

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

On this the 20th day of June 2019 the City Council of the City of Corinth, Texas met in Workshop Session at the Corinth City Hall at 5:45 P.M., located at 3300 Corinth Parkway, Corinth, Texas. The meeting date, time, place and purpose as required by Title 5, Subtitle A, Chapter 551, Subchapter C, Section 551.041, Government Code, with the following members to wit:

Members Present:

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

Members Absent:

Staff Members Present

Bob Hart, City Manager
Kim Pence, City Secretary
Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director
Marie Johnson, Messer, Rockefeller, & Fort
Jerry Garner, Police Chief
Michael Ross, Fire Chief
Cody Collier, Public Works Operations Director
Helen-Eve Liebman, Planning and Development Director
George Marshall, City Engineer
Jason Alexander, Economic Development Corporation Director
Guadalupe Ruiz, Human Resources Director
Brenton Copeland, Technology Services Assistant Manager
Lana Wylie, Sr. Administrative Assistant

Others Present:

Paris Rutherford – TIRZ Consultant
Raymond Suarez, Director, DCTA
David Pettit, Pettit Associates, TOD
Tom Winterdorn, DCTA

CALL TO ORDER:

Mayor Heidemann called the meeting to order at 5:45 p.m. At this time we'll be going over item number one on the workshop session.

WORKSHOP BUSINESS AGENDA:

1. TIRZ and TOD Discussion

Hold a discussion and provide staff direction on the creation of a Tax Increment Reinvestment Zone (TIRZ) and Transit Oriented Development (TOD).

City Manager Hart –We will begin with the TIRZ/TOD. Paris Rutherford will present a power point presentation and offer recommendations for this TIRZ. He's been working with Jason and Helen-Eve and I. Also, David Pettit will present a portion of his work, then handed off to David with financial analysis, which will be re-presented in a future meeting. We will discuss the development and the boundary which is where I would like confirmation/feedback from Council.

Paris Rutherford - Consultant – It's been a pleasure working with staff, they are quite professional and appreciate the opportunity to interface with all of you tonight.

This is a two part task, we'll look at the TIRZ/TIFF boundary and implications of that. David will put the recommendations into a business plan of how it would work, timeframe, etc. The vision is most critical to get the market going and implement the city's vision. It's not a Comprehensive Plan exercise, it's a specific design exercise, that we will go through and solicit your comments/ thoughts. When you look at an aerial of your city, as an outsider, there's a lot of quality development in Corinth but there's no center of town, what is the identifier for a community, everything is a bit scattered. There is a small town sense here.

The intention is to create a center of community, by a courthouse, city hall, etc. Having a downtown off of I-35 is different from peers, and will resonate as a community.

The intersection at Corinth Parkway and I-35 is a great location. Some of the challenges are the infrastructure. It's hard to navigate and get around. North Corinth Street, at Walton, with the railroad is a very busy, difficult, complicated intersection. Where North Corinth meets I-35 at an odd angle and highway 77 swings in, it bisects the land it's not easy for visibility and for access. These are in your control to modify. With the placement of City Hall and the Health Science Facility, two nice buildings with the retail center already here, this is the start of something that could be pretty interesting. If you visit one of the other downtown areas, everything is close by. You have that potential here and when you add transit and the community college that's expanding, you can't get a better opportunity of all of that coming together. The other challenge, there's a drainage and tree area that blocks the view, this is also flood plain. We can fix that and avoid it, creating some flood plain areas downstream that might alleviate some of those issues.

The TOD study is to create something very unique to you and along I-35. This will be a huge asset to the people who work and go to college here. Restaurants, everything you could market viable so its successful, you must have a successful first phase to have a second phase. Key partnerships will be with the railway, you could have a family center, possible farmer markets, and local events.

This plan clarifies the North Corinth and Walton intersection, there would only be one railway crossing. North Corinth will come down into the square. Walton will carryout to I-35. And old highway 77 could be maintained. There will be parking garage, which will also require partnering with existing business. Realty Capital across the street are working on a plan also. Mixed use buildings around a village square, they are wildly successful, specifically to mention, Arlington, the 130,000 people per year are from Arlington.

There's not a main street in Corinth. This area can have quality streetscapes, a performance pavilion, restaurants, housing.

Council Member Pickens- Where will people park?

Paris Rutherford - Consultant – There's parking on all the streets, angle-head parking, hundreds of spaces, people will use DCTA's railway, shared parking garage with public levels at the base, which will be vacated at the end of the work day.

Council Member Burke - Who has control of the highway or do we have to work with TxDOT?

Paris Rutherford - Consultant – Work with TxDOT

Council Member Burke – Do you have experience with that?

Paris Rutherford - Consultant – It's not like they're losing access, they would still have it, it's just realigned. Keep in mind, this was done before I-35 was there, I'm guessing.

City Manager Hart –Are you talking about 77? We have control of that. It was conveyed to the county and then to the city so we have complete control.

Paris Rutherford - Consultant – Keep in mind that you have property owners on either side of that, if there's a partnership, it's with them. It's to realign it so they realize they're getting better access and better visibility, better geometry of the land. While they may be giving up some land on the south side, they'd be gaining in spades because they'll have a rectangle for sale versus a trapezoid.

Council Member Burke – And restaurant pads are feasible? The narrow strip, the locality of the rail to the highway has always been a negative. Maybe we can make it a positive.

Paris Rutherford - Consultant – Imagine the train coming in and parking. This is similar to the development by 121/Nebraska Furniture Mart. Will need to work with DCTA to determine walkability. You will see a real center of town experience. It is a narrow strip of land but if you could come in with an office building, it would take up all the space. It is an amenity to have this view from the bridge.

Council Member Burke – And all of that, triangle/framing buildings, would be apartments?

Paris Rutherford - Consultant – Typically, it could be apartment, home office units on the ground floor and retail, community amenities. What I think is a better idea is to have a design to accommodate a change in use, with retail and interim residential.

Mayor Heidemann – In your design work, have you incorporated phase II of I-35 expansion?

Paris Rutherford - Consultant – I believe so, in terms of the width, it is working within the right of way that's already required, is my understanding. Density and attached housing can be a politically charged issue. The train station will require a lot of money and makes sense with ridership. You could have an office park but having a mixed use place will make it the place to be.

Council Member Garber – How long will it take to get something like this, is it 5-10 years?

Paris Rutherford - Consultant – Phase one will take about three years. I am guessing six months to a year to get everything together within the city. Four years seems achievable. I don't know about the rail financing but NCTC has demand right now. Office expansion takes ½ the time, townhomes, there's a market for that right now. Phase II, if you include, I could see it within a five year window.

Council Member Garber – The steps that staff and Council would take is to make sure the zoning, with height and deciding what we want, that way we don't have what we didn't intend.

Paris Rutherford - Consultant – You have to be super proactive, you're the master developer. You're the controller. You're not putting up the capital, you're forming relationships, partnerships.

Mayor Heidemann – Great job, once we get working on it, I think the community will support it.

Raymond Suarez, Director, DCTA – How much do you have in phase one?

Paris Rutherford - Consultant – The detail, depending on the design, this is about 400+ units and about 40-50 thousand feet of non-residential use at the base.

Raymond Suarez, Director, DCTA - The most successful transit designs are master planned, they don't just happen. We're highly encouraged by this plan. We need to grow ridership.

Paris Rutherford – Contractor – Get three good restaurants, this is done. Find the restaurants and make sure they're successful. People will find a way to get to them.

Council Member Garber – You're not talking a chain restaurant, correct? We're looking for something with flair.

Paris Rutherford - Consultant – The day of the chain has died down, more local, independent operators, that may not be as well capitalized, but they're great operators. The restaurant will be the experience, that's what people are looking for these days. We'll discuss what's required for this to work, maybe four restaurants. Legacy town center happened because of three restaurants, all three were on D magazine's top 10 restaurants.

City Manager Hart – Please flip back to the TIFF map, this is what we'd like to take forward, turn over to David and begin the conversations with the county. Everything in here has an opportunity for development, has need for infrastructure with participation from the county. That's how this has been put together, with this in mind. We will run everything forward.

Council Member Garber – The small piece, on the map, that was south-west on the previous maps.

City Manager Hart – Yes, at Farm to Market 2181 & Farm to Market 2499, we deleted that as an option.

Council Member Henderson – Why was it deleted?

Helen-Eve Liebman - Planning and Development Director – We didn't want our new developments and tax money to be tied up so that we can use that money on other projects.

Paris Rutherford - Consultant – This area is essentially your commercial district, you can channel efforts and it's manageable from a scaling standpoint. It will be interesting to see what David comes up with in regards to revenue.

City Manager Hart – Let's take 10-15 minutes in executive session to finish up and then reconvene.

Mayor Heidemann recess the Workshop at 6:31 p.m. * See Closed Session.

Mayor Heidemann reconvened into the Workshop at 6:55 p.m.

2. Hold a discussion on Boat, Trailer and Recreational Vehicle Parking

Helen-Eve Liebman - Planning and Development Director – Thanks for the opportunity to visit about one of the challenges staff has been facing and looking for direction. We've had comments and complaints about boats, trailers and recreational vehicles being parked in front of homes in residential neighborhoods. Also, complaints as RV's being used as a dwelling on a single family lot for long and indefinite periods of time. We have photos from up to one year.

The current code allows trailers to be parked on an approved surface but approved surface is not defined. Current code also states that if it's behind the front building line, we aren't concerned with surface type. RV's can be used as a living space for up to seven days in a 30 day period. This is not typical and who counts the 30 day period. Considerations could be made based on proximity to the lake. When receiving a complaint, we wanted to send a courtesy letter but were advised by the legal team has recommended cleaning up the wording. We're seeking direction during the update process to either allow/disallow boats, trailers, RV's to be parked in front of a single family residence and for direction as them being used as a residence. Do we want to allow parking in the front yards? What are the allowable timeframes? Where's an appropriate parking location? What constitutes an approved surface? Do we want to allow occupation and if so, how long and should restrictions on size be applied, how many axles in these neighborhoods?

Council Member Burke – Is parking on the streets permitted currently?

Helen-Eve Liebman - Planning and Development Director – Yes, once again, we would like direction if they can hook up electricity for an extended periods of time. Other cities, some allow up to 48 – 72 hours before or after a period of parking to gear up or clean up after a trip.

Mayor Heidemann – There's no hook up to dispose waste, correct?

Helen-Eve Liebman - Planning and Development Director – No sir, they do not hook up to our sewer

Council Member Garber – All photos are complaints?

Helen-Eve Liebman - Planning and Development Director – These are complaints and observations.

City Manager Hart – Almost everyone that is in a HOA prohibits this.

Council Member Pickens – Our HOA allows it for 36 hours. If someone is visiting, they can park there for 36 hours, same procedure for a boat.

Council Member Henderson – The photos, we know for sure, were in that time-frame?

Helen-Eve Liebman - Planning and Development Director – A lot of these were not in a HOA but I saw one earlier this week in Oakmont and it had electricity hooked up and popped out.

Council Member Henderson – We have neighbors who did that, family came in for the weekend

but they were only there over the weekend.

Mayor Heidemann – We should get a consensus from all the HOA's with their rules so we can address the issue

City Manager Hart – In a practical sense, it would address the non-HOA areas of town. I would only address the non-HOA areas.

Council Member Pickens – Who would police the time?

Helen-Eve Liebman - Planning and Development Director – It is hard for one code enforcement person to track the whole city. We cannot mark tires any longer. I would think it would be based on resident complaints, the website to broadcast the new regulations so that folks understand. It is challenging.

Council Member Garber – Could there be a permit process? The problem I have is people moved to these neighborhoods because they didn't have these restrictions and people like myself, move to a HOA because I want those restrictions because I don't want my neighbor to have such items. If we make it more difficult for these people who have purchased a camper and our parking it in their driveway, now they have to move it or find storage will become more of a challenge for those residents based on a few complaints, but do we allow these to be parked on their front lawns? Do you mean in the driveway or in the grass on the front lawn?

Helen-Eve Liebman - Planning and Development Director – Either, in front of the front façade of the building. We have seen folks who pour an additional pad so it helps them.

Dave Rinaldi, Resident - I moved in at Forrest Hill, it was supposed to have a HOA. The new builder never created the HOA. I lived there for 18 years. What's happening now, when I come out of my front door, I have a 30' trailer totally blocking the road, with another trailer on the other side. The police department has been out because it's a safety hazard and a fire hazard. These people pull the slides out and if they're having a party, you hear this all night long. If you review the rules, where you have to park behind a building line, if that was the law, if it has to be parked beside the house, the way I look at it, it has to be parked beside the house but behind the front of the house. The face of it to the face of the house. When I open my door, I can look down the block, both ways, so what you're doing is giving the people the opportunity to fix their good, to make it right but they have to do it the right. This way, they have their RV there and must park it in a certain way. You can't just park it right in front of the house. Like I've said, it's been a safety hazard and frankly it has made me put my home up for sale. Every other city, that's the way they have it. Here we don't have it that way and that's my complaint.

Council Member Burke – Is it the rule that it has to be behind the front of the building line?

Helen-Eve Liebman - Planning and Development Director – This is part of the confusion and interpretation. When you read that, it says it can be in the front, if on an improved surface or if it's not on an improved surface, it has to be behind the front building line.

Council Member Burke – So, what our ordinance is written, it has to be either/or.

Council Member Henderson – So the improved surface does not have to be behind the front building line, it can be converting a two car driveway to three and it can be parked there, as an improved surface.

Helen-Eve Liebman - Planning and Development Director – That's correct

Dave Rinaldi, Resident – That's the way I read it, if it's supposed to be behind the building line, I don't have a problem at all, it is just that in the front, it becomes a hazard.

Council Member Garber – So if we just change the word to 'and' and then define what improved surface is to include rock and cement.

Helen-Eve Liebman - Planning and Development Director – That would certainly help with location.

Council Member Pickens – If it's behind the building line, do we care what it's parked on? They might, do we?

Helen-Eve Liebman - Planning and Development Director – How about if it's screened, if it's behind the front building?

Council Member Pickens – Not visible from the street?

Council Member Johnson – Then it wouldn't matter what it's parked on, it would go behind the fence.

Mayor Heidemann – There's not a lot of distance between homes that you could park by the house.

Council Member Burke – The majority of homes that are not in a HOA would be able to satisfy the requirement.

Council Member Burke – What would be the notice of process if we were going to make this change? Do we have one? We only have one concerned citizen.

Helen-Eve Liebman - Planning and Development Director – There would be an amendment to the zoning process, so there would be a public hearing. It would be posted in the newspaper, on the website, on our agendas. Some of these regulations have also fallen in the transportation code, which is under the police preview, so we would need to coordinate with them as well.

City Manager Hart – We could make a major push from a public hearing standpoint to try to alert people that we're looking at changes.

Council Member Johnson – Would we also allow for more than one entrance in and out of a back yard? Or homes like in Tower Ridge where they have front driveways, between Meadowview and Lake Sharon. Secondary access to a back yard was a previous concern.

Helen-Eve Liebman - Planning and Development Director – We can research, it is tough when you have so many ingress/egress locations for single family lots, even circular driveways are a problem. Those with an alley are also not good. There's too much impervious cover but we can certainly look at it as it may affect the entire city, not just Tower Ridge.

Council Member Johnson – Also homes in Meadowview with large corner lots, people use a side gate but can't get anything in and out based on location.

Helen-Eve Liebman - Planning and Development Director – Maintenance of the gate would be an issue and how we'd be policing that as well so we will look into it.

Council Member Garber – Can we also take consideration for the lot size? We have some with oversized lots that aren't causing an issue.

Helen-Eve Liebman - Planning and Development Director – Do you see a need for restriction on size of the vehicles or number of axles?

Council Member Burke – If we were going to say it has to be behind the front building line and set a reasonable timeframe where it can be out there, with families visiting or taking a trip, that would be the least complicated to address it. Nobody is counting axles or determining if it's behind the building line or not.

Council Member Johnson – If you have one of those sitting in the street and the slides are out, the fire chief will have a problem when he can't get a truck in, no slides out in the street.

Council Member Henderson – Why would lot size matter, why wouldn't it be a rule for everybody?

Council Member Garber – Up and down Shady Rest, some homes are on one or two acres, I foresee it not being an issue.

Council Member Pickens - Can we regulate it being in the driveway in residential? If we give them X amount of time for them to unload or load or have company that it can't be on the street at all? It just needs to be in the driveway if it is in a residential area.

City Manager Hart – We can look at front yard/building line set backs and get behind that, it will address the larger properties.

Helen-Eve Liebman - Planning and Development Director – Most of our houses are built right at the front building line.

City Manager Hart – I agree, if you set that as the standard, they'd have to be behind the front building line but if you're on Shady Rest, where the houses are set back, that might be the middle ground.

Council Member Burke – I don't mind the additional regulation but I don't want it to be a sneak attack. I don't want people to feel like we did it without them having the opportunity to speak about it.

3. Hold a discussion on the Advisory Committee structure for the Comprehensive Plan Update and the Parks/Trails Master Plan.

City Manager Hart – We've been working on the Comprehensive Plan Update this year and working in conjunction with the TIF and TOD. We've done a request for qualifications for planning firms and we have received and interviewed, we are ready to make recommendations. We had to have assistance from a consultant, we'd also like to have a steering committee to work with staff and the consultant in terms of formulating a recommendation to bring to you. I will suspect that's how it's been handled in the past.

Council Member Johnson – You're correct for the Comprehensive Plan, we had up to 50 people

City Manager Hart – My experience is you want a maximum of 9-11 people. It works well and becomes essential. You require the people on the committee to read books, to have some understanding of planning principles. We believe, Planning Committee, the Council, P&Z and EDC should also read and understand, three chapters from Suburban Remix and Walkable Cities, a fascinating book to be used in this process. The whole community would benefit. We will order them tomorrow. Helen-Eve attended the Conference for Urbanism this past week and attended sessions on both books and she recommended both. Looking at an 11 member committee, we'd have two from Council, two from P&Z, two from EDC, three residents at-large, a business owner and a land owner. We're suggesting people but we were reviewing from an internal position.

Helen-Eve Liebman - Planning and Development Director – Regarding the landowners, one has zoning and other has zoning that would probably not facilitate development of that property. You may not want one or the other, we're open to suggestions/ideas.

Council Member Garber – Why John Baum and not Taylor?

Helen-Eve Liebman - Planning and Development Director – I worked with Baum, he has a lot of knowledge of the City, as well as business. He worked for an engineering firm and was brought in to do an analysis of how the business was performing and profitability so he has a high level of understanding of business, finance and costs/benefits.

Council Member Garber – So there was a reason for selecting him.

Council Member Henderson – Why select Combs over Brandon at Christian Brothers? That business is so tiny, the coffee shop.

Helen-Eve Liebman - Planning and Development Director – It came from our shop, we were trying to think of somebody, he lives in Corinth, that is the other thing, it was live or own.

Council Member Henderson – No offense to the coffee shop but it's just a small business, the other is larger and has more volume.

City Manager Hart – He's an interesting guy, he has a lot of ideas. He does a lot of international communications and does things around the region. He's a fascinating guy to talk to.

Council Member Garber – He also owns a business, the type we're trying to attract.

Mayor Heidemann – Do you need a motion?

City Manager Hart – We would like to contact these folks to see if they're willing to serve and we will bring it back to the next meeting, for the consulting firm. We wanted to run all this by you.

4. **Discuss Regular Meeting Items on Regular Session Agenda.**

There were no discussion on the Regular Session agenda items.

CLOSED SESSION

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

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

Council met in Closed Session from 6:31 p.m. until 6:54 p.m.

a. MCM Contract for Lake Sharon Roadway Extension

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

a. Potential acquisition of real property along Corinth Parkway for infrastructure, open space and transit related facilities.

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

Section 551.087. To deliberate or discuss regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay, or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations; or to deliberate the offer of a financial or other incentive to a business prospect.

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

There was no action taken from Closed Session.

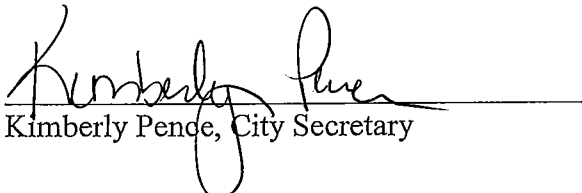
ADJOURN:

Mayor Heidemann adjourned the meeting at 7:33 p.m.

AYES: All

Meeting adjourned.

Approved by Council on the 1ST day of August, 2019.


Kimberly Pende, City Secretary