

**WILLOW PARK CITY COUNCIL REGULAR MEETING  
516 RANCH HOUSE ROAD, WILLOW PARK, TEXAS 76087  
MONDAY, MAY 19, 2008**

**I. Call to Order**

Mayor Glasgow called the Special Meeting of the City Council to order at 5:33 P.M

**II. Quorum Check**

**Present:**

Mayor Marvin Glasgow  
Council Member Barry Tatum  
Council Member Hale Alderman  
Mayor Pro-tem Kenneth Hawkins  
Council Member Barry Brown

**Also Present:**

City Administrator Claud Arnold  
City Secretary Candy Scott  
City Attorney Rider Scott

**Absent:**

Council Member Theresa Welch

**III. Invocation**

The invocation was given by Mayor Glasgow

**IV. Pledge of Allegiance**

Mayor Glasgow led the Pledge of Allegiance

**V. Approval of Minutes**

- A. Regular City Council Meeting of April 21, 2008
- B. Special City Council Meeting of May 6, 2008
- C. Special City Council Meeting of May 12, 2008

**\*\*Council Member Alderman moved to accept the minutes of the Regular City Council Meeting of April 21, 2008, the Special City Council Meeting of May 6, 2008 and the Special City Council Meeting of May 12, 2008 as presented, seconded by Council Member Tatum**

Aye votes: Council Members: Tatum, Alderman, Hawkins & Brown

Nay votes: None

Abstained: None

Motion passed with a vote of 4-0-0

**VI. Community Announcements**

None

**VII. Citizens Presentations**

Jack Blair of 108 Kingswood addressed the Council and encouraged them to adopt a road plan.

Bobby Harris and Gregg Hubbard of Bell's Natural Stone located at 4801 East I-20 addressed the Council regarding the I-20 Overlay and wanting to build a new building.

Bess Campbell of 705 Camelot Ct. addressed the Council regarding the need for road repairs.

Robert Jungers of 328 Verde Rd. addressed the Council regarding the need for road work on Verde Rd.

Don Kinney of 125 Spanish Oak addressed the Council regarding the need for road repairs at his residence.

JoAnn Fischer of 3025 Yucca Rd. addressed the Council regarding the need for road repairs to Yucca Rd.

Mark Jones of 213 Manor Ct. addressed the Council regarding the need for road work on Verde Rd.

Chris Bryant of 4800 Quail Crest addressed the Council regarding the need for road repairs.

Christopher Hetreed of 309 Verde Rd. addressed the Council asking them to consider on-line bill payment for utility bills.

DeeAnn Day of 3033 Yucca Rd. addressed the Council asking them to pave the roads, not just patch them.

Mark Tackett of 132 El Chico Tr. addressed the Council regarding the need for road repairs to El Chico Tr.

Chuck Jett of 608 Knights Bridge Rd. addressed the Council regarding road repairs to Camelot.

Eleanor Jett of 608 Knights Bridge Rd. addressed the Council asking them to consider putting road repair donations back on the water bills.

Betty Zigelhofer of 136 Olympic Dr. addressed the Council regarding being billed for city taxes in Willow Park.

Ray Laposa of 120 Olympic Dr. addressed the Council regarding being billed for city taxes in Willow Park.

Tom Elliott of 317 Cook Rd. regarding the need for road repairs.

## **VIII. Mayor's Update**

Mayor Glasgow started his update by assuring the citizens that the City Council's goal is to fix all of the roads in Willow Park.

Mayor Glasgow reported that he is still looking into the TXDOT ramp plans for I-20 and therefore he will hold off on putting it on the agenda until he gets all the information he needs.

Mayor Glasgow announced that there will be a Memorial Day Ceremony at the Municipal Complex on Monday, May 26<sup>th</sup> and all citizens are invited to attend.

## **IX. City Administrator's Update**

City Administrator Arnold did not give an update.

## **X. Planning & Zoning Update**

Chairperson Donna Smith reported to the Council on Bell's Natural Stone plans to expand their facilities.

## **XI. Department Head Updates**

### **A. Fire Department**

Chief John Justice reported the Fire Department has responded to 308 calls this year, their average response time is 4.2 minutes. Chief Justice updated the Council on their donations, the ISO testing and fire hydrant testing being done.

### **B. Police Department**

Deputy Chief Brad Johnson reported that the Police Department had 708 calls for service, 46 reportable calls, 29 arrests, 9 accidents and issued 397 tickets in April. The laptops have been ordered, a transmission in one of the units has been replaced, and the officers are scheduled to be measured for new vests on the 28<sup>th</sup>.

### **C. Public Works**

Public Works Superintendent Rudy Ragel reported that in April the Public Works Department handled 486 work orders and located and repaired an infiltration problem in the Deer Creek Wastewater System. Mr. Ragel also reported on the April water production and the current number of water and wastewater connections.

### **D. Building Department**

Building Clerk Ebbie Wooten reported that 4 new homes have been started, 1 new swimming pool, and the city staff is removing signs found in the easements.

### **E. Parks & Recreation**

There was no Parks & Recreation update.

F. Administration

City Secretary Candy Scott reported that the sales tax showed another increase over budget for collections in May. Mayor Glasgow in conjunction with Congresswoman Kay Granger's office had sent her another set of active and inactive businesses in Willow Park. Mrs. Scott stated that she should be finished going through the spreadsheets soon and will send them back to the Comptroller's Office to insure all sales tax are being paid to Willow Park that belongs to Willow Park.

Mrs. Scott reported that after the meeting tonight she will have all the information requested from the United States Post Office to process the request for the preferred last line delivery for Willow Park.

Mrs. Scott also gave a budget performance update.

**XII. New Business**

- A. Discussion/Action – Ordinance No. \_\_\_\_ An Ordinance accepting the Canvass of the General Election (Mayor Glasgow)

**\*\*Mayor Pro-tem Hawkins moved to adopt Ordinance No. 572-08, An ordinance providing for canvassing and declaring the results of the General Election conducted May 10, 2008 for the election of certain Municipal Officers of the City of Willow Park; Mayor and Council Members: Place 3, Place 4 and Place 5; providing a severability clause; and, providing for an effective date, seconded by Council Member Alderman**

Aye votes: Council Members: Tatum, Alderman, Hawkins & Brown

Nay votes: None

Abstained: None

Motion passed with a vote of 4-0-0

- B. Discussion/Action – Administering Oath of Office to Newly Elected Officials (Mayor Glasgow)

City Secretary Scott administered the Oath of Office to Mayor Glasgow, and then to Council Members Brown, Hawkins and Alderman.

- C. Discussion/Action – Election of the Mayor Pro-tem by the Governing Body (Mayor Glasgow)

**\*\*Council Member Alderman moved to appoint Council Member Hawkins as Mayor Pro-tem, seconded by Council Member Tatum**

Aye votes: Council Members: Tatum, Alderman & Hawkins

Nay votes: Council Member Brown  
Abstained: None  
Motion passed with a vote of 3-1-0

- D. Discussion/Action – Approving Preliminary Plat of Ranch House Road Estates, Lots 9-R-1-B, 9-R-1-C, 9-R-B-1 and 9-R-B-2 Block 1 (Donna Smith)

Chairperson Donna Smith reported that the Planning & Zoning Commission approved this Preliminary Plat with conditions. Those being 9RA2 owner Dennis McMahan needs to show no objection to the re-plat, the 10' utility easements need to be shown along the perimeters of all the new lots, adequate road or driveway width needs to be present for Fire and EMS access, fire hydrant availability needs to be reviewed, the dedication language needs to be changed and corporate identification of Ranch House Development LLC is required for dedication.

**\*\*Mayor Pro-tem Hawkins moved to approve the Preliminary Plat of Ranch House Road Estates, Lots 9-R-1-B, 9-R-1-C, 9-R-B-1 and 9-R-B-2 Block 1 with the completion of the conditions noted by the Planning & Zoning Commission, seconded by Council Member Alderman**

Aye votes: Council Members: Brown, Hawkins & Alderman  
Nay votes: Tatum  
Abstained: None  
Motion passed with a vote of 3-1-0

- E. Discussion/Action – Setting a date and time for a Joint Workshop between the City Council and the Planning & Zoning Commission (Mayor Glasgow)

**\*\*Council Member Brown moved to set the date for the Joint Workshop for June 2, 2008 at 6:30 P.M., seconded by Council Member Tatum**

Aye votes: Council Members: Tatum, Brown, Hawkins & Alderman  
Nay votes: None  
Abstained: None  
Motion passed with a vote of 4-0-0

- F. Discussion/Action – Ordinance No. \_\_\_\_\_, An Ordinance establishing a curfew for minors (Mayor Glasgow)

This item will be on the June 16, 2008 agenda with a Public Hearing being set for that date.

- G. Discussion/Action – Ordinance No. \_\_\_\_\_, An Ordinance adopting the National Incident Management System (Mayor Glasgow)

**\*\*Mayor Pro-tem Hawkins moved to adopt Ordinance No. 573-08, an Ordinance providing for authorization to adopt the National Incident Management System (“NIMS”) as the standard for incident management by the City of Willow Park; providing a severability clause; and, providing for an effective date, seconded by Council Member Tatum**

Aye votes: Council Members: Tatum, Brown, Hawkins & Alderman

Nay votes: None

Abstained: None

Motion passed with a vote of 4-0-0

- H. Discussion/Action – Recommendation of lowest qualified bidder by Lockwood, Andrews, & Newnam, Inc., for the construction of the Scenic Trail and El Chico Trail Reconstruction Project (Jeff Ground)

Jeffrey Ground of Lockwood, Andrews, & Newnam, Inc. presented the Council with the results of the bid opening of the Scenic Trail and El Chico Trail Reconstruction Project. The recommendation of the award of the contract was to Gilco Contracting of Benbrook, Texas.

**\*\*Council Member Alderman moved to accept the recommendation of Lockwood, Andrews, & Newnam, Inc., seconded by Mayor Pro-tem Hawkins**

Aye votes: Council Members: Tatum, Hawkins & Alderman

Nay votes: Brown

Abstained: None

Motion passed with a vote of 3-1-0

- I. Discussion/Action – An authorization to negotiate a contract with the lowest qualified bidder for the construction of the Scenic Trail and El Chico Trail Reconstruction Project (Mayor Glasgow)

**\*\*Council Member Alderman moved to authorize the Mayor and/or City Administrator to negotiate and execute a contract with Gilco Contracting of Benbrook, Texas for the Scenic Trail and El Chico Trail Reconstruction Project, seconded by Mayor Pro-tem Hawkins**

Aye votes: Council Members: Tatum, Hawkins & Alderman

Nay votes: Brown

Abstained: None

Motion passed with a vote of 3-1-0

- J. Discussion/Action – Selection of roads for repairs from Road Repair/Replacement Schedule (Mayor Glasgow)

Mayor Pro-tem Hawkins read a statement for the record. This statement is attached to the minutes as Item A.

Council Member Brown a statement for the record. This statement is attached to the minutes as Item B.

Council Members Alderman also made a statement regarding the road repairs and the fact that all of monies from the tax increase from last year are to be spent on roads as was promised to the citizens.

A lengthy discussion followed.

**\*\*Council Member Brown moved to select the Step 2 Primary Roads from the Suggested Strategic Plan presented by Mayor Pro-tem Hawkins, these roads being: Knights Bridge, Forrest Circle, Spanish Oak, Navajo, Cherokee Ct., Cactus Ct., Cactus Rd., Queensway, Pleasant Ridge, and Kingwood, and that the Strategic Plan be attached to the minutes as the plan for long term improvements for Willow Park, seconded by Council Member Tatum**

Aye votes: Council Members: Tatum, Brown, Hawkins & Alderman

Nay votes: None

Abstained: None

Motion passed with a vote of 4-0-0

**\*\*Mayor Pro-tem Hawkins moved to add Verde Rd to the list of Step 2 Roads to be repaired, seconded by Council Member Alderman**

Aye votes: Council Members: Tatum, Brown, Hawkins & Alderman

Nay votes: None

Abstained: None

Motion passed with a vote of 4-0-0

The Suggested Strategic Plan for Long Term Improvements has been added to the minutes as Item C.

Mayor Glasgow called for a ten minute break at 9:05 P.M.

Mayor Glasgow reconvened the meeting at 9:14 P.M.

- K. Discussion/Action – Authorizing City Administrator to go forward with selected road repairs from monies budgeted in 07-08 General Fund Budget (Mayor Glasgow)

**\*\*Council Member Alderman moved to authorize the City Administrator to coordinate with the Mayor and negotiate and execute contracts for the repair of the**

**Step 2 Primary Roads from the Suggested Strategic Plan, with more than one contractor being selected to perform the repairs, seconded by Council Member Tatum**

Aye votes: Council Members: Tatum, Brown, Hawkins & Alderman

Nay votes: None

Abstained: None

Motion passed with a vote of 4-0-0

- L. Discussion/Action – Financing of Road Repairs/Replacement, Wastewater Treatment Plant, Million Gallon Water Storage Tank (Mayor Glasgow)

Bond Advisor George Williford of First Southwest Company presented the Council with potential Bond Issue Scenarios for the road projects. Council Member Tatum asked City Secretary Scott how much money the City has in CD's that can be used for the million gallon water storage tank. A lengthy discussion followed.

**\*\*Council Member Alderman moved to proceed with the intent to issue \$5,035,000.00 in Certificates of Obligation under the 15 year scenario as presented by Bond Advisor George Williford and include Step 12 of the Suggested Strategic Plan, seconded by Mayor Pro-tem Hawkins**

Aye votes: Council Members: Tatum, Hawkins & Alderman

Nay votes: Brown

Abstained: None

Motion passed with a vote of 3-1-0

- M. Discussion/Action – Consider all matters incident and related to a Resolution approving and authorizing publication of Notice of Intention to Issue Certificates of Obligation (Mayor Glasgow)

**\*\*Mayor Pro-tem Hawkins moved to adopt Resolution No. 05-08, a Resolution approving authorization for publication of a Notice of Intent of the City of Willow Park, Texas to issue Certificates of Obligation, seconded by Council Member Alderman**

Aye votes: Council Members: Tatum, Hawkins & Alderman

Nay votes: Brown

Abstained: None

Motion passed with a vote of 3-1-0

- N. Discussion/Action – Consider all matters incident and related to a Resolution declaring Expectation to Reimburse Expenditures with Proceeds of Future Debt (Mayor Glasgow)

**\*\*Mayor Pro-tem Hawkins moved to adopt Resolution No. 06-08, a Resolution declaring expectation to reimburse expenditures of the City of Willow Park, Texas**

**with proceeds of future debt for the stated purposes; and, providing for an effective date,** seconded by Council Member Alderman

Aye votes: Council Members: Tatum, Hawkins & Alderman

Nay votes: Brown

Abstained: None

Motion passed with a vote of 3-1-0

O. Discussion – Proposed Development Application Process (Council Member Brown)

There was a short discussion on this item, it will be added to the agenda of the June 16, 2008 Council Meeting.

**XIII. Recess To Executive Session**

Mayor Glasgow recessed the meeting to Executive Session at 10:32 P.M.

Pursuant to the Provision of Chapter 551, Government Code, Vernon's Texas Codes Annotated, in Accordance with Authority contained in...

A. ...Section 551.071 – Consultations with Attorney or Contemplated Litigation

1. El Chico Drainage at Valley Court, authorization to proceed with acquisition of the assets of real property pursuant to Chpt. 251, TEX. LOCAL GOV'T CODE, or other authority.

**XIV. Reconvene to Open Meeting**

Mayor Glasgow reconvened the Open Meeting at 10:40 P.M.

A. Discussion/Action – Consultations with Attorney or Contemplated Litigation (Mayor Glasgow)

1. concerning or relating to any matter considered in Closed Session, including, authorization to proceed with acquisition of the assets of real property pursuant to Chpt. 251, TEX. LOCAL GOV'T CODE, or other authority.

Mayor Glasgow stated that concerning Item 1 that Council has authorized the City Attorney to do so.

**XV. Adjournment**

The meeting adjourned at 10:45 P.M.

APPROVED

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Marvin Glasgow, Mayor  
City of Willow Park, Texas

ATTEST:

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Candice J. Scott, City Secretary  
City of Willow Park, Texas

## Road Repair Appeal

Fundamental to any discussion about public safety, improved growth, increasing retail business, and quality of community life is the discussion concerning our most basic infrastructure, transportation. All other discussion begins and is fundamentally impacted by the quality and safety of our road system.

In my 52 years I have lived in many places, educated in Europe, attending college on the East Coast, lived with extended family on the West Coast, raised in the Midwest, and traveled for business purposes from the far reaches of Canada to all points in Texas for 3 years of my professional life. With the exception of Arkansas in the late 1970's I have never personally seen roads in such disrepair as we have in Willow Park. To say that our roads are substandard would be a gross understatement of the facts.

Many of the Roads in Willow Park were first laid down without an adequate road base. This is not the fault of anyone in this room. It's just the fact. Without an adequate road base, the top surface of roads will not hold and will not endure. We can patch, we can fill in, we can cover up, but without the assistance of engineers and experts, we cannot repair the roads or reclaim the future possibilities for our City without fundamental improvements to our roadways. These necessary requirements cost money.

In addition, it is noteworthy, for the purpose of public transparency, to inform the citizens of Willow Park, that a contributing factor to our poor road conditions is the County Commissioner, Jim Webster. Under his direction, that department has provided sub standard repair services, has failed to redo any sub standard work, while he complains incessantly about the people of Willow Park, making any and every excuse on the fly to justify his inattention to his responsibility to provide quality service to Willow Park. We are the largest City in his jurisdiction, providing the largest share of his proportional budget, yet have received the smallest amount of effort, cooperation, and the smallest amount of his budgeted work. This County Commissioner has routinely short changed the citizens of Willow Park. It is difficult to sometimes call it as it is, but Jim Webster is to blame for a lot of the disrepair that we have in our City. He may run for re-election next year and if he does it should be the primary goal of every citizen of Willow Park to make sure that he is not re-elected.

Therefore, the City of Willow Park cannot rely on the County in any way when looking to road repairs, and if we did, those road repairs would occur at the lowest level of quality, workmanship, and durability that is possible. Therefore, the time has come for the City to take fundamentally substantive actions to repair the infrastructure of our city roads. To that end, and in response to a groundswell of public comments imploring action, this Council is prepared to take all steps necessary to implement a long term plan for the reconstruction and quality resurfacing of up to 26.2 miles of our roadways, broadly dispersing our efforts, and

resources throughout large sections of our City. We have formulated a plan that entails these goals:

- 1.) Improve Traffic and Pedestrian Safety.
- 2.) Create a foundation for permanent structural improvement.
- 3.) Where possible, create improved areas for retail development.
- 4.) Where possible add trails and walkways to improve the quality of life for our citizens.

Lockwood, Andrews, & Newman

In the formulation of our strategic plans we have hired an independent engineering specialists, MJ Thomas Engineering to identify which roads throughout the whole city are most in need of repair, and in some cases how they should be repaired. We have also consulted with LAN engineering and our own City Engineer, Gordon Swift, and reviewed work done by previous Councils, and the subsequent studies that they authorized for consideration. We have recently paid careful attention to the COMPREHENSIVE PLAN for Willow Park published in 2002. It is this study that I would like to draw our attention to next.

First, this Comprehensive Plan is well organized. It was intended as a guideline to help our City plan for its future growth. It's suggestions are flexible, because in 2002 it could not and did not foresee dynamic changes that we have seen since that time. As an example, the McCall Elementary School was not mentioned in the 2002 Study. The Study foresaw the need for a thoroughfare connecting Willow Park with a projected development directly East, and projected that thoroughfare onto a road just south of Scenic Drive. That thoroughfare has now been relocated due to the school construction onto Scenic Drive, giving us a natural ingress and egress into that projected community. The recommendation did not change, but circumstances did. Thus the implementation of the 2002 Study was deviated because circumstances had changed.

As an example of this deviation, I refer you to the Study dealing with Infrastructure and Utility Systems, GOAL 12, Objective 12.18. "Limit municipal water and wastewater services to those parcels included within the City's corporate boundaries." Deer Creek comes to mind as an example showing that these 2002 guidelines were set aside due to changing circumstances. Again in Objective 12.7, "Coordinate planning efforts with the City of Weatherford to ensure an adequate supply of surface water to meet anticipated demand." In both of these examples, the 2002 Study could not foresee changing circumstances that unfolded before subsequent City Councils. Therefore, it is important to understand that these past studies were never intended as an absolute guideline, but rather to provide potential positive suggestions that should be considered as we move forward repairing our infrastructure.

I would like to present to you those elements from the 2002 Study which are consistent in this Council's Plan to improve your roads.

Under TRANSPORTATION AND THE THOROUGHFARE NETWORK

## **Safe and Efficient Travel**

**Goal 1: To provide a transportation system that will effectively and economically serve the existing and projected travel needs of the community in a safe and efficient manner.**

**Objective 1.1 Maintain a continuous, coordinated transportation planning process that addresses long-term needs while emphasizing short term problem solving. (In our current 2008 Plan, the long term need focuses on the school and retail development while our short term fixes include the reclamation and resurfacing of 17 miles of our citizens roadways.)**

**Objective 1.3 Plan roadways that are adequate to carry traffic that will be generated by anticipated future development and density levels, such as large projects. (like the school)**

**Objective 1.4 Identify and plan for various roadway types based upon how they are expected to function and upon expected traffic volumes. (In the 2008 study, we have planned to relieve pressure on Ranch House Road by expanding access to I20 through the widening and improvement of thoroughfares on El Chico, Stagecoach Trail, with consideration being given to the future expansion of Crown Road. Our Plan also adds an artery to the school which will directly interface with the future development encapsulated in the Crest View planned community. Thirdly, we are planning to increase roadway access to the I20 access road West of Ranch House, and resurfacing our Retail corridor on Ranch House Road, south of I20.**

**The 2002 Study states under 'Problems and Deficiencies' "that our thoroughfare system being able to accommodate the expanding volume of vehicular traffic is ESSENTIAL. The system must continue to provide convenient and efficient access to the existing major traffic generators while also expanding to meet growing local and regional needs." (Please note that in 2002 our thoroughfares were inadequate, and expanding them in 2002 was considered Essential.)**

**"Any growth must be accommodated through both the appropriate expansion of the existing street grid and the construction of new thoroughfares. Primary north/south access is limited to Ranch House Road. An active retail and commercial node is evolving along each side of I20 and is centered at the Ranch House Road Intersection. Alternative north/south thoroughfares will be necessary to meet increasing demand."**

**"Improvement to Willow Park's street grid should consider a series of appropriately spaced, continuous minor arterials throughout the planning area." (Our 2008 Plan takes these recommendations to heart and implements planned corrections to alleviate these identified problems.)**

#### **Under THOROUGHFARE PLAN**

**“Through the various public hearings and the citizen survey, the TOP ISSUE OF CONCERN (in 2002) expressed by the community was the existing thoroughfare system.”....**

**“ A common theme was the frustration caused by the lack of connectivity between various sections of the City and the fact that all local traffic is forced into one major corridor (Ranch House Road) where it is also forced to compete with regional and commercial traffic. The inefficiency of the current thoroughfare system (2002) will be amplified as residential and non-residential development continues throughout the community.” “Growth is accompanied by an expansion of the retail and office sectors as well. Additional growth equates to additional transportation demands being placed on this system, which is ALREADY FAILING TO MEET CURRENT (2002) traffic demand.” (Our Plan addresses these points with the expansion of El Chico, and Stagecoach to I20 and Scenic Eastbound to Crest View.)**

#### **Under THOROUGHFARE SYSTEM RECOMMENDATIONS**

**“Upgrade Ranch House Road as a Type D Minor Collector to ensure safe travel along one of the City’s primary thoroughfares.” (Our Plan anticipates the need to rebase, widen, and stripe Ranch House Road accordingly.)**

#### **TRAILWAYS AND SIDEWALKS**

**Your Council is also interested in addressing another aspect of this 2002 Report, and take affirmative action to actually put in place a specific Plan to fix these problems. In no small measure, it is the cascading voices of the public that has driven this matter to the front of our attention. Quality of Life, Community aesthetics, Freedom of movement, and Safety are the issues that have focused this Council to consider Trail ways, Park access, Sidewalks, inter-connectivity to this plan for improving our City.**

#### **In the 2002 Report under THOROUGHFARE SYSTEM RECOMMENDATIONS**

**‘Alternatives should be investigated to tie existing residential neighborhoods into an overall trail system.’**

#### **Under LINKAGES THROUGHOUT THE CITY,**

**“Developing a trail system in Willow Park is likely the best way to allow residents multi-modal access to the various areas throughout the City. Priority areas to be integrated into a community-wide system include existing and proposed neighborhoods, park and open spaces, retail and office areas, and City Hall. Hike and Bike trails should be at least 8 feet wide.”**

**“Regardless of the challenges, the implementation of a trail system is a significant quality-of-life issue, and therefore it is an objective that should be pursued in the City of Willow Park.”**

**Under NEEDS ASSESSMENT, Demand Based**

**‘Based on the input from a public workshop during which parks were discussed, the following need for a hiking-biking trail system linking residential areas throughout the City was expressed by the citizens of Willow Park.’**

**Under THOROUGHFARE PLANNING ISSUES, Section 4**

**“Through appropriate design and planning, a relatively low-cost system of trails and paths that encourage residents to travel by foot or bicycle can be developed throughout the community. Increased use of other modes of transportation would improve the health of local residents, and would have a positive impact upon the environment and community character.”**

**“The Thoroughfare Plan includes multi-modal transportation options such as bicycles and pedestrian facilities. The Thoroughfare Plan is intended to provide a system that is safe and enjoyable for vehicles, bicycles and pedestrians alike.”**

**Under GOAL 9, PARK SYSTEMS**

**Objective 9.2 Provide a pedestrian linkage for the Park System via hike-and-bike trails, floodplains, rights-of-way, access easements, or other such public areas.**

**Objective 9.3 Encourage provision of landscaped paths or sidewalks for walking in neighborhood areas.**

**There is a group of our citizens, volunteers all, that have been voicing this request for decades in our City: Improve our Parks, Expand our Park System, take advantage of our Topographical beauty, add trails, add sidewalks, beautify our City. Those voices have always been set aside for budgetary reasons. At some point our City officials need to prioritize Quality of Life decisions, like this Council is doing when it considers adding 1.6 miles of sidewalks linking our Park system via the School, Ranch House Road, and the communities along Stagecoach Trail southwest of our Fire Station. The overall cost of adding this qualitative improvement to our overall plan is less than 6% of the Total Budget, and yet represents the voices of our citizens echoed from this 2002 report all the way up to our citizens suggestions today. I hope as we contemplate the extent of our infrastructure improvement that we add this additional 6% to begin the work of inter-connecting our citizens via these trails and sidewalks spoken of in our Comprehensive Plan.**

## RETAIL ENHANCEMENTS:

A major consideration in all of our discussions is the desire to attract significant retail tax revenues for the benefit of our community and for our citizens.

The 2002 Report correctly identifies the I20 corridor running through our City as the most significant dynamic dictating the potential growth of Willow Park. It is inevitable for State, Regional, and even local concerns that part of the on & off ramps into Willow Park will likely be adjusted. In some case, these adjustments will have A POSITIVE IMPACT ON OUR GROWTH POTENTIAL. Particularly, an additional off ramp westbound on I20 east of our existing Ranch House Road exit will create a natural band of strategically placed retail pad sites, that may effectively double our potential to attract and develop commercial interests. Likewise, westbound again on I20 may include relocating the Mikus Road Exit eastward further increasing the potential for frontage road commercial development. Can anyone say 'STARBUCKS' or how about 'Panera Bread' LaMAdelline', or 'TARGEe'T'. These considerations have been implemented into our strategic plan for infrastructure improvement.

The THOROUGHFARE SYSTEM RECOMMENDATIONS include more access to I20 which we have already addressed, and recommends under NUMBER 1. , that "A collector should be constructed paralleling the north side of I20 to offer opportunities to develop the retail and commercial properties along the corridor." (Our 2008 plan includes just that! Our City Engineer, Gordon Swift, has been studying this plan and has developed engineering schematics that will allow the city to build this recommended collector and by itself set the stage for increased traffic flow through a potential commercial section of our City which currently does not exist.)

Why is this necessary? I will let our 2002 Comprehensive Report answer that question. "Overall, the City enjoys an extremely healthy mixture of commercial uses. However, the City's commercial base includes approximately 205 acres occupied by the racetrack. The long-term plans for the track will have a substantial impact on the City's land use pattern and economy, especially as the remaining commercial base is somewhat lower than that of other Texas communities."

With a vibrant race track, we are just fine! And without it, we are way below fine.

Under LAND USE ANALYSIS, "Higher retail and commercial ratios generally represent either a strong market with a large population with disposable income (high income families) (*we wish*) or they imply that retail and commercial sales are being captured or imported from other areas. The latter assumption is the most likely scenario for Willow Park, considering the race track is factored into the commercial land use calculation. Removing the track from the calculation drops the commercial acreage to approximately 20.2 acres with a ratio of 0.6 acres per 100

population. This ratio is considered somewhat low and, considering long-term issues pertaining to the racetrack, should be addressed by future land use policies.”

The short answer is that Willow Park desperately needs to plan for maximum land use going towards commercial and retail pad sites. Our Plan does this by widening access to I20, proposing concrete, a.k.a. permanent repairs on Ranch House Road south of I20, on El Chico in front of Physician’s offices and Tackett Pharmacy, by adding the collector road north of I20, and for considering the potential for expanding Crown to the service road on I20. It is important to clearly note that the Crown Road extension is not included in the current Plan before the Council, but could be added, and or could replace another area of repairs should the I20 exit ramp affecting Mikus Road be moved quicker than we are anticipating. Nevertheless, Crown Road, if not addressed in this plan, may need to be considered next in order to again improve the potential for Retail pad sites in our jurisdiction.

Under GOAL 4: Objective 4.5 “Specifically, expand the retail and service sectors to provide services locally, increase sales tax revenue, and increase local employment opportunities.”

Again from the 2002 report, “It is appropriate that the City of Willow Park explore the opportunities for potential industrial or commercial development in order to maximize the local economic base and ensure its long term fiscal viability. Commercial developments offer sustainability and the opportunities for the preservation and enhancement of the quality of life currently enjoyed by everyone in the City of Willow Park.”

#### **FUNDING:**

Our Plan to proceed with this improvement of our infrastructure is being funded wholly from the ad valorem tax increase that I advocated last year during the State’s overall reduction in school funding taxes. As a matter of review, this ad valorem .15 cent tax increase occurred during an overall .47 cent decrease from the state. The revenues being derived in the immediate year were anticipated to be \$350,000 annually, but with improvements already in place, with property tax valuation, and with the corrective inclusion by the County of certain properties within the City, the actual revenue derived is a little more than \$385,000 annually. As a matter of transparency to the public, this Council is committed to instituting policy to guarantee that all of those monies, and all future monies derived from that ad valorem tax increase will go exclusively to improvements of our City infrastructure, represented by our strategic plan for road repairs and enhancements.

As a matter of informing and educating the public on this matter concerning their tax dollars, as our city grows, and with it those revenues increase, albeit even at slow annual rates, those increasing monies will not be siphoned off, or redirected to any

other purpose but will be institutionalized, will again be exclusively directed towards these road and infrastructure improvements.

Once these repairs and improvements have been made, and the Certificates of Obligation repaid, the citizens along with a future Council may decide to add continuing improvements, or may roll back those same ad valorem taxes, thereby reducing the tax rate on real property in this City. That discussion is for another day with another Council. Our goal is to put into place a firm, well thought out, plan to begin road repairs and infrastructure improvement that have been on our table and in our plans long before 2002. The need to fix the problem, to take corrective action is overdue.

The question before the Council tonight concerns the length of time that the City should borrow money from which these repairs can take place. For the last 2 weeks the Council has wrestled back and forth about balancing the needs of today, the needs of tomorrow, and the funding plan to finally fix the roads. Perhaps the most convincing argument that I have heard, one promoted first by Barry Brown, and echoed by our City Administrator, Claude Arnold, is that the roads fixed today will last 10 to 15 years, and therefore the repayment of funds should not exceed the durability or longevity of the roads themselves. Having thought through counter veiling ideas, I am going to openly suggest that we consider a 12 year Certificate of Obligation based on these ideas:

- 1.) It will take us at least 2 years to complete our Road and Infrastructure Improvements. From that time some roads will last 10, some 15, some 20, and some 30 years. Utilizing the most conservative estimate of a 10 year life of the weakest of these roads and projecting debt repayment to occur during that time frame will result in the prudent use of a 12 year Certificate of Obligation. I will tell you that a more standard time frame that Cities enter into on these types of agreements is 20 years, so if Willow Park chooses 12 years we will be choosing a very conservative repayment plan. In fact, we may want to consider 15, or 18, or 20 years because each of those options will allow us to make broader improvements to our roads, such as extending Crown Road to I20.
- 2.) We need enough revenue to repair the essential roads in our City, those roads that I have mentioned tonight, and others as well. In fact, let me mention the Roads that will be repaired first under this plan.
- 3.) Our City is in a strong financial state. We owe this fact to many of the leaders that have occupied these seats before us.
- 4.) Our City, by comparison to the other communities around us is under taxed, that is our ad valorem tax is lower than most communities around us. The most prominent exception to that is Hudson Oaks which has a very strong retail base anchored by Wal-Mart.

- 5.) We have done all appropriate due diligence in order to establish a policy to begin this work, including many citizen forums, many communications with the press, extensive work with our financial advisors, extensive communications with Counsel, and with independent engineering consultants.
- 6.) The work that has been done in no way is intended to benefit anyone on the Council. In my case, and Mr. Tatum's case our roads are not included in any repair plans. In the case of our Mayor, his road is not included. In the case of Council woman, Teresa Welch, and our City administrator Claude Arnold, their road is not included. In the case of Barry Brown, his road is not included. In the case of Hale Alderman, his road is a gravel road, and we have made a policy to bring these unfinished roads up to the minimum standard. This road to which I refer is the shortest of all roads in our plan and was identified by the independent engineering firm as one of the first roads that needed repair. Our former Mayor, Lynn Wetwiska, lives on maybe the worst road in the City, and though he has not complained or asked, it is right that his road also be repaired. It impacts his neighbors, as well as being a road that sometimes will carry school traffic, and was again independently identified in the first group of roads needing to be fixed. Our intent has been to be thorough, to be transparent, to be financially prudent, to have foresight and vision to fix the roads.

From the 2002 Comprehensive Plan, THOROUGHFARE PLANNING ISSUES, Section 3, Cost-effective infrastructure investment: "Building and maintaining an efficient street network requires significant investment of local resources. Careful planning is needed to ensure that the most cost-effective investments in the street network are made for the community as a whole."

#### Under RECOMMENDATIONS FOR IMPLEMENTATION

"Implement a Capital Improvement Program for the purposes of funding necessary projects and improvements within the City of Willow Park."

#### Under CAPITAL IMPROVEMENTS PROGRAMMING

"It will be a desirable practice to invest regularly in the physical maintenance and enhancement of the City of Willow Park rather than to undertake large improvement-type programs at longer time intervals. A modest amount of money expended annually and on a regular basis in accordance with Plan recommendations will produce a far greater return to the community." (Please note that since this report was completed in 2002, there has not been any comprehensive follow through, and as a result we are 6 years behind the curve, implementing an annual plan now that should have begun in 2003.)

**Under TRANSPORTATION PLANNING POLICIES, Section 4, "Transportation system improvements should be prioritized, phased, and scheduled in accordance with the Comprehensive Plan, and the ability to fund the improvements."**

**SUMMARY:**

**I did not join this Council to make friends, though I am thankful that I have made many. I did not join the Council to hold this seat indefinitely. This Council takes a lot of my time; time away from my family. My time here is exceeded only by the time that our Mayor gives to this City, and he is to be greatly commended for what he voluntarily does.**

**These seats are not paid seats. None of us participate for the glory of working for Willow Park, or for our own benefit. We get nothing from this. We serve to try to make a difference. We serve to help, if we can. We serve for a little while until someone else, probably someone smarter than us decides to run. But while we are here, we sincerely want to make a difference. We want to serve the citizens of Willow Park. We work together because none of us by ourselves could do what is required to run this City. We listen, we think, we suggest, and we compromise. In the case of these roads, I believe there is nothing that we can do as a Council the remainder of this year that is more important to this City than fixing these roads. It increases safety. It increases property values. It increases the quality of life for our family, our kids, and our neighbors. It sets the stage for Willow Park to take full advantage of its key strategic location just west of a booming, well managed, and beautiful City. If we complete this task before us, more business will come to Willow Park, perhaps something truly great like Starbucks, or Cabelas. If we act, the citizens will stop laughing at the incompetence of inactivity, and they will renew their hope that their Council and Mayor are listening, and together we can have a better community.**

**Thank you.**

## ITEM B

Honorable Mayor Glasgow, City Council Members and Fellow Citizens:

I want to take the opportunity to applaud the effort and determination of this council to improve the infrastructure of Willow Park. Since September 2007, the street improvement project has been a topic of many discussions, both in and out of City Hall. Members of this council have promised to Willow Park taxpayers that we will spend their tax dollars for this capital improvement only, and they are committed to keeping that promise. As the freshman member of this council, I am persuaded that each of my colleagues is for this capital improvement.

For the record, I am in favor of improving and replacing our streets as well as building new streets where they may be needed for the benefit of the citizens and the economic development of Willow Park.

That being said, I am concerned about the planning, or lack thereof, that has gone into this project and the amount of taxpayer debt that is proposed to finance this project over the long term. Here are a few of my concerns that prohibit me from supporting the decision to use the 2007 50% tax increase to fund more debt.

- The street evaluation conducted by MJ Thomas is a good start to a needed street improvement plan. The evaluation was first presented to council at the March 3 council meeting. At best, the evaluation provides a list of streets and their surface condition. It lacks details pertaining to base layering requirements, drainage needs, sub-street utility issues, etc. This, in my opinion, is the type of detail that is needed to make the best construction and budget plans for the capital improvements project that this council is considering.
- New streets are required to handle increased traffic at McCall Elementary School. Engineering plans have been drawn to replace Scenic Drive and El Chico with nice new concrete streets, standing curbs and sidewalks. The planned width of Scenic will be widened to 36 feet to allow on street parking. That is double the width of this residential street. Bankhead Highway is only 22 feet and provides ample width for buses, trucks and cars, traveling at 45+ miles per hour without any impediment.
- The cost of all the concrete streets and parking at the McCall Elementary School site was more than half the cost of the proposed cost to replace Scenic and El Chico, i.e. more concrete for less tax payer dollars.
- The length of the debt obligation concerns me. While I am all for keep this council's promise to use the 50% tax increase of 2007 solely for street improvements, I believe that debt obligation should be as short

a time as possible, pay the debt and allow the tax increase to roll back. I am convinced that increased tax revenues from sales taxes, beer and wine sales and existing ad valorem taxes (pre-2007 tax increase) are ample to fund a detailed street improvement project plan year by year. As more residential and commercial/retail development comes to Willow Park, the tax revenues to the M&O account is only going increase.

These are the main points of contention that exist in my rationale to support the proposed street improvement plan. I believe there is room to remove the excess, take time to build a detailed plan and still arrive at the same goal – improved streets for the citizens of Willow Park.

I hold in high regard the opportunity that has been provided to me by the 277 voting citizens of Willow Park that elected me into office to be a good steward over the management of the affairs of our city. Like the Mayor and the members of this City Council, I only want the best for our city as a whole. Thank you for the opportunity to serve in office. I promise that I will always regard the best interests of our city as my first priority of business.

Sincerely,

Barry Brown  
Willow Park City Council, Place 3

**A Suggested Strategic Plan for  
Long Term Improvements in Willow Park**

**Principles:**

- 1 Improve Safety.
- 2 Repair 22.75 Miles of Roads.
- 3 Increase Retail Pad Sites.
- 4 Improve Quality of Life.
- 5 Create Foundation for Permanent Structural Improvement.
- 6 Restore the Citizens Expectations for Improvement.
- 7 Strive towards a 12 year Certificate of Obligation.
- 8 Structure Long Term Road Improvements with a Payment of \$360,000 per year, as promised.

**Cost Estimates:**

1 Concrete Roads	\$ 11.50	per sq. ft. w Curbs
2 Course Penetration	\$ 82,425.00	per mile @ 22' width
3 Hot Mix Asphalt	\$ 127,000.00	per mile @ 22' width
4 Sidewalks	\$ 6.50	per ft @ 5' width
5 Intersection Concrete	\$ 16.10	per sq ft w Curbs
6 Concrete Ribbons	TBD	Per Mile, both sides

**Step 1: Road Repair for McCall Elementary School (Managed by LAN Engineering)**

<u>Order</u>	<u>Name</u>	<u>Street Designation</u>	<u>(in feet) Distance</u>	<u>Concrete Surface Estimate</u>	<u>Estimate 1</u>	<u>Estimate 2</u>
1st	Scenic Road		74	\$ 596,160.00		
	Priority El Chico		63	\$ 414,000.00	\$ 1,010,160.00	\$ 1,010,160.00
	<b>Total</b>		<b>3660</b>	<b>\$ 1,010,160.00</b>		

**Step 2: Primary Roads Assigned to the County for Repair**

<u>Order</u>	<u>Name</u>	<u>Street Designation</u>	<u>(in feet) Distance</u>	<u>2 Course Penetration Estimate</u>	<u>Hot Mix Estimate</u>
	Knights Bridge		43	\$ 31,611.86	\$ 48,707.39
	Forrest Circle		44	\$ 3,512.43	\$ 5,411.93
	Spanish Oak		16	\$ 10,771.45	\$ 16,596.59
	Navajo		17	\$ 17,796.31	\$ 27,420.45
	Cherokee Court		18	\$ 6,088.21	\$ 9,380.68
	Cactus Court		37	\$ 4,214.91	\$ 6,494.32
	Cactus Road		38	\$ 15,610.80	\$ 24,053.03
	Queensway		45	\$ 41,680.82	\$ 64,221.59
	Pleasant Ridge		70	\$ 18,030.47	\$ 27,781.25
	Kingwood		103	\$ 28,099.43	\$ 43,295.45
11	Verde		36	\$ 35,592.61	\$ 54,840.91
	<b>Total</b>		<b>13645</b>	<b>\$ 213,009.30</b>	<b>\$ 328,203.60</b>

**Step 3: Roads Identified by MJ Thomas Engineering as Primary Roads 'in need' of repair:**

Order	Name	Street Designation	(in feet) Distance	2 Course Penetration Estimate	Hot Mix Estimate
17	Cook	3	3825	\$ 59,711.29	\$ 92,002.84
18	Vista	4	6450	\$ 100,689.63	\$ 155,142.05
24	Fairway	24	4800	\$ 74,931.82	\$ 115,454.55
12	Mesa	39	1350	\$ 21,074.57	\$ 32,471.59
13	Yuucca	40	1725	\$ 26,928.62	\$ 41,491.48
14	Sherwood	41	1110	\$ 17,327.98	\$ 26,698.86
15	Royal View	42	2200	\$ 34,343.75	\$ 52,916.67
16	Royal View Court	48	2100	\$ 32,782.67	\$ 50,511.36
19	East Bankhead Road	94	3300	\$ 51,515.63	\$ 79,375.00
22	Circle	99	510	\$ 7,961.51	\$ 12,267.05
23	Circle Court	100	450	\$ 7,024.86	\$ 10,823.86
20	Quail Crest	104	1350	\$ 21,074.57	\$ 32,471.59
21	Misty Meadow	105	1230	\$ 19,201.28	\$ 29,585.23
2	Crown Lane	129	3500	\$ 54,637.78	\$ 84,185.61
	Total		33900	\$ 529,205.97	\$ 815,397.73

**Step 4: Primary Roads Identified by the Mayor & City Manager for Repair**

Order	Name	Street Designation	(in feet) Distance	2 Course Penetration Estimate	Hot Mix Estimate
	Canyon Court	79	600	\$ 9,366.48	\$ 14,431.82
	Canyon Court	78	1050	\$ 16,391.34	\$ 25,255.68
	Bluff View	22	975	\$ 15,220.53	\$ 23,451.70
	Squaw Creek	31	7950	\$ 124,105.82	\$ 191,221.59
	Surry	67	1200	\$ 18,732.95	\$ 28,863.64
	East Bankhead Road	93	7500	\$ 117,080.97	\$ 180,397.73
	Parkway	23	1575	\$ 24,587.00	\$ 37,883.52
	Total		20850	\$ 325,485.09	\$ 501,505.68

**Step 5: Widen and Resurface El Chico from Stagecoach to Scenic(Safety)**

Name	Street Designation	(in feet) Distance	2 Course Penetration Estimate	Hot Mix Estimate
El Chico w Concrete Ribbons	63	5000	\$ 78,053.98	\$ 120,265.15
			TBD	TBD

**Step 6: Concrete S. End of Ranch House Road, South of I 20 (to enhance Retail)**

Name	Street Designation	(in feet) Distance	Concrete Surface (Sq Ft) Estimate @ \$13.66	Total
Ranch House Road	13	400	\$ 110,400.00	
Add up to Scenic	13	120	\$ 33,120.00	
Total		520	\$ 143,520.00	\$ 143,520.00

**Step 7: Widen and Resurface Stagecoach Trail (Safety)**

<u>Name</u>	<u>Street Designation</u>	<u>(in feet) Distance</u>	<u>2 Course Penetration Estimate</u>	<u>Hot Mix Estimate</u>
Stagecoach Trail W	55	3675	\$ 57,369.67	\$ 88,394.89
Stagecoach Trail E w Concrete Ribbons	56	2025	\$ 31,611.86	\$ 48,707.39
			TBD	TBD
<b>Total</b>		5700	\$ 88,981.53	\$ 137,102.27

**Step 8: Concrete intersections throughout the City (Long Term Integration)**

<u>Name</u>	<u>Street Designation</u>	<u>Square Footage</u>	<u>Concrete Surface Estimate</u>	<u>Hot Mix Estimate</u>
3 Way intersections	50' x 70' w Curbs	2016	\$ 32,457.60	24'x24'+3(20'x24')
4 Way intersections	70' x 70' w Curbs	2496	\$ 40,185.60	24'x24'+4(20'x24')
			TBD	TBD
			TBD	TBD

**Step 9: Concrete Sidewalks (8' Wide) from School to Ranch House & Stagecoach to I20**

<u>Name</u>	<u>Street Designation</u>	<u>(in feet) Distance</u>	<u>Concrete Surface Estimate</u>	<u>Hot Mix Estimate</u>
Stagecoach Trail W	55	3675	\$ 191,100.00	
Ranch House - Stagecoach	13	2500	\$ 130,000.00	
<b>Total</b>		6175	\$ 321,100.00	\$ -

**Step 10: Repair, Widen, Stripe Ranch House Road**

<u>Name</u>	<u>Street Designation</u>	<u>(in feet) Distance</u>	<u>2 Course Penetration Estimate</u>	<u>Hot Mix Estimate</u>
Ranch House Road	13	21000	\$ 327,826.70	\$ 505,113.64

**Step 11: Repair the Remaining Non-Concrete, City Managed Roads as Needed**

<u>Name</u>	<u>Street Designation</u>	<u>(in feet) Distance</u>	<u>2 Course Penetration Estimate</u>	<u>Hot Mix Estimate</u>	<u>12 year</u>
Apprx 9 Miles		47520	\$ 741,825.00	\$ 1,143,000.00	12 year

**Step 12: Build Inner Loop for traffic flow and more Retail Space(Swift Engineering)**

Name	Street Designation	(in feet) Distance	Asphalt Estimate		
Pitchfork Trail (Arnold Road)	Paving	1795	\$ 255,075.00		
	Excavation (Fill & Bridging)		\$ 364,395.00		
	Drainage		\$ 291,800.00		
w Concrete Ribbons			TBD	TBD	
	Total	1795	\$ 911,270.00	\$ 911,270.00	15 year
				\$ 4,690,437.57	
				\$ 5,936,638.07	

Total Estimated Costs.....

This Section was NOT Approved:

**Step 13: Build and Extend Crown Road to the Interstate 20 Access Road**

Name	Street Designation	(in feet) Distance	Asphalt Estimate		
Crown Road	Paving		TBD		
	Excavation (Fill & Bridging)		TBD		
	Drainage		TBD		
	Total	0		\$ -	18 year