

MINUTES OF THE SPECIAL MEETING OF THE CITY COUNCIL OF THE CITY OF JERSEY VILLAGE, TEXAS, HELD ON JANUARY 12, 2010 AT 7:00 P.M. AT THE JERSEY VILLAGE CIVIC CENTER, 16327 LAKEVIEW DRIVE, JERSEY VILLAGE, TEXAS 77040.

A quorum of the members of the Jersey Village City Council met on Tuesday, January 12, 2010 at 7:00 p.m. at the Jersey Village Civic Center, 16327 Lakeview Drive, Jersey Village, Texas 77040, for the purpose of attending the project overview work session conducted by Consultant, Kimley-Horn and Associates. The purpose of the work session was for the Consultants 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 7:00 p.m. to 9:00 p.m.:

Mayor Pro-tem Ernie English;
Council Member Joyce Berube;
Council Member Rod Erskine;
Council Member Curtis Haverty; and
Council Member Jill Klein.

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

Chairman, David Paul; and
Commissioner, Rick Faircloth;

Staff in attendance:

City Manager, Mike Castro
Finance Director, Isabel Kato
Chief of Police, Charles Wedemeyer
Public Works Director, Danny Segundo

City Secretary, Lorri Coody
Director of Parks, Michael Brown
Fire Chief, Mark Bitz

Mayor Pro-Tem English opened the meeting at 7:00 p.m. Mayor Pro-Tem English explained the purpose of the meeting and asked City Manager, Mike Castro to give an introduction.

City Manager Castro thanked everyone for coming. He introduced the Transit Oriented Development (TOD) topic and gave background on how we got to tonight's meeting. He began with the Houston/Galveston Area Council (HCAC) rail study that was done some 18 months prior and how he brought the idea of a TOD to Council based upon the results of this study. After discussion in Council, approximately 12 months ago, Consultants Kimley-Horn and Associates were hired by Council to perform a feasibility study of the area south of Highway 290 proximate to the future extension of Jones Road. Council wanted the Consultants to look at costs and development options that will work for our City as we have unique needs and population.

City Manager Castro explained that tonight's meeting is about getting citizen input about the TOD. It will begin with a presentation to understand the TOD and the options. Mr. Castro explained to the residents that the keyword for the residents to consider tonight is "opportunity."

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He told them that there will be rail running up and down the 290 corridor. The question that residents must ask and answer is “do we want to participate in the design of that process?”

Joe Willhite with Kimley-Horn and Associates addressed the residents. He began his presentation with an Overview of the Phase I Feasibility Study. He stated that Phase I was designed to consider:

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

Tonight he would like for the citizens to consider likes and dislikes about their current lifestyle and provide feedback concerning how the new development might offer opportunities for change.

Mr. Willhite explained the size and location of the area to be developed. 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

Mr. Willhite also explained the following areas of the Phase I Feasibility Study and its findings:

- Environmental Analysis
- Recent Market Indicators
- Sales Tax
- Preliminary Market Area
- Current Employment by Sector in the Market
- Overall Market Forecast
- Overall Real Estate Demand
- Contributing Market Factors
- Impact of Rail Transit

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➤ Redevelopment South of 290

The residents had questions about the commuter rail right-of-way and how this would work. Mr. Willhite explained that rail would be coming to the 290 corridor within the next 10 years. There was concern about the businesses along 290 and what would happen to them as a result of the rail. The consultants explained that the businesses will be bought out because of the 290 rail project or the Hempstead Managed Lanes Project will acquire the properties.

There was a question as to where the money would come from to fund the TOD. Consultant Willhite explained that at this time, it is unknown. However, the funding process was explained. The Consultants also explained that all of the funding cannot be from tax dollars. There will have to be monies from the private sector. Mr. Willhite stated that the goal for the TOD is that the improvements pay for themselves.

Scott Polikov, with Gateway Planning Group, Inc. addressed the residents. He explained what the elements of Phase II of the feasibility study would accomplish. The Consultants addressed questions about how the TOD may affect property values and taxes on property in Jersey Village proper. There were discussions about the present Volunteer Fire Department and what the fire fighting needs might be for the TOD. There were concerns that a volunteer fire department might not be sufficient to serve the new TOD.

There was also discussion about traffic and the problem that might be created by the TOD.

Some residents liked the idea of having a Civic Center located in the TOD. They wanted the consultants to consider parks with perhaps a splash pad for the children, outside activities, more restaurants and stores and less automobile sales. There was a great interest in upscale restaurants. One resident wanted to see no delay in accomplishing this development - the faster it is built, the better.

There was discussion about the length of the rail station being 800 to 1,000 feet and there would be 4 to 6 trains in the morning and 4 to 6 trains in the evening with ridership being somewhere around 1200 to 1500 people.

There was discussion concerning desired height of the buildings in the TOD development. It ranged from 4 stories is too high to 15 stories is acceptable. The consensus seemed to be that many were in favor of having a development like the Sugar Land Town Center or City Centre at Memorial City.

The final thoughts for the evening were that residents do not want to see more through traffic in Jersey Village proper and they would like the train terminal to be sufficient to last and handle the Jones Road and City of Tomball riders.

The meeting closed at 9:00 p.m. with no official business for the City of Jersey Village being conducted at this meeting.

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Lorri Coody, City Secretary