

**LEWISVILLE 2025 VISION ADVISORY BOARD
MEETING MINUTES
JANUARY 10, 2019**

Members Present:

Karen Locke, Chairperson
Derik Hayenga, Co-Chairperson
Tamela Bowie
Kristin Green
Peter Taggart
Nneka Cos-Okpalla
Marcelo Borges
Amanda Ferguson

Members Absent:

Robert Solete

City Staff Present:

Eric Ferris, Deputy City Manager
Melinda Galler, Assistant City Manager
Gina Thompson, Director of Strategic Services
James Kunke, Director of Community Relations & Tourism
Brenda Martin, Director of Finance
Stacie Anaya, Director of Parks & Recreation
David Salmon, City Engineer
Keith Marvin, Director of Public Services
Jennifer Malone, Executive Assistant

Call to Order and Announce a Quorum is Present

(Agenda Item 1)

The scheduled session of the Lewisville 2025 Advisory Board was called to order by Chairperson Karen Locke at 6:31 p.m. on Thursday, January 10, 2019, in the City Council Conference Room of the Lewisville City Hall, 151 West Church Street, Lewisville, Texas. Chairperson Karen Locke announced there was a quorum present.

Approval of Minutes from October 29, 2018 Meeting

(Agenda Item 2)

MOTION: Upon a motion made by Board member Kristin Green and seconded by Co-Chairperson Derik Hayenga, the Board voted eight (8) “ayes” and no (0) “nays” to approve the minutes of the Lewisville 2025 Advisory Board October 29, 2018 meeting. The motion carried.

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**CIP Update – Gina Thompson, David
Salmon, Keith Marvin & Stacie Anaya**
– **Update on Hike and Bike Trails,
Kayak Docks and Pocket Parks**
– **Streets**

(Agenda Item 3)

Director of Strategic Services Gina Thompson provided an update of the metrics dashboard. She discussed how the dashboard works, how the information is obtained and identified which types of metrics are automated and listed new metrics staff is currently working on. There are several strategies to access data. One method being used is taking current excel spreadsheets and moving these into Google documents where the information can be queried. Board member Nneka Cos-Okpalla asked if special events could be tracked. Ms. Thompson explained that we can track attendance and discussed attendance tracking for Western Days, concerts, etc. The City also does surveys.

Board member Amanda Ferguson joined the meeting at 6:45 p.m.

Ms. Thompson explained that RJN, a consultant, did an assessment of the water and sewer system and staff took that study and attached GIS coordinates. The dashboard plots these throughout the City and Public Services can now access this to assist them in requesting funding and determining the likelihood of failures.

Ms. Thompson discussed Mapillary. The ITS department has a camera mounted on their van that takes photos as the vehicle is driven to create a database for signs. This is a pilot program to enable the City to create a sign inventory. If this works well, there will likely be a budget request for next fiscal year. Board member Marcelo Borges asked if this can map the road conditions or just the signs. Ms. Thompson responded that this only maps signs. Director of Public Services Keith Marvin advised that there is a vendor that we use every year to assess the condition of our streets.

Ms. Thompson discussed the metrics for water meter age and explained that this metric is used to determine what percentage of the meters are under 15 years old. Our goal is for all water meters to be under 15 years old. City Council recently awarded a contract to begin the wholesale change out of all meters.

Mr. Marvin explained the meter change-out program. The meters will be changed out over a 7-year period and the goal of this project is to have all meters reading accurately. The City will begin changing out the oldest, largest meters and will be working with the contractor to determine which meters are using the most water that is not being tracked properly.

Board member Tamela Bowie asked if meters are currently being changed out. Mr. Marvin responded that the City has always routinely changed out meters as needed and are doing that now.

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A pre-construction meeting is scheduled for next week and then the meter change-out program will begin.

Board member Marcelo Borges asked if the new meters will be smart meters. Mr. Marvin advised that staff did research the smart meter and, while they are great, the return on the investment was not as good. This may be something that can be looked at in the future, but there would be a cost in setting up a smart meter program.

Ms. Thompson discussed the metric for parks. Currently the parks data is really static and based on information that is updated annually.

Ms. Thompson discussed the Capital Improvement Program metric, which is live right now, and demonstrated how to look at specific projects. This metric not only gives a status update, but also provides budget information for the project.

Director of Engineering David Salmon discussed projects that are not on track at this time.

- Northwest Old Town Neighborhood Rehab project: Over the past few years some of the streets have been removed from the list due to construction inflation costs. Some funding had to be used for the Valley Ridge Boulevard project. Also, the Main and Mill project cost came in \$3M more than anticipated and some of the funding came from this project. At this time, staff is moving forward with the design.

The following streets were removed from the project list: Degan and Edna. Remaining streets are Temple, Richland, Lynn, Hatcher, Walters and Herod. Ms. Thompson advised that these will either be funded from General Fund reserves or other projects will need to be delayed. Co-Chairperson Derik Hayenga asked about the cost of the total project is. Mr. Salmon responded that the total project cost is approximately \$6.5M.

- McKenzie-Hembry Neighborhood Rehab project: Mr. Salmon explained that while some streets have been dropped from the project, utilities will still be done on those streets if needed.
- North Mill Street project: This project came out of the same bond and some of the streets on this project have also been removed. On North Mill Street the pavement will be widened and bike lanes will be added. This will also be a concrete street instead of asphalt. At this time, this project is in the 90% design phase.
- College Street Project: The project on College Street had to be shortened due to construction escalation. As it stands now the funding is approximately \$500,000 less than what is needed. One of the reasons for this is that the new cost estimate is much higher

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than the last one as a result of the consultant not including the cost of the water line and added drainage due to the proposed bump-outs.

Mr. Salmon provided an overview of the Corporate Drive project and discussed the location of the project. A lot of the roadway has been constructed by developers and the City is currently working on connecting the roadway. This was intended to be paid at 80% with Regional Toll Revenue (RTR) funds with a 20% City match. This project cost has also grown with inflation, however, the RTR funding will remain the same so the local match funding amount has increased. Mr. Salmon gave a presentation to the Board members illustrating, by section, how the project connects. This project has been in design since 2010. The City has been working with the Railroad Company and has had to change the railroad bridge design several times. The railroad design should be in the bidding process later this year if the bridge design is approved by the Railroad Company. Board member Tamela Bowie asked if this is the bridge on FM 544 where it passes the Killian school. Mr. Salmon responded that it is. Mr. Salmon advised that the utilities have already been moved out of the way. The bridge has to be built first due to needing to move the rail traffic. There may also be additional right-of-way costs associated with this project. Ms. Thompson advised that even with the available interest, this project will still be approximately \$2.5M short of needed funding.

Mr. Salmon provided an overview of the I-35E at Main Street Interchange I-35 Phase 1B project. Board member Nneka Cos-Okpalla asked if this bridge would look like the bridge on Garden Ridge. Mr. Salmon responded that it will have the same type of configuration but will be wider. Board member Tamela Bowie asked if businesses will be affected. Mr. Salmon responded that the businesses affected will be the same businesses that were originally identified when the project began. Mr. Salmon showed the Board members a schematic of the pedestrian walkways with murals and streetscape, etc. and explained the Interlocal Agreement with Denton County for the aesthetics package. This is a shared cost with the City and Denton County at a cost of \$5M from the County and \$1M from the City. From what the City is being told at this point, the bridge may be under construction within two years from now.

Mr. Salmon discussed the I-35E at Corporate Drive Interchange. This will be flipped with the interchange going under I-35E. Board member Kristin Green asked if this could be a candidate for the Green Ribbon Project and Mr. Salmon responded that it could. Mr. Salmon explained that this will also have the pedestrian walkways like the other interchanges have. Board member Karen Locke asked if all of the land has been purchased and Mr. Salmon responded that, to his knowledge, they do have all of the needed right-of-way for the interchange.

Mr. Salmon discussed the I-35E at Main Street Interchange (Edmonds Lane Realignment). The City is hoping that TXDOT will agree to pay for the intersection at Edmonds Lane.

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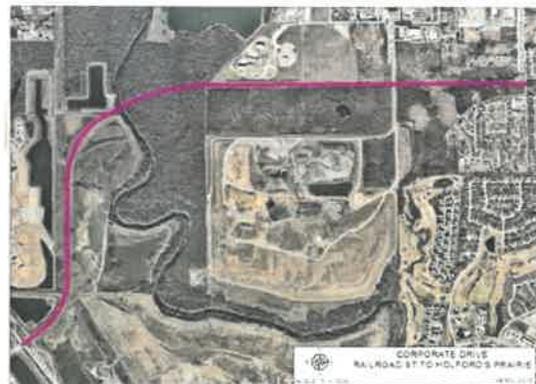
Co-Chairperson Derik Hayenga asked what the sum total is of the shortage in funding. Ms. Thompson advised that we are approximately \$7.2M short.

Capital Improvement Program

January 7, 2019

Corporate Drive, Segments 2, 3 & 4

- Project is part of the an overall project to extend Corporate Drive from Waters Ridge to Trinity Blvd in Austin Ranch. Segments 2-4 extend from Railroad Street to Holfords Prairie Road. Street will be a 4-lane divided concrete street including a bridge over the Elm Fork Trinity River. Design is 60% complete. Design is expected to be complete in late summer, 2019.
- The project is RTR funded with 20% local match split between City and County. City required to pay overages. Segments 2-4, estimated construction cost at **\$37M**.
- *See following funding summary for Corporate Drive as funding can be shifted between segments as needed as long as local match equals or exceeds 10% on total project.*



Corporate Drive, Segments 2, 3 & 4

WEST CONNECTION AT RAILROAD STREET



EAST CONNECTION AT HOLFORDS PRAIRIE ROAD



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Corporate Drive, Segment 5

- Project is part of the an overall project to extend Corporate Drive from Waters Ridge to Trinity Blvd in Austin Ranch. Segment 5 extends from Holfords Prairie Road to Old Denton Road in Carrollton. Street will be a 4-lane divided concrete street. Design is nearly complete.
- The project is RTR funded with 20% local match split between City and County. Segment 5 is estimated at \$5.3M.
- Expect to bid project in spring, 2019.
- See following funding summary for Corporate Drive as funding can be shifted between segments as needed as long as local match equals or exceeds 10% on total project.



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Corporate Drive, Segment 5

WEST CONNECTION AT HOLFORDS PRAIRIE ROAD



EAST CONNECTION NEAR SRT IN CARROLLTON



5

Corporate Drive, Segment 5

**EAST OF SRT IN CARROLLTON LOOKING WEST
(COMPLETE TWO WB LANES)**



**EAST OF SRT IN CARROLLTON LOOKING EAST
(COMPLETE TWO WB LANES)**



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Corporate Drive, Segment 6

- Project is part of the an overall project to extend Corporate Drive from Waters Ridge to Trinity Blvd in Austin Ranch. Segment 6 extends from FM 544 to Josey Lane. Street will be a 4-lane divided concrete street. Most of Segment 6 has been completed by developer funding leaving only the railroad crossing underneath the KCS Railroad. RR bridge design is complete pending KCS approval with the roadway plans at 90% Completion.
- RTR funded with 20% local match split between City and County. Segment 6 is estimated at \$15M.
- See following funding summary for Corporate Drive as funding can be shifted between segments as needed as long as local match equals or exceeds 10% on total project.



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Corporate Drive, Segment 6

LOOKING EAST TOWARD KCS RAILROAD



LOOKING WEST FROM CASTLE HILLS TOWARD KCS RAILROAD



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Estimated Project Costs

Project Segments	Estimated Cost
Base Project (Seg. 2-4)	\$37 Million
Seg.5	\$5.3 Million
KCS RR Underpass (Seg. 6)	\$15 Million
Est. Remaining ROW - \$400K	\$400,000
Est. Total Base Project Cost	\$57.7 Million

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Available Funding

Funding Source	Available Amount
Existing RTR & Local Funding in Project Balance	\$37.9 Million
2015 Bond Program (Available 2019)	\$8.24 Million
2015 Bond Program (Available 2020)	\$5.57 Million
Interest Earnings on RTR Funds (Requires NCTCOG Approval)	\$986,000
Utility CIP (Available 2019)	\$1.4 Million
Total Funding Available	\$54.1 Million

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Estimated Cost vs. Available Funding

Funding Source	Available Amount
Project Cost, All Segments	\$57.70 Million
Total Available Funding	\$54.10 Million
Funding Still Needed (Not Yet Programmed or Currently Available)	\$3.60 Million (interest earnings are available on the RTR funding that may, at least partially, offset this amount. Will require an approval to allocate the interest to Lewisville).

Final funding not required until 2020 or later.

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I-35 E at Main Street Interchange I-35 Phase 1B

- TXDOT has funded the ultimate interchange and is awarding design contract to AECOM.
- Standard TXDOT design-bid project delivery.
- Main Street will remain over I-35.
- Specific project scope unknown.
- Expect meeting with City Staff, TXDOT and design consultant after January 1.
- City will be responsible for aesthetic upgrades. Both City & Denton County have remaining funds. To be determined whether existing funding is sufficient.
- City will be responsible for designing & relocating public utilities. These costs are generally reimbursable. Usually not 100%



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I-35 E at Main Street Interchange

MAIN STREET BRIDGE - LOOKING WEST



MAIN STREET BRIDGE - LOOKING EAST



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I-35 E at Main Street Interchange Ultimate Schematic



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I-35 E at Main Street Interchange Aesthetics (Old Town Zone)

Old Town Character Zone

The purpose of the Old Town Character Zone address form is to provide a framework for the design of new buildings, signage, and other elements in the Old Town Character Zone. The form is intended to be used by property owners and developers to ensure that new construction is consistent with the historic character of the Old Town Character Zone.

Historic Character Zone

The purpose of the Old Town Character Zone is to preserve and enhance the historic character of the Old Town Character Zone. This includes the historic architecture, streetscape, and other elements that contribute to the historic character of the Old Town Character Zone.

Old Town Character Zone

Signage Requirements

The use of outdoor advertising and signage in the Old Town Character Zone is subject to the following requirements:

- Signage must be designed to be aesthetically pleasing and consistent with the historic character of the Old Town Character Zone.
- Signage must be placed in a way that does not obstruct the view of historic buildings or streets.
- Signage must be removed or modified if it is found to be inconsistent with the historic character of the Old Town Character Zone.

- 1. Historic street sign with cast-iron post
- 2. Historic street sign with cast-iron post
- 3. Historic street sign with cast-iron post
- 4. Historic street sign with cast-iron post

I-35 E at Main Street Interchange Aesthetics (Old Town Zone)

Old Town Character Zone - Business SH 121

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OLD TOWN CHARACTER ZONE

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I-35E at Corporate Drive Interchange

- TXDOT has funded the ultimate interchange and is awarding design contract to WPS Inc.
- Standard TXDOT design-bid project delivery.
- Interchange will be flipped. Corporate Drive will cross under I-35. Jug Handles will be eliminated.
- Specific project scope unknown.
- Expect meeting with City Staff, TXDOT and design consultant after January 1
- City will be responsible for aesthetic upgrades. Both City & Denton County have remaining funds. To be determined whether existing funding is sufficient.
- City will be responsible for designing & relocating public utilities. Costs are generally reimbursable. Usually not 100%



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I-35E at Corporate Drive Interchange

CORPORATE DRIVE BRIDGE LOOKING EASTWARD



CORPORATE DRIVE BRIDGE LOOKING SOUTHBOUND



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I-35E at Corporate Drive Interchange Ultimate Schematic



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**I-35E at Corporate Drive Interchange
Aesthetics (Parks Zone)**

Parks Character Zone

The Parks Character Zone is a neighborhood in Lewisville, Texas, located in the north end of the I-35E interchange. The zone includes the major thoroughfares of Corporate Drive and Lake Pointe Drive.

The development of the Parks Character Zone is characterized by its green and natural landscape. The zone includes a mix of residential, commercial, and public uses. The zone is characterized by its green and natural landscape. The zone includes a mix of residential, commercial, and public uses.

Parks Character Zone

The Parks Character Zone is a neighborhood in Lewisville, Texas, located in the north end of the I-35E interchange. The zone includes the major thoroughfares of Corporate Drive and Lake Pointe Drive.

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I-35E at Corporate Drive Interchange Aesthetics (Parks Zone)



Parks Character Zone - East Corporate Drive

(Small text describing the project goals and objectives, including mentions of the City of Lewisville and the Parks Department.)

Key Design Objectives:

- 1. Use of natural materials and textures to create a sense of place and continuity with the surrounding landscape.
- 2. Use of native plants and trees to enhance the local ecosystem and provide shade for pedestrians.
- 3. Use of art and sculpture to create a sense of place and identity for the area.

I-35 E at Main Street Interchange Edmonds Lane

- With reconstruction of the Main Street Bridge over I-35, the SB Frontage road will be moved eastward closer to Edmonds Lane making the two intersections unfunctional.
- Staff & Innovative Transportation Solutions to discuss with TXDOT adding TXDOT funding for this intersection to the Main Street project.
- Estimated Cost for the Intersection Realignment is \$6.5M.
- Significant ROW negotiations and acquisition cost involved.



I-35 E at Main Street Interchange (Edmonds Lane Realignment)

SHOPPING CENTER DRIVE LINED UP WITH WALMART ENTRANCE



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I-35 E at Main Street Interchange (Edmonds Lane Realignment)

QUEUED TRAFFIC WAITING ON EDMONDS @ MAIN STREET



RIGHT TURNING TRAFFIC STOPPED ON EDMONDS @ MAIN STREET



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Director of Parks & Recreation Stacie Anaya explained that Parks & Recreation operates off three plans including Lewisville 2025, the Lewisville Trails Master Plan and the Parks, Recreation & Open Space Master Plan.

Lewisville 2025 Vision:

- Big Move #1 – Green Centerpiece
 - Lake Park
 - LLELA
 - Railroad Park
 - Land Acquisition
- Big Move #2 – Extending the Green
 - Bicycle and pedestrian ways
 - Blue ways

2011 Lewisville Trails Master Plan:

- Facility networks
 - Off-street trails (65.1 miles)
 - Enhanced sidewalks (50.4 miles)
 - Bike Routes (66.5 miles)
 - Paddling Trails (7.4 miles)
- Spine system – pedestrian and bicycle
- Current projects
 - DCTA Trail connection from Highland Village Station to Mill Street (design)
 - Garden Ridge Parkway shared-use paths and off-street trail (ready for bid)
 - South kayak launch at Hebron Parkway (ready for bid)
 - National Recreational Trail opportunity

Networked Trails: Staff is trying to enhance our networked trails. They are working with the City GIS employees to map this. DCTA has gotten through the design phase and staff has identified a construction company for the Garden Ridge Parkway Trail. Co-Chairperson Derik Hayenga asked when this will break ground. Ms. Anaya responded that staff is hoping this will be in March 2019. The contracts are approved by TXDOT and this is an 80% grant with a 20% City match funding.

10-Minute Walk to a Park: The City has a grant for 10-Minute Walk to a Park initiative. This program has helped to identify areas that are not a 10-minute walk to a park.

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Park Development Manager Position: A final candidate has been identified for the Park Development Manager position.

School Playgrounds for Parks: The City is exploring an interlocal agreement with LISD for use of school playgrounds as parks. Board member Tamela Bowie asked what that would be like. Ms. Anaya explained that during the daytime it would still be used as a school playground and after hours it would be used as a park. The City may be able to help with the playground, trees, etc. Some of these playgrounds are not accessible to the public at all and we would need to work on gaining access. Co-Chairperson Derik Hayenga asked about liability. Ms. Anaya responded that is one of the things that staff is currently working through to try to find a solution.

Pocket Parks: Pocket parks can be described as small areas for gathering of families, neighbors, etc. The City has Timbercreek buy-out lots and have been looking at those as possible pocket parks. Staff is trying to find some parcels in Old Town Lewisville that could be used for pocket parks. Staff is also looking at pause points for the DCTA trail.

Valley Vista Property for Nature Park: Staff is looking into developing the Valley Vista property into a nature park. A grant application has been submitted to Texas Department of Parks and Wildlife for a \$500,000 grant with a \$500,000 City match. Staff will find out in March if the City is approved for the grant.

Ms. Anaya discussed the progress of the 2011 Trails Master Plan.

Castle Hills Annexation: Upon annexation, or possibly prior to annexation, staff will begin a full update of the Master Plan. This is an opportunity to review connecting to their current parks. This plan update will also include a full hike and bike trail update.

Ms. Anaya discussed upcoming Parks & Recreation activities.

Co-Chairperson Derik Hayenga commented that in the survey done in 2011, the number one Parks request was for trails. The City received a grant for bicycle trails in FY 13-14 and he is disappointed in what we've developed and we have missed the message of the people and have gotten off-track because the trails are not there. Ms. Anaya explained that the funding from TXDOT takes a long time. This is a Federal grant that is passed through TXDOT. We are strategizing where to go for the grants and where to fund based on the slowdown that these grants cause. Ms. Thompson explained that the \$40M multi-generational facility has contributed to the slow-down.



Parks and Trails Plans and Projects

Lewisville Parks & Recreation Department
2025 Committee Presentation
January 10, 2019

We've Got Plans!

- Lewisville 2025
- 2011 Lewisville Trails Master Plan (approved in 2013)
- 2018 Parks, Recreation & Open Space Master Plan

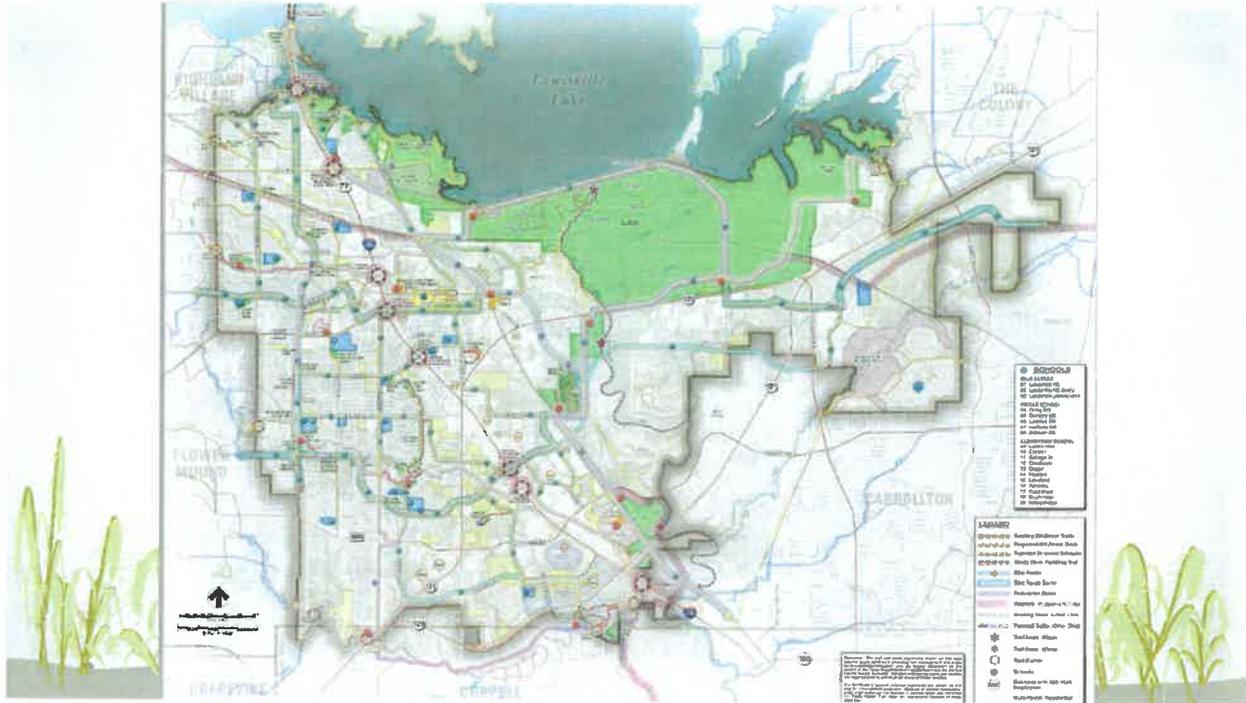
Lewisville 2025 Vision

- **Big Move #1: Green Centerpiece**
 - Lake Park*
 - LLELA
 - Railroad Park
 - Land Acquisition
- **Big Move #2: Extending the Green**
 - Bicycle and pedestrian ways
 - Blue ways

2011 Lewisville Trails Master Plan

- Facility networks
 - Off-street trails (65.1 miles)
 - Enhanced sidewalks (50.4 miles)
 - Bike Routes (66.5 miles)
 - Paddling Trails (7.4 miles)
- Spine system – pedestrian and bicycle
- Current projects
 - DCTA Trail connection from Highland Village Station to Mill Street (design)
 - Garden Ridge Parkway shared-use paths and off-street trail (Construction Contract Negotiation)
 - South kayak launch at Hebron Parkway (Ready for bid)
 - National Recreational Trail opportunity

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2018 Parks, Recreation & Open Space Master Plan

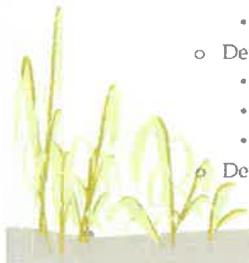
- Updated goals and objectives
 - Support the Big Moves
 - Balance between preservation of nature and access
 - Sustainable practices for development and operations
 - Connected trail and bikeway system:
 - 10-Minute Walk to a Park
 - Diversification of recreation facilities and programs/services
 - Enhanced marketing of recreation facilities and programs/service

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2018 Parks, Recreation & Open Space Master Plan

- Highlighted action steps and projects
 - Hire a park development manager
 - Construct new parks, trails and open space in underserved areas
 - Rodeo site
 - Interlocal agreement with LISD
 - Create pocket parks throughout the City
 - Timbercreek buy-out lots
 - Identify parcels in Old Town
 - Pause points along DCTA Trail
 - Develop city-wide network of multi-use trails
 - Wayfinding signage
 - Completion of phase 1 trail segments
 - 3 priority trails
 - Develop the Valley Vista property into a nature park



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2018 Parks, Recreation & Open Space Master Plan

- Next major update – immediately after annexation of Castle Hills
 - Meet TPWD requirements
 - Adequately access recreation needs and requirements of new residents
 - Connectivity to and expansion of current system
 - Include full hike and bike trail update

Upcoming PARD Activities

- January 12
 - Lewisville Ninja Warrior Challenge: 80s Edition
 - www.iltcommunitychallenge.com
- March 4
 - Financial Management and Cost Recovery Model Workshop
- March 27 – 29
 - Urban Land Institute National Study Visit

At 8:10 p.m., Chairperson Karen Locke adjourned the meeting for a break. Chairperson Karen Locke reconvened the meeting at 8:15 p.m.

2015 Bond Program – Brenda Martin – Overview of Program to Date

(Agenda Item 4)

Brenda Martin, Director of Finance, provided an update to the Board members on the 2015 Bond program. Ms. Martin explained that we are halfway through the bond money with \$35M being used for Thrive. Ms. Martin discussed the utility revenue bonds and explained to the Board members that the City has a AAA rating, the highest available rating, which means that the City receives the lowest possible rate available in the market and outlined the City's last three years' bond interest rates. Debt management was discussed. All three issuances were issued with a final maturity of 16 years and all bond payments have been made on time. Next Ms. Martin outlined the adjustments that have been made to the projects. The projects are reviewed annually and the amount and timing of upcoming bond issuances for GO and Utility bonds are determined during the budget process. The goal is to only issue the debt as we need it. When the City issues bonds, those are issued with a 10-year call period, which means the City can call them if the interest rates are lower at the tenth year.

2015 General Obligation Bond Authorization

<u>PURPOSE</u>	<u>AUTHORIZED</u>	<u>ISSUED</u>	<u>UNISSUED</u>
Streets	\$ 71,600,000	\$ 25,595,000	\$ 46,005,000
Parks & Recreation	39,900,000	25,600,000	14,300,000
Acquatic Center	13,000,000	13,000,000	-
Police & Fire	10,500,000	4,900,000	5,600,000
TOTALS	\$ 135,000,000	\$ 69,095,000	\$ 65,905,000

Bonds from 2015 Authorization were issued on July 2016, February 2017, and October 2018

Utility Revenue Bonds

- In addition to general obligation bonds, the City will issue utility revenue bonds for new water and sewer infrastructure improvements
 - 2016 \$7,730,000
 - 2017 \$6,135,000
 - 2018 \$7,680,000

- The City's bond ratings from Standard & Poor's and Fitch is AAA
 - Highest rating
 - Reflects the credit worthiness of the City and in turn will command the lowest interest rate at time of sale

Bond Interest Rates (True Interest Costs)

- 2016
 - GO 2.355% Revenue Bonds 2.452%
- 2017
 - GO 3.031% Revenue Bonds 2.618%
- 2018
 - GO 2.9898% Revenue Bonds 2.9667%

Debt Management

- Per our debt policy in most cases, bonds will be issued with a final maturity of 16 years
 - All bond issuances from the 2015 authorization as well as utility revenue bonds have this term
- Bond payments (principal and interest) are paid semi-annually
 - Feb 15 & Aug 15
- City has met all continuing disclosure requirements for bonds issued

Adjustments

- Projects are reviewed regularly throughout the year
- Prior to annual budget, the amount and timing of the upcoming bond issuances (GO & Utility) is determined
 - Factors—existing project progress, priorities, debt capacity
 - Biggest factor—construction inflation
- Goal is availability of proceeds for project completion
- Additionally, refunding opportunities are reviewed annually to lower debt costs; for 2016-2018:
 - \$13.4M GO/CO refunded (\$984,200 present value savings)
 - \$9.48M Utility Revenue (\$455,000 present value savings)

Rodeo Arena – Eric Ferris/James Kunke

(Agenda Item 5)

- **Status Update**
 - **Planned Discussion at 2019
Retreat**
 - **Brainstorming**
-

James Kunke, Director of Community Relations and Tourism, gave an overview of the rodeo arena and explained that this is a City-owned facility that has been the site for the Lewisville Rodeo since 1965. The City acquired the bulk of the land in 1959. The Lewisville Saddle Club was formed in 1962, the first lease was signed with them in 1965 and they built the arena.

In 1995 the Lewisville Saddle Club met with staff several times and made several improvements. In 2012 City Council approved \$473,000 to install new metal bleachers, parking spaces and public access areas due to ADA requirements. After the 2016 rodeo a full safety assessment was performed by City staff, Lewisville Saddle Club officers and Texas Municipal League (TML) and a list of needed repairs and upgrades was sent to Lewisville Saddle Club. The highest priority repairs were completed prior to the 2017 Labor Day Rodeo, but additional repairs were still needed. City staff was informed by the club president in January 2018 that the club could not afford the needed repairs, Because the City could not make repairs to structures that belong to the Lewisville Saddle Club; the Lewisville Saddle voted to transfer ownership of all

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fixtures/equipment to the City. City staff performed inspections to identify needed repairs and the estimated cost for repairs/replacements is \$835,000.

This site is in the boundaries of the Small Area Plan for Old Town North so adapting the recommendations of that plan is required for the arena. Assuming ownership would result in an estimated annual cost of \$15,000 for routine maintenance. A new lease would be required with the Lewisville Saddle Club due to the current lease expiring at the end of 2019. Another issue is that the high school rodeo club is not a UIL sport and is not covered by school district insurance. The club was previously covered under the Lewisville Saddle Club insurance as member.

Mr. Kunke displayed an aerial map of the site and discussed programming. Eric Ferris, Deputy City Manager, explained that in the Fall of 2018, per Council direction, staff met and had a brainstorming session regarding uses. There is still enough time to hire a professional rodeo coordinator and plans to have consultants come in and walk the site. The 2018 rodeo is the same weekend as the Pop Festival; there is the option of delaying the rodeo for one year.

At this time, Mr. Ferris turned the meeting over to the board for brainstorming.

Chairperson Karen Locke advised that as Old Town grows, we will need a dog park and asked if this is an appropriate site for this use. Ms. Anaya advised that we would need regular parking for that and the walking distance may be a little far to use as a dog park. Ms. Locke stated that she thinks it needs to be some kind of park.

Tracey Daniels, Lewisville resident, said that in 1969, the same weekend as the Pop Festival, her family attended the rodeo. She said she would hate to see it go away and is glad that staff is looking into it.

Chairperson Karen Locke said that she would like for there to be a way to get the Rodeo Club kids here and commented that the more people you can get to come here, the more money would be put back into Lewisville.

Board member Kristin Green asked if we were able to get several different organizations here to have rodeos, how many (rental) nights would be needed to make it work. Mr. Ferris said that we could start with the Labor Day Rodeo and look at adding roping events, bell riding events, etc., and even go beyond that with BMX, etc., while looking at the west side of the campus as a nature park. Mr. Kunke advised that we occasionally get approached for this and, if done correctly could expect 12-15 days per year of events. Mr. Ferris said that if it's good, we may be able to get chili cook-offs, roping events, etc. Board member Green said that there is a group of people in Lewisville that love the rodeo, so it would be good to explore that.

Board member Tamela Bowie suggested a mini trade days similar to Canton.

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Chairperson Karen Locke added that there could be a Rotary Car Show.

Board member Amanda Ferguson questioned whether or not a lot more infrastructure would have to be brought in.

Board member Peter Taggart wanted to know if this connects to LLELA/Old Town and does this impact what happens on the west side.

Board member Tamela Bowie suggested having a pumpkin patch on the site.

Board member Kristin Green advised that at an Old Town North public meeting, a girl who attended mentioned that there is no place to go to kick a soccer ball, for example. Board member Green would love to see some of the land on the west side remain as open space. Co-Chairperson Derik Hayenga would like to see picnic tables added to the site.

Board member Marcelo Borges asked if the City is looking to use the site more often. Mr. Kunke advised that if the City is going to invest in it, we need to use it more. Board member Borges suggested reaching out to some of the western riding schools. There is nothing currently available in the area and he takes his children to Corinth for barrel racing. The insurance would then be covered by the company and this would be a good place to exercise the horses and teach horse riding. Board member Borges also suggested paintball competitions. He said it would be good if that location had a person in charge of venturing out and getting business for that site as a rental.

Co-Chairperson Derik Hayenga suggested remote control airplanes if the space is large enough.

Mr. Ferris asked if the general consensus of the board members was to continue looking in the direction of mixed use for the site.

Chairperson Karen Locke generally asked the members and advised that all members agree that we should move forward with looking at mixed use options for this site.

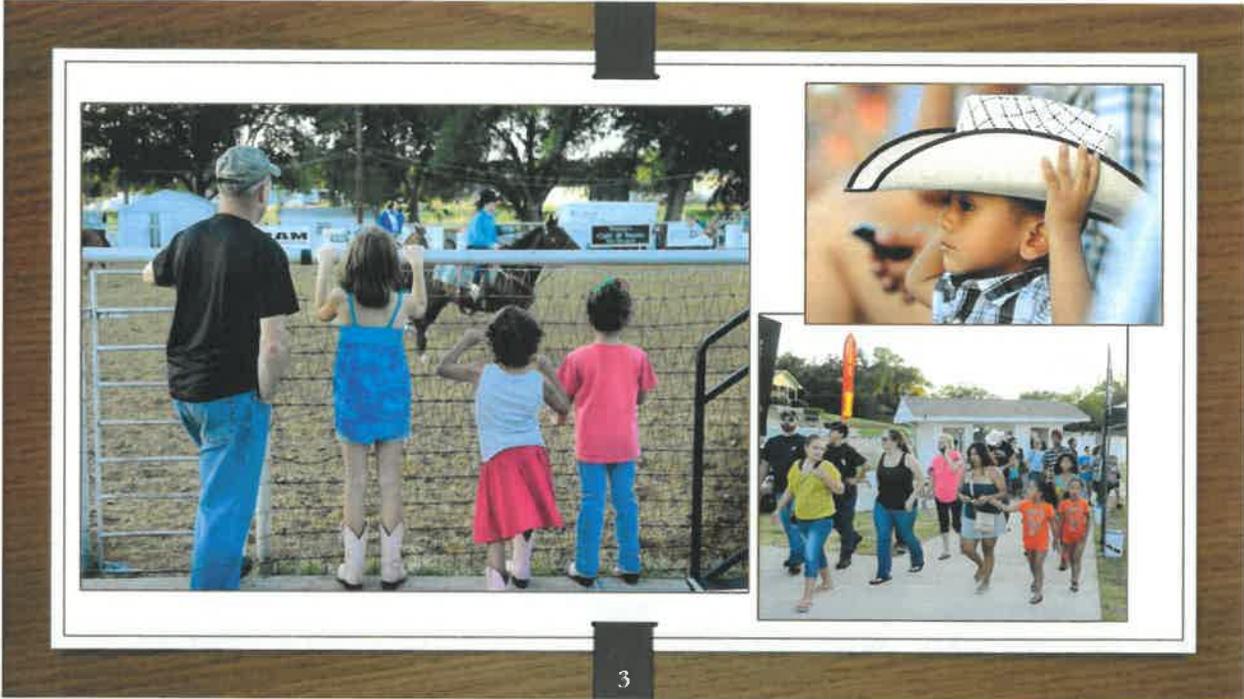
Lewisville Rodeo Arena

Lewisville 2025 Steering Committee
January 10, 2019



Home of the three-day Labor Day Rodeo, held each year since 1965 by the Lewisville Saddle Club.

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TIMELINE

1959 - City acquired land north of Parkway between Kealy and Mill

1962 - Lewisville Saddle Club formed, associated with "Mounted Square Dance Group" and the "American Association of Sheriffs Posse & Riding Club"

1965 - City signs a lease with Lewisville Saddle Club for use of the property; Saddle Club builds the arena, and the first Labor Day Weekend Rodeo is held that year. The lease is renewed at different intervals for the next 49 years

1995 - Lewisville Saddle Club appears before City Council several times regarding a new lease. As a result of numerous meetings with staff, the club made several maintenance and facility improvements, including bleacher improvements and painting buildings

2012 - City staff identifies significant ADA issues related to bleachers and paved access at the arena; City Council approves \$473,000 to install new metal bleachers and pave parking spaces and public access areas. New engineering site plan places all properties in a single plat, including abandoned Lewisville Jaycee's area

Nightly capacity is 2,250 people; total annual attendance is between 4,500 and 6,000 people.



CURRENT ISSUES

After the 2016 rodeo, which saw one equine fatality and one horse that broke through the arena fence into the seating area, city staff was directed to perform a full safety assessment of the arena and of rodeo processes. Inspections were performed by TML, city staff, and Lewisville Saddle Club officers

In February 2017, a list of needed repairs and upgrades was sent to Lewisville Saddle Club. The list included items related to electric wiring, safety of the announcing stand, lighting, and fencing

The highest priority repairs were completed by August, prior to the 2017 Labor Day Rodeo, but additional repairs were identified as still needed

In January 2018, the Saddle Club president told city staff that the club was not able to afford the needed repairs and planned to seek assistance from the city. The club president was told that the city could not make repairs to fixtures and structures that belong to the Lewisville Saddle Club

Later in January 2018, the Lewisville Saddle Club board voted to transfer ownership of all arena fixtures and equipment to the city

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CURRENT ISSUES

City staff from multiple departments performed in-depth inspections of the Rodeo Arena, specifically identifying needed repairs and upgrades the city would have to make and gathering price estimates. Those items were detailed in a May 17 report from Wayne Snell

Total cost of all needed repairs and replacements is estimated to be \$835,000. Because of the cost, staff has prioritized the project into Immediate, Short-Term, and Long-Term needs.



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OTHER CONSIDERATIONS

Small Area Plan – Lewisville Rodeo Arena is within the boundaries of the Small Area Plan for Old Town North. The plan does address potential improvements and uses for the arena site, mostly focusing on parks and trails. Making an investment in the arena would require adapting the Small Area Plan recommendations to accommodate continued use of the east half of site as an arena.

Future Maintenance – Assuming ownership of the arena fixtures and equipment would make future maintenance a responsibility of the Parks and Recreation Department, which will carry ongoing costs and workload for that department. Routine care estimated to cost about \$15,000 annually (mowing, trash, etc.)

Lewisville Saddle Club Lease – The current lease expires at the end of this year so a new lease will be needed with or without the ownership transfer. If the transfer is approved, the lease will treat LSC as a rental tenant of the arena. Many terms of the current lease would be changed to reflect the new ownership. Current annual payment of \$10,000 in Hotel Fund money for rodeo marketing would be codified in the lease.

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OTHER CONSIDERATIONS

High School Rodeo Club – The rodeo club for Lewisville and Marcus high schools has been practicing at Lewisville Rodeo Arena through an arrangement with Lewisville Saddle Club, by which the students became members of LSC and were covered under the club's insurance. This is needed because the rodeo club is not an LISD-sponsored activity, so is not insured by the district. If Lewisville Saddle Club becomes a rental tenant, the high school rodeo club would have to make other insurance arrangements that might be cost prohibitive.

Programming – The ownership change, and subsequent City investment in the arena, would create opportunity for additional programming at the facility. This could include rodeo-related events as well as smaller festivals and concerts (maximum crowd of perhaps 3,000 people). Increased programming at the rodeo arena would carry costs to the city, and also would increase traffic and parking impacts on the adjacent residential neighborhood.

City Insurance - The premium for insuring the property will increase because of the expanded ownership and the increased value of the buildings and fixtures. Liability insurance will be required of all rental clients, and all City-run events carry insurance. The city's annual premium for general liability and errors and omissions would increase by about \$2,958 next year.

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**I-35 Water Tower – Keith Marvin
– Brainstorming**

(Agenda Item 6)

Mr. Ferris advised that staff wants to get feedback from the Board members on the water tower.

Chairperson Karen Locke said that her son was Big John and she thinks the mascot needs to stay for identification and it has become a part of our culture.

Board member Amanda Ferguson asked if this is a courtesy to have the high school mascot/logo on the tower. Mr. Ferris responded that it has basically been on there as tradition. Board member Ferguson asked if LISD would participate in the funding. Mr. Ferris advised that the City has the funding. Board member Ferguson asked about the funding for future additions. Mr. Ferris advised that had not been discussed in the meeting with the principal. Mr. Marvin advised that in 1993 citizen groups did raise money for the logo.

Chairperson Karen Locke asked if the principal is wanting to use the crest or the mascot logo. Mr. Ferris advised that the principal stated they want to have Big John on the horse on the tower.

Board member Marcelo Borges suggested having a billboard added that the City could advertise on. Mr. Kunke asked, for clarification, if Board member Borges was referring to a digital billboard sign. Board member Borges responded that he is referring to a digital sign on the water tower. Co-Chairperson Derik Hayenga said that he likes that idea. Mr. Ferris advised that a digital billboard may not be something that the City would be looking at having on the water tower. He said it is a good idea, but the high school is looking for something more static. Board member Borges advised that the more wording that is added, the smaller and less noticeable it would become.

Co-Chairperson Derik Hayenga stated that at first he wanted to have the bird (City logo) on the sign, but now due to tradition, he agrees that the high school logo should be used.

Board member Amanda Ferguson asked what the majority of the residents would want.

Chairperson Karen Locke said she thinks that the group that wants the high school logo would fight for this. Board member Tamela Bowie said that the group would be a big, committed group of people. Board member Amanda Ferguson said that she is kind of indifferent about it, but she is not opposed to it.

Co-Chairperson Derik Hayenga said that he thinks the championship stuff could remain at the school. Chairperson Karen Locke said she would agree with that as long as Big John is on the tower.

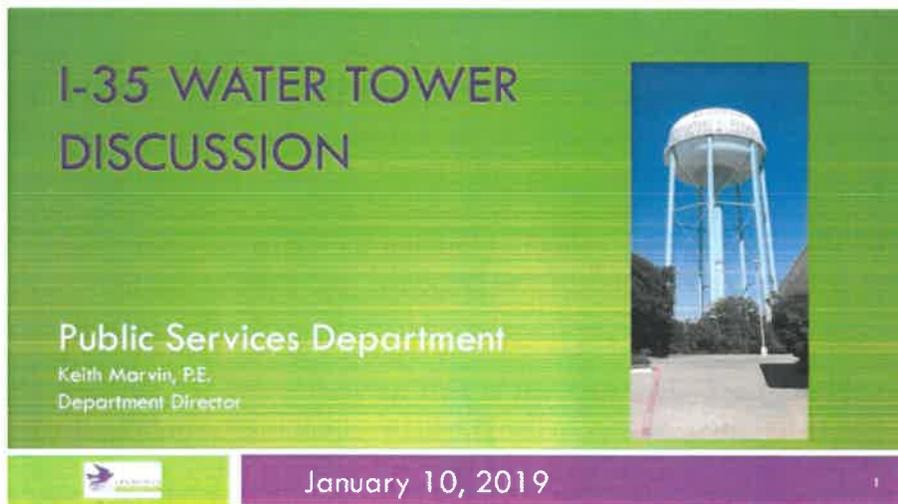
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Board member Kristin Green said that without the Big John logo the text could be bigger. Board member Amanda Ferguson said that it could stay the same size. Board member Peter Taggart said that he thinks a placard is a good idea because it gives the flexibility to remove it at some time. Board member Ferguson said that she likes the idea of it being separate.

Board member Amanda Ferguson asked if this is the most current logo and how long it will be the logo. Mr. Ferris responded that Doug Killough did this one in 1993. Board member Peter Taggart said that there have been some tweaks, but since 1993, this has been the logo.

Mr. Ferris advised that he is going to stay neutral, but this group is our sounding board.

Kara Stone, Lewisville resident, said that she made buttons to save the Fighting Farmers water tower previously and people donated money to save the water tower. Her dad was a Fighting Farmer in 1982. She said that people across the country do identify Lewisville this way in certain areas.



I-35 Water Tower Discussion

- The coating of the water tower has deteriorated to the point that it needs to be rehabilitated.
- City staff is working with a consultant on a Professional Service Agreement (PSA) to provide engineering services to prepare plans, specifications, and bid documents for this work.
- One critical component is to determine the desired appearance for the tower, including branding and logo.

I-35 Water Tower Discussion

- Existing tower has a Lewisville Fighting Farmer logo in addition to Lewisville.
- The tower also displays State Championship information.
- City staff met with LHS Principal to discuss his thoughts on the future appearance.



I-35 Water Tower Discussion

- Recent tower painting projects have included the standard city logo.
- The other leg style tower at FM 3040 and Valley Parkway included an accent color on the center riser pipe.



Archer Way/FM 407



Valley Parkway/FM 3040

I-35 Water Tower Discussion

- The City does have a unique logo on our Austin Ranch water tower.



Windhaven Parkway/Trinity Drive

I-35 Water Tower Discussion

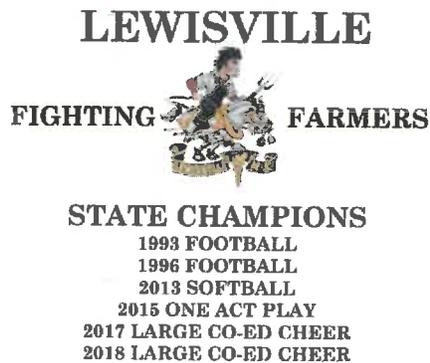
- ▣ Various options exist for branding this tower.
 - Standard Lewisville Logo
 - LHS Fighting Farmer Logo

- ▣ If the tower maintains the LHS branding, does it include Championship information? If so, what would be the criteria for being included on the tower?



I-35 Water Tower Discussion

- ▣ LHS Information – Principal Jeffrey Kajs
 - All three campuses share same logo: LHS, Killough, & Harmon
 - Total enrollment is 4,000
- ▣ LHS desires to keep "Big John" logo with Championships
 - Criteria for Inclusion: Must be UIL Sanctioned Team Event
 - Championship Information could be added as a sign attached to the legs of the tower.
- ▣ LHS color scheme would be white background, grey legs, maroon standpipe & logo lettering



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I-35 Water Tower Discussion

- ▣ Final decision on branding will be made by City Council.
- ▣ The consultant PSA will include renderings of at least 3 logo/color combinations.
- ▣ Options will be presented to City Council in open workshop later this year.
- ▣ Tower rehabilitation should begin in Fall 2019.



Adjournment

(Agenda Item 7)

MOTION: Upon a motion made by Board member Tamela Bowie and seconded by Board member Kristin Green, the Board voted eight (8) “ayes” and no (0) “nays” to adjourn the meeting of the Lewisville 2025 Advisory Board at 9:30 p.m. on Thursday, January 10, 2019. The motion carried.

APPROVED:

Karen Locke, CHAIRPERSON

LEWISVILLE 2025 ADVISORY BOARD

PREPARED BY:

Jennifer Malone,
Executive Assistant, City of Lewisville