



City of League City, TX

300 West Walker
League City TX 77573

Meeting Minutes City Council

Tuesday, April 24, 2018

5:00 PM

Council Chambers
200 West Walker Street

Council Work Session

The City Council of the City of League City, Texas, met in a work session in Council Chambers at 200 West Walker Street on the above date at 5:00 p.m.

Mayor:

Pat Hallisey

City Council Members:

**Dan Becker
Hank Dugie
Larry Millican
Todd Kinsey
Greg Gripon
Keith Gross
Nick Long**

City Manager:

John Baumgartner

Assistant City Manager

Bo Bass

Assistant City Manager

Michael Kramm

City Attorney:

Nghiem Doan

City Secretary:

Diana M. Stapp

Chief of Police:

Gary Ratliff

Director of Budget/Project Management

Angie Steelman

Director of Engineering:

Christopher Sims

Director of Finance:

Allena Portis

Director of Human Resources/Civil Service:

Janet Shirley

Director of Parks & Cultural Services:

Chien Wei

Director of Planning/Development:

David Hoover

Director of Public Works:

Jody Hooks

1. CALL TO ORDER AND ROLL CALL OF MEMBERS

Mayor Hallisey called the meeting to order at 5:00 p.m. and called the roll. All members of Council were present except Keith Gross. Dan Becker arrived at 5:10 p.m.

Absent 1 - Mr. Keith Gross

Present 7 - Mayor Pat Hallisey, Mr. Dan Becker, Mr. Hank Dugie, Mr. Larry Millican, Mr. Todd Kinsey, Mr. Greg Gripon and Mr. Nick Long

2. **DISCUSSION REGARDING DRAINAGE CHANGES FOR NEW DEVELOPMENT WITHIN THE CITY**

Christopher Sims, Director of Engineering gave a presentation. Tonight, we want to talk about potential changes to new development within the City. While 24% of our homes were flooded we want to make sure that designs going forward don't result in 24% of them being flooded. So, we are working on this problem from two different angles. One is flooding in our homes and the other is in the streets. So, to give a little understanding, we currently require the finished floor elevations of our homes to be 18" above the base flood elevation. The base flood elevation is sometimes called the "100-year event", now it is being called the 1% exceedance event. All that means is you have a 1% chance of water rising to that elevation during any given year. Our current requirements do not address the 500-year flood plain which is sometimes called the 2% exceedance. So, one of the proposals that we are making for new construction would be to increase our freeboard from 18" above the base flood elevation to 24". We do not take into account anything within the 500-year currently, so we would consider adding that if you fall within the 500-year flood zone your finished floor elevation is at least 3" above the 2% exceedance. For example, if the elevation you have to meet is 14 feet, we would require it be built at 16 feet. But if you were inside the 500-year area you would need to go the additional height to get 3" above it. For us to move forward with that change to slab elevations it requires a revision to the Flooding Ordinance, Subdivision Ordinance, Building Code, and General Design & Construction Standards. The second part of our presentation is the street portion. Kimley-Horn was tasked with looking at our current design criteria for streets and drainage and seeing how potential changes would impact residents and development in general.

Glen Marshall with Kimley-Horn gave a presentation on the maximum in-street ponding depth criteria. What is League City's current ponding criteria – 18" above the gutter at a low point curb inlet. Some alternative is to change that from 18" to 12" or to change from 18" to 8" above the gutter pan. And we will look at the cost implications of that. Our recommendation today is to change from the current 18" of ponding down to 8". On your local residential streets you currently have 14.5" of ponding, the minimum ponding of the shallows you will see with your current criteria. On your undivided collector streets (West Walker St.) you currently have 13" of ponding in the center of the road, and on your divided arterials and collectors (League City Parkway) you have 12" of ponding. So when looking at a few alternatives, a 12-inch ponding criteria would be taking 6" of ponding off each of these roadways reducing residential streets to 8.5" of ponding, undivided collector streets to 7" of ponding, and divided arterials/collectors to 6" of ponding. If you look at an alternative of an 8-inch ponding criterion it reduces residential streets to 6.5" of ponding, undivided collector streets to 4", and divided arterials/collectors to 4" of ponding.

When looking at this in a more practical way, we wanted to analyze these alternatives with sample subdivisions that have recently been constructed. The first one was Westwood, Section 3, where we found infrastructure (in-ground storm sewer system) that would need to be improved in order to meet a 12-inch ponding criterion. We didn't take detention facilities into consideration. There would be no additional improvements needed for an 8-inch ponding alternative. In cost implications what does that mean? If you were going to reconstruct this sample subdivision (90 lots), both a 12-inch or 8-inch ponding depth criterion would add approximately \$48,000 (1.3%) to the estimated public infrastructure construction cost. The second subdivision we looked at was Mar Bella, Section 14 (74 lots), where we found the same improvements needed to adhere to a 12-inch criterion. In this same example we came to the same conclusion that there was no additional increase in improvements for the 8-inch criteria. The cost implication if you were to reconstruct this subdivision at a 12-inch or 8-inch ponding depth criterion is estimated at \$97,000 (4.7%) to the estimated public infrastructure construction cost.

So, we are here to recommend the 8-inch maximum ponding depth. Based on the studies and analysis that we did there were no increase in price when going for your exiting to both a 12-inch or 8-inch ponding depth. This allows for lower ponding levels that you would see in all of your different road types where it is down to 4.5' of ponding in the center of your street which allows for this increased availability of emergency traffic on all road types during these flooding events.

3. **PUBLIC COMMENTS**

4. **ADJOURNMENT**

At 5:54 p.m., Mayor Hallisey said there being no further business, this meeting is adjourned.

PAT HALLISEY
MAYOR

DIANA M. STAPP
CITY SECRETARY

(SEAL)

MINUTES APPROVED: May 8, 2018