

**MINUTES OF THE SPECIAL MEETING OF THE CITY COUNCIL OF THE CITY OF JERSEY VILLAGE, TEXAS, HELD ON JANUARY 13, 2010 AT 4:00 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 Wednesday, January 13, 2010 at 4:00 p.m. at the Fire Department Training Room, 16501 Jersey Drive, Jersey Village, Texas 77040 to attend the transit oriented development design workshop conducted by Consultant, Kimley-Horn and Associates. The Consultants met 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 following Council Members attended this portion of the workshop which was held from 4:00 p.m. to 5:45 p.m. and pertained to 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:

Council Member Joyce Berube;  
Council Member Rod Erskine; and  
Council Member Curtis Haverty

The following Planning and Zoning Members attended:

Commissioner, Debra Mergel

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

The workshop opened at 4:00 p.m. with discussion on the presentation of designs from yesterday's meeting input. The discussion included:

- the placement of the TOD;
- the boundary streets;
- the size of the buildings in the development;
- location of apartments in the TOD and the type of apartment housing; and
- the placement of a City Hall in the TOD is a good idea and why.

After this discussion, sketches of different options were displayed by the Consultants on what the developed area might look like.

Option One

Demonstrated grids for a station on Jones Road for two kinds of rail – rail for long distances and for short distances. The sketch showed the drainage being used as a public walkway/green space and it demonstrated the possible layout for the TOD in relation to the rail station. The sketch

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took into consideration hike and bike options and displayed how all the options for the town center were located within ½ mile radius or within a 10 minute walk.

Discussion was had about the design of Jones Road and if the design of this road could be changed. City Manager Castro explained that changing the design of Jones Road was not an option and no longer possible.

There was also discussion about the speed on Jones Road and once the extension is complete this may be even more of a problem. There was discussion that there may need to be discussion with the County concerning adjustments for speed considering the TOD may now be part of the equation. The Consultants agreed that these discussions would take place, but also explained that during the design of the TOD, much can be done to make the streets look less “freeway” like and that street appearance in and of itself can have a large impact upon speed.

There was also discussion about the drainage channel and how it will be converted into a “public walkway.” There was concern that it may not retain water. It was stated that the channel stays wet most of the time and that the Corp of Engineers is requiring it to remain wet.

#### Option Two

This option was similar to Option One with the location of the two rail lines on Jones Road. It also used the drainage channel as a public walk way. Therefore, discussion continued about this channel and how it could be made into a public area green space – walkway. There was continued concern about how much water would be retained in the channel at any given time.

There was also discussion about the need for other green areas – activity parks and/or recreational areas. This option located a recreational park in the top northern corner near 290. It would serve as a buffer. The sketch also provided for a Civic Center with parking. The Consultant explained that mixed use and office could be located along Jones Road near the rail station and then showed where the residential units would be located.

There was discussion about how residents from Jersey Village proper would get to the TOD via pedestrian traffic.

#### Option Three

The final option contained many of the attributes of the other options except this consultant explained where the restaurants might be located and stabilized them with the City Hall as the center of the TOD. She stated that parking could be located along Jones Road and the Highway frontage property along 290 could be used for large office buildings. She stated that the residential property would be located west of the TOD area.

The challenge in developing an area such as this is designing something that makes the area distinctive or unique while at the same time serves the citizenry. There was discussion about this challenge. For now the answer seemed to be green spaces and architecture.

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The meeting closed at 5:45 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