

MINUTES OF THE SPECIAL MEETING OF THE CITY COUNCIL OF THE CITY OF JERSEY VILLAGE, TEXAS, HELD ON JANUARY 12, 2010 AT 1:30 P.M. AT FIRE DEPARTMENT TRAINING ROOM, 16501 JERSEY DRIVE, JERSEY VILLAGE, TEXAS 77040.

A quorum of the members of the Jersey Village City Council met on Tuesday, January 12, 2010 at 1:30 p.m. at the Fire Department Training Room, 16501 Jersey Drive, Jersey Village, Texas 77040, for the purpose of attending the project overview workshop conducted by Consultant, Kimley-Horn and Associates. The purpose of the workshop will be for the Consultants to meet with members of the City Council, the Planning and Zoning Commission, City Staff, Stakeholders, and the general public in order to obtain input concerning the design layout of the structure for the Transit Oriented Development Site located south of Highway 290, proximate to the future extension of Jones Road.

The following Council Members attended the Project Overview Meeting held from 1:30 p.m. to 3:30 p.m.:

Mayor Russell Hamley;
Council Member Joyce Berube;
Council Member Rod Erskine; and
Council Member Curtis Haverty

The following Planning and Zoning Members attended the Project Overview Meeting:

Chairman, David Paul;
Commissioner, Rick Faircloth;
Commissioner, Debra Mergel; and
Commissioner, Harry Beckwith

Staff in attendance:

City Manager, Mike Castro	City Secretary, Lorri Coody
Finance Director, Isabel Kato	Information Technology, Bob Blevins
Chief of Police, Charles Wedemeyer	Fire Chief, Mark Bitz
Public Works Director, Danny Segundo	Director of Parks, Michael Brown

Kimley Horn Consultant, Joe Willhite opened the workshop at 1:41 p.m. by explaining the purpose of the meeting. He then stated that a good place to start would be to review the findings of Phase I of the feasibility study. Mr. Willhite stated that Phase I was designed to consider:

- Barriers to the Implementation
- Stakeholder Input
- Land Stability
- Market Feasibility

He explained the difference between commuter rail and light rail and that the station being sought for the Transit Oriented Development (TOD) is commuter rail. This type of rail will have one locomotive with 4 passenger cars and the City of Jersey Village is a good location because many lines of transportation join here.

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Mr. Willhite stated that Kimley Horn is not proposing that we look at the entire 700 acres that comprise the City's ETJ for the TOD project, but the entire area was studied in order to know how the whole of the ETJ affects those parts of the project that will comprise the TOD.

He explained that the study also considered if this location was feasible for a TOD and in doing so considered:

- Current Zoning within the Annexed Area
- Lack of Cohesive Development Patterns
- Floodplains
- Industrial Nature of Current Development

He explained that the City of Jersey Village is in a unique position because Jersey Village is the only zoned community in the area.

Mr. Willhite also explained the Stakeholder involvement. The consultants conducted "one-on-one" interviews with:

- Harris County
- HGAC
- METRO
- Stakeholder Landowners

They also conducted group meetings with these groups wherein they summarized environmental findings and validated market assumptions.

Mayor Hamley left the meeting at 2:00 p.m.

Consultant Willhite fielded questions about meetings with the TXDOT and the 290 managed lanes expansion project. Mr. Willhite stated that they have been in close contact with this project and that TXDOT is having funding issues so the project has slowed. He also stated that he does not see the 290 expansion project affecting the Jersey Village TOD project. He did say that the US 290 Corridor is moving into the preliminary design phase and it will be important for the City of Jersey Village to position itself in such a way to say to the decision makers "pick me." He explained that once the design concept is complete, Kimley Horn will meet with the Rail Board and present the City of Jersey Village's Plan.

He explained that the environmental analysis resulted in no barriers.

Mr. Willhite explained the competition for rail and as a result he explained why the TOD project is focused such that the rail chooses the TOD development and not that a TOD is developed due to a rail station.

Additionally, Mr. Willhite looked at sales tax trends, unemployment and the City's preliminary market area and how all of this equates to growth for this region and the capture of revenue based upon that growth.

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Discussion was had about the project and the City's part. Mr. Willhite explained that there has been a ½ day workshop set aside to plan for that during the next two days.

There was discussion about the following topics:

- Noise (from the trains) and the impact of same on the development
- The number of trains – six in the morning and six in the evening
- No trains will be stored in Jersey Village
- Trains Technology makes them quieter
- Appropriate placed housing
- METRO and how involved the City will be with this organization
- Stimulus money for rail
- The Tiger Funding
- The approximate size of the TOD (200 acres)
- How the land acquired from present landowners

The Gateway team was introduced

There was discussion about the residential capture rate, which is projected at 1% over the next 20 years or 1,000 residents. The consultants were interested in feedback and in knowing if the residents wanted this kind of residential growth or if the interest would be in commercial and office space growth.

The consultants explained that in terms of rail, we do need and should want some kind of residential growth as it makes the City more accessible and it increases the ridership numbers which increases the likely hood of getting a station.

Mayor Hamley rejoined the meeting at 2:30 p.m.

Discussion was had about parking and how this issue would be handled. The consultants explained that surface parking is discouraged, as there is no tax base in this concept. Structured parking is a must to handle the volume and to utilize the land efficiently. It is expensive and will be part of the economic model.

The meeting attendees do not want the rail area to be just a park and ride. There is interest in planning and designing the area.

There was discussion about how 290 will separate the TOD from Jersey Village proper and how this issue should be tackled. There was discussion about:

- getting to the other side and concern about the existing roads;
- about apartment living and that if there is apartments they must be high-end; and
- the wetlands and how they will be incorporated into the plan.

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The Consultants explained that the housing will most likely be more on the condo style and it will be high-end urban living. As far as the wetlands, there is not enough information available but the wetlands will be incorporated as best as they can be once the information is available.

There was discussion about the TOD project generating revenue. The Consultants explained that while the TOD will have Urban units mixed with commercial; revenue will be increased with this development.

The meeting closed at 3:30 p.m. with no official business for the City of Jersey Village being conducted at this meeting.

Lorri Coody, City Secretary