MEETING MINUTES

NCTCOG RICHLAND HILLS TOD PLANNING STUDY
URS Project #22240449

PURPOSE: Public Meeting #2

DATE: November 3, 2008

TIME: 5:30 p.m-7:00 p.m.

LOCATION: Richland Hills City Hall, Council Chambers

ATTENDEES:

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor David Ragan</td>
<td>City of Richland Hills</td>
</tr>
<tr>
<td>Mayor Pro Tem Jeff Ritter</td>
<td>Council Place 1</td>
</tr>
<tr>
<td>Council Member Kenney Davis</td>
<td>Council Place 2</td>
</tr>
<tr>
<td>Council Member Phil Heinze</td>
<td>Council Place 3</td>
</tr>
<tr>
<td>Council Member Don Acker</td>
<td>Council Place 4</td>
</tr>
<tr>
<td>Council Member Larry Marrs</td>
<td>Council Place 5</td>
</tr>
<tr>
<td>Commissioner Strain</td>
<td>Planning and Zoning Commission</td>
</tr>
<tr>
<td>James Quin</td>
<td>City of Richland Hills</td>
</tr>
<tr>
<td>Karla Weaver</td>
<td>NCTCOG</td>
</tr>
<tr>
<td>Alma Martinez</td>
<td>NCTCOG</td>
</tr>
<tr>
<td>Staron Faucher</td>
<td>NCTCOG</td>
</tr>
<tr>
<td>Jim Richards</td>
<td>Townscape, Inc.</td>
</tr>
<tr>
<td>Annie Melton</td>
<td>Bowman-Melton</td>
</tr>
<tr>
<td>Bud Melton</td>
<td>Bowman Melton</td>
</tr>
<tr>
<td>Mark Leese</td>
<td>URS (Project Management)</td>
</tr>
</tbody>
</table>

And about 30 residents and property owners from within the study area

AGENDA:

Study goals by Mark Leese, URS
Feasibility Analysis Update by Mark Leese
Preliminary Development Concept by Jim Richards, Townscape, Inc. and Mark Leese
Discussion of development concept
Trails System by Bud Melton
Discussion overall
Open invitation to the NCTCOG’s Brownfields Revolving Loan Fund presentation by Karla Weaver, to be presented the next day by Alma Martinez

Study Goals
The November 3, 2008 Stakeholder Meeting was initiated by Mark Leese who stated that the objective of the study is to create a “downtown” around the TRE station. Jim
Richards clarified that this means mixed use, consisting of a small grid of walkable blocks and clustered development around a 5 minute walk - 24-hour live, work play environment with regional access via TRE rail and SH 121. The team has focused its review on the southwest quadrant where there appears to be some market demand.

Feasibility Analysis Update

Mark explained that the initial economic analysis indicates that near-term market demand is auto-oriented retail development along Handley-Ederville near the TRE station. The northeast quadrant is leased up and thriving. No solutions to the Sams Club site have so far been identified.

Mark then described what he called prime directives for the planning of the area:

- Realign Burns to Trinity intersection
  - Improved regional access
  - Improved connectivity
  - Rename Burns to Trinity (is a better place name)
  - Incorporate Trinity in the name of the development
- Add cross streets for improved connectivity
  - Improves internal connectivity
  - Creates a way to have phases that are self contained
- Maintain and embellish the transmission line right-of-way primarily as open space
  - create a network of civic open spaces, parks, and plazas in addition to parking areas
- Accommodate regional, highway-oriented commercial development along Handley-Ederville Road
- Consider alternatives for location of a “T” parking structure
- Renovate streets as “complete streets”
  - Street trees
  - Designated Bikeways
  - Detached sidewalks
  - Parking
  - Pedestrian lighting
  - etc
- Create gateways at Handley-Ederville & Trinity, Handley-Ederville & McQuire Street, and McQuire Street and Austin Road
- Line retrofitted warehouses with new uses that provide a street wall to contain the space of the street
- Connect to regional bike and pedestrian trails
- Improve north-south pedestrian access underneath SH121 (planned and in process)

Preliminary Development Concept

Jim Richards led the stakeholders through a 3-phase development scenario for the southwest quadrant.
1. Realign Burns across Handley-Ederville to Trinity, and create walkability by dividing the area west of Handley-Ederville into 3 or 4 smaller blocks. Maintain and enhance the transmission line ROW with more formal open space and possibly parking. Create commercial frontage on Handley-Ederville from SH 121 to the south. There could be current need for a bank, lunch places for workers, Kinko’s or other office support services, office space and coffee shop.

2. Reconsider a parking structure for the T. City does not want planning to preclude a future T parking structure. Create a network of civic open space, plazas and gateways. Begin developing existing lofts and then wrap existing warehouse/loft building with new residential and small retail west of the TRE station. Concepts for Phase 3 and full build-out were shown.

Discussion

Citizen: How would semis back in to the existing warehouse?
Response: In the longer view, there would no longer be a warehouse use there. Project may include a phased relocation of this warehouse operation.

Citizen: Where will residents park?
Response: Residents would use alleys with parking beneath residential. They also could use part of a building for parking. Parking accommodation would be incorporated in all redevelopments.

Citizen: What about the need for a quiet zone in the TOD? Would noise be a problem?
Response: Windows facing rail could be treated with soundproofing. Buildings can block much of the sound. This issue can be addressed.

Citizen: Ground vibration can sometimes be felt from 1000 feet away; dishes on the shelf rattle.
Response: Buildings would need foundation redesign; foundations may be an issue in existing warehouse buildings.

Mayor: Sidewalks are needed for walkability.
Response: Some additional right of way acquisition may be needed on some streets in order to provide complete streets.

Citizen: The study has done an excellent job of focusing on the southwest quadrant, but in 20 years, would there be development to the East (in Fort Worth) and in the northeast study quadrant?
Response: There does not appear to be much potential based on the economic feasibility studies.

Citizen: To the east, south of SH 121 in Fort Worth, some development should be expected.
Citizen: What are Fort Worth plans for that area? What will development in southwest quadrant mean for Richland Hills’ taxpayers?
Response: The developer would pay and there are grants available to help with such a project.

Citizen: What about traffic impact of all those new residents? There is not even a grocery store in Richland Hills. The SH 121 intersection is totally congested during rush hours.
Response: TOD should ultimately lead to less driving within and through this area.
Citizen: Problem now is 4 sets of signals and TRE gates that are not synchronized.
Mayor Ragan: TTI and FTA are trying to figure out the solution to the problem of the
gates closing for 1 minute and 37 seconds while the train sits at the station.
Citizen: We need relief from the SH 820 and SH 121 intersection. People need SH 820 widened.
Citizen: Concerned about traffic congestion impact if Burns Rd. is realigned and retail is developed. Land is for sale at too high a price for strip retail. Land price needs to be lower.
Citizen: Thought point of TOD would be for people to walk, bike, shop local and us train.
Response: This is a good time to talk about bicycle and trail connections.

Trails System
Bud Melton: Reviewed regional trail connections, Richland Hills trail plan, NCTCOG funded sidewalk. Highlighted importance of small-blocks with walkable/greenway connections to and through each subarea. He also emphasized the planned Veloweb connection eastward along the TRE tracks from the TRE station, also extending westward from the station to link to a potential N/S trail along Fossil Creek running beneath 121 as shown in the City’s trail plan.

Discussion
Citizen: How many years to get it done?
Mark Leese: Can’t say. Economic feasibility is not entirely known yet and the market is volatile?
Does the City want to commit funds to help get things started?
Response: We will provide a timetable in the final presentation.
Mayor: Need to find out where the T is on realignment of Burns Rd.
Karla Weaver: These plans position a city for funding. There will be a $40M public/private Sustainable Development call in the summer of 2009 using Regional Toll Revenue (RTR) funds. NCTCOG has been doing them every 2 years. Average award is $1-$2M, top $4.5M.
Mayor Ragan: What kind of city partners with developer on mixed-use development?
Karla Weaver: NCTCOG may open up funding to City projects. This planning positions Richland Hills to apply for these types of project funds. Richland Hills will be in a great position because of its active rail station.
Citizen: What was the time factor for the NCTCOG-funded Handley-Ederville sidewalks?
Karla Weaver: It was applied for in January 2006
Mayor Ragan: Bid was approved for construction in 10/08.
Karla Weaver: Richland Hills has been among the fastest project implementer of all awardees.
Citizen: 1. Phased Debt – would like to see phased debt, a little operational analysis, and a business plan that maintains revenue.
2. Go back to Sam’s warehouse to look again
3. Intersection of Baker and Wesley/Labadie needs to be addressed.
Response: The team will study at these items.
Open invitation to the NCTCOG’s Brownfields Revolving Loan Fund presentation
Karla Weaver extended an invitation to the presentation, to be presented the next day by Alma Martinez, at the NCTCOG’s office

Meeting adjourned.

These meeting minutes were prepared by Mark Leese. Please report any additions or corrections of these minutes within 5 business days to the author.