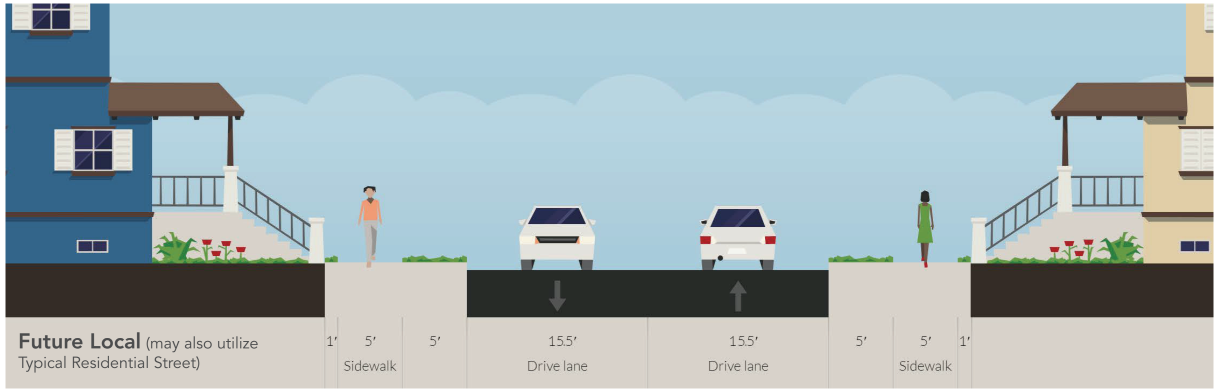


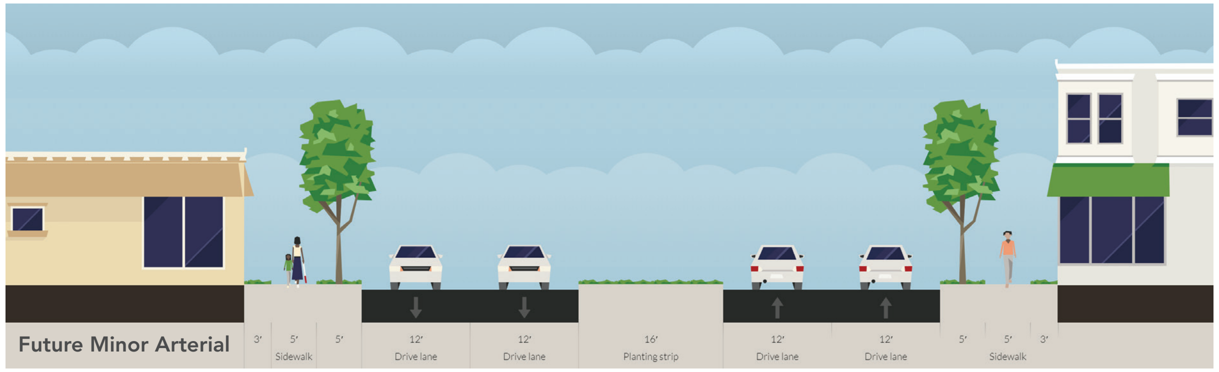
OVERVIEW

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.





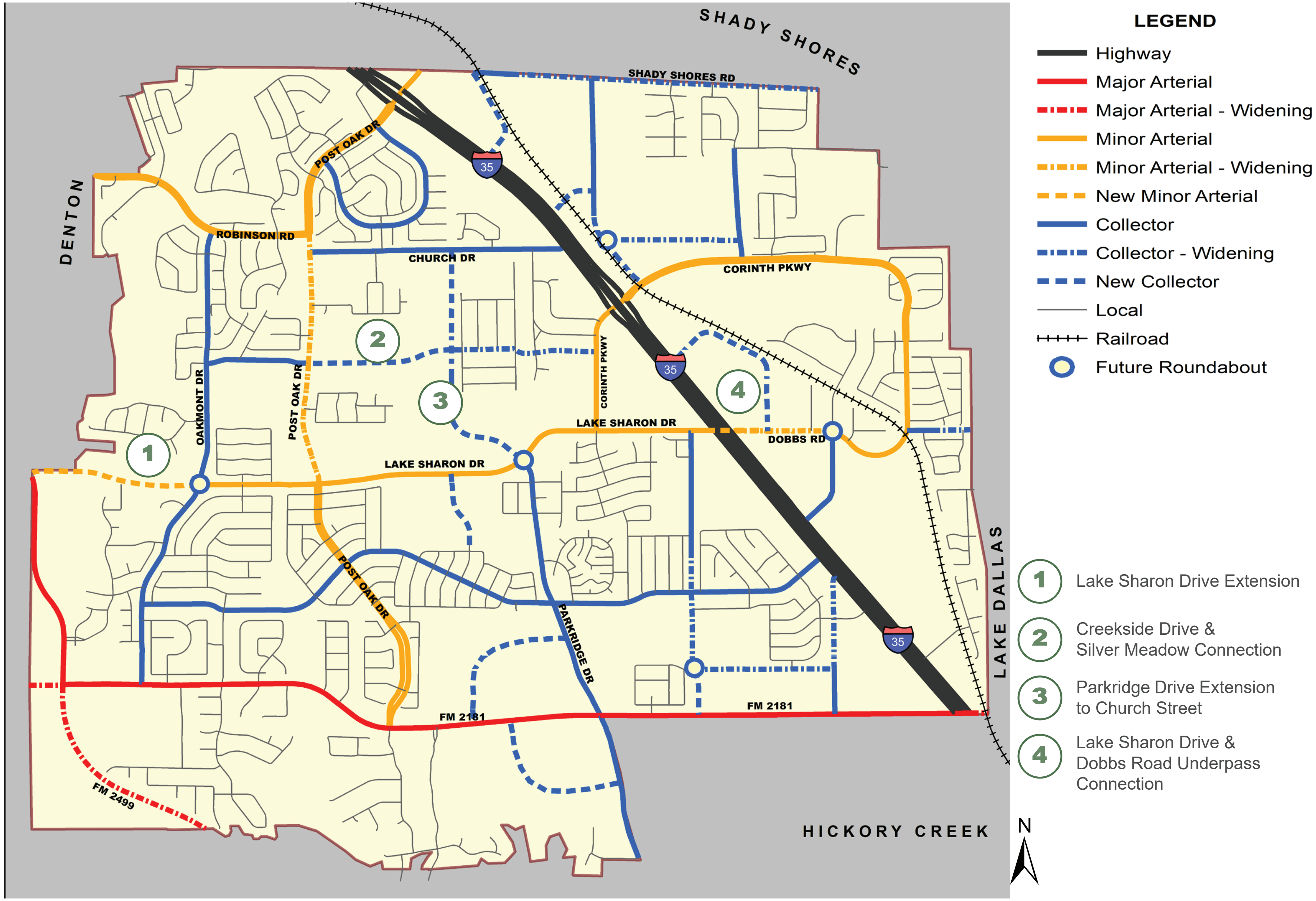


MASTER THOROUGHFARE PLAN

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.



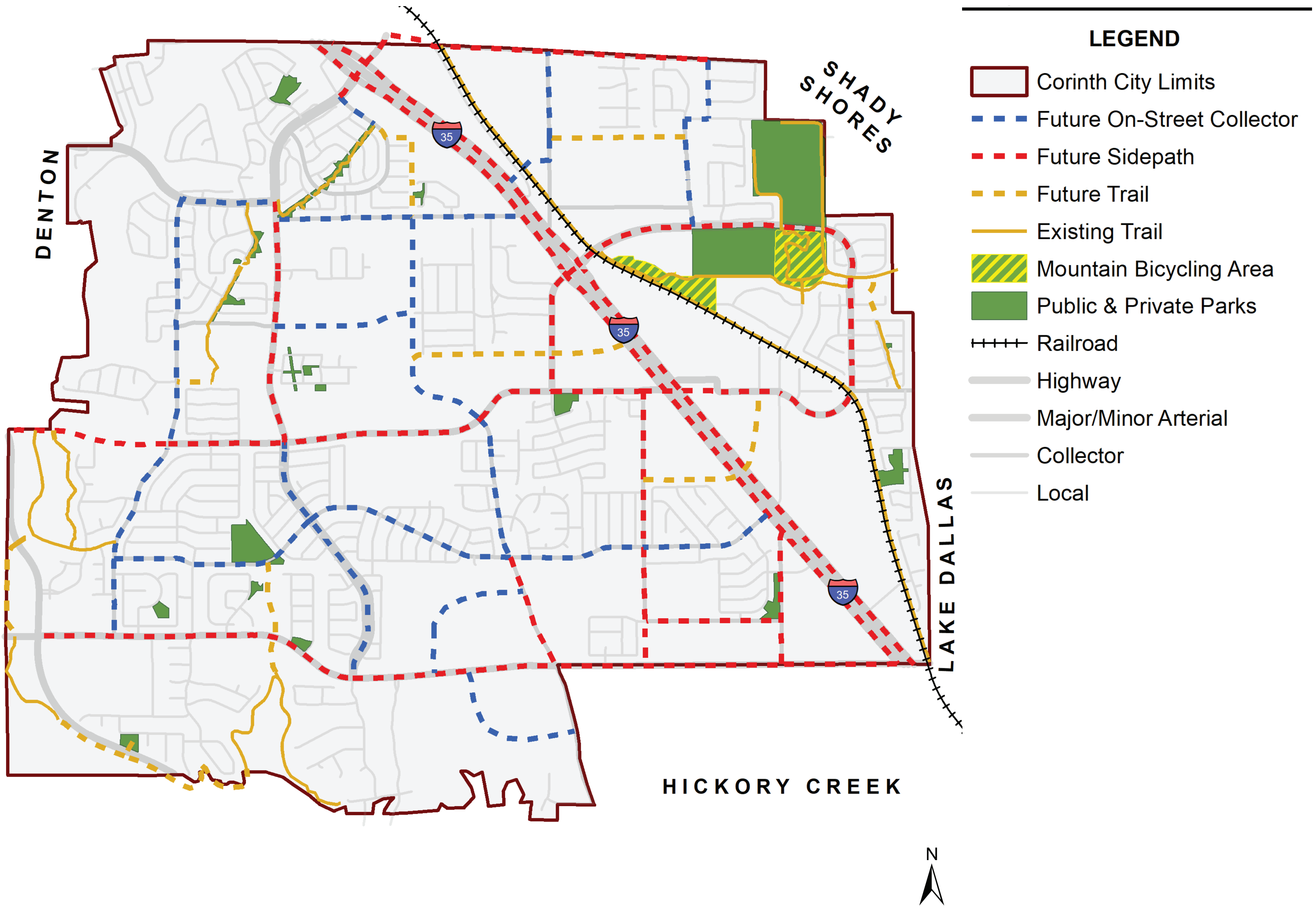
ACTIVE TRANSPORTATION PLAN

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

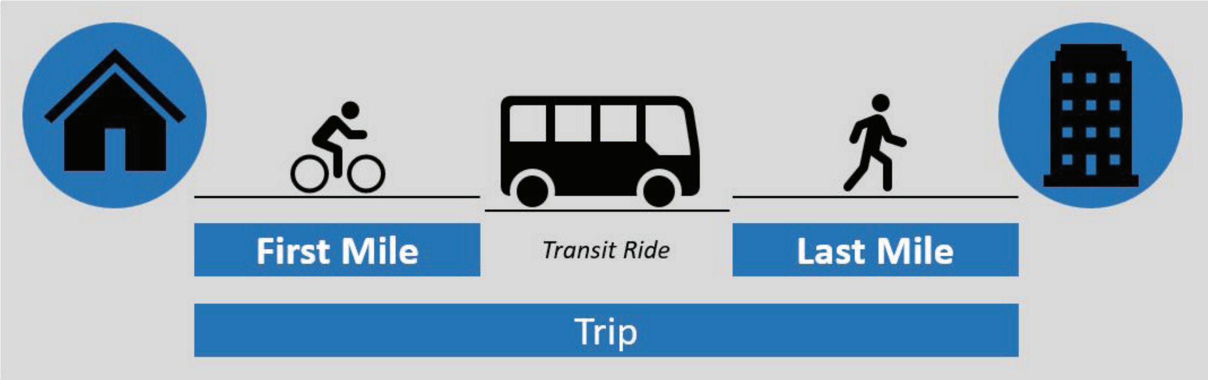
Trails extend outside of the right-of-way and typically sits within riparian corridors, parks and open space.

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.

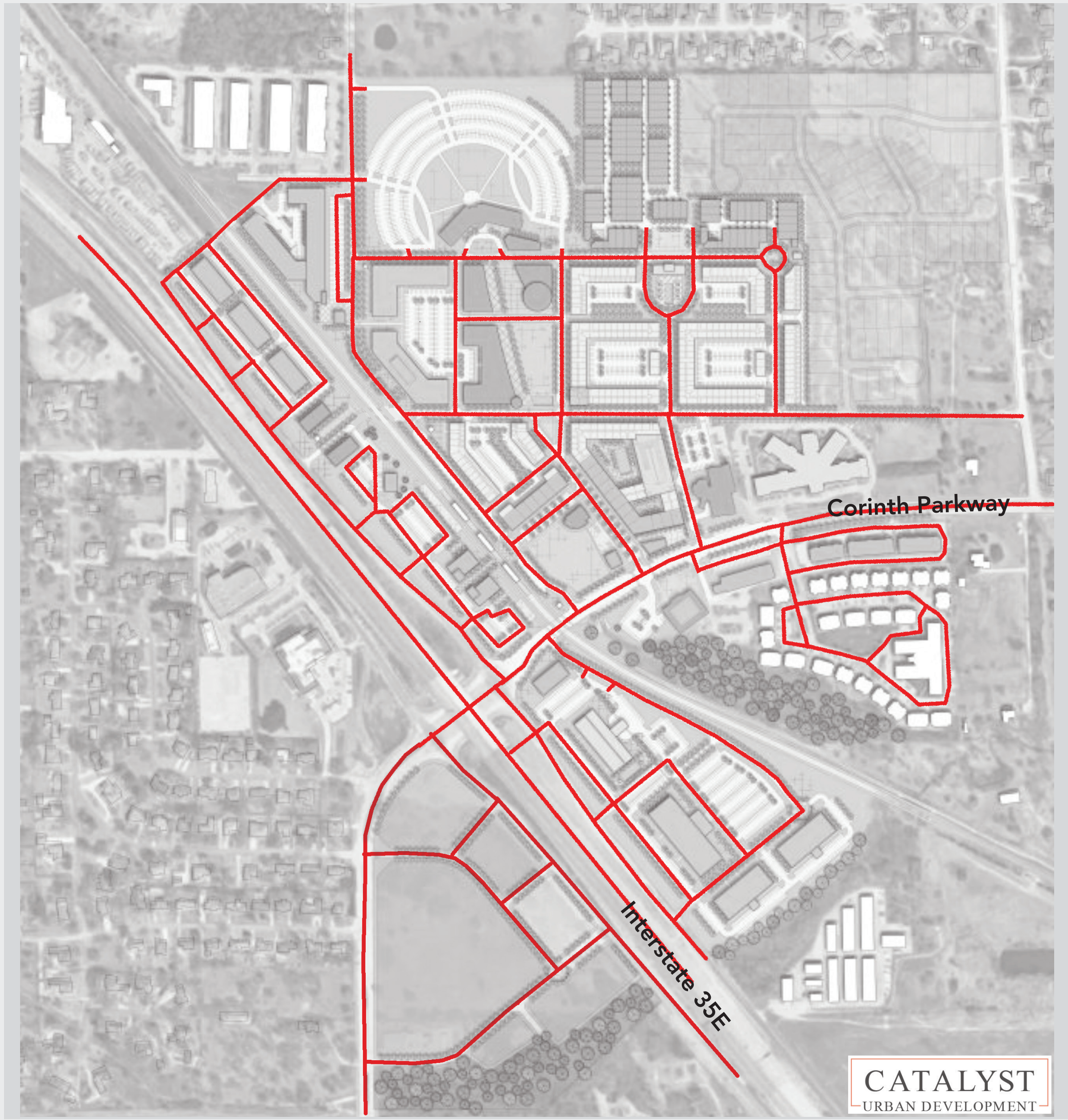


Rideshare accommodations can be utilized in Corinth to help people who may not have their own vehicle.

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

6 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 new 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 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

7

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

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

**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.*

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 significant proportion of the remaining larger developable land parcels are located along the Interstate 35 corridor. These parcels could accept greater density developments 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 & Lake Dallas 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 the Commercial Real Estate Development Association, International Council of Shopping Centers, Urban Land Institute, and North Texas Commercial Association of Realtors and Real Estate Professionals to help promote and increase awareness of Corinth in the region.

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 City of Fayetteville has taken a strong position on environmental preservation and sustainability on energy, land use, natural areas, and stormwater.

8 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, 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. Perform a City Initiated rezoning focused on a flexible, form-based, and mixed-use zoning district. District should allow for minor modifications that limit the need for zoning change applications. In the case of a major modification any zoning change requires an assessment on the impact of the remaining parcels in the district to ensure compatibility.
5. 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.
6. 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.
7. 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.
8. 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 upkeeps 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 Transition Study
- » Floodplain Protection Plan
- » Zoning Code, Subdivision Ordinance and Engineering Design Criteria Assessment

This page was intentionally left blank

A 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.

LIVABLE
PLANS & CODES

catalyst