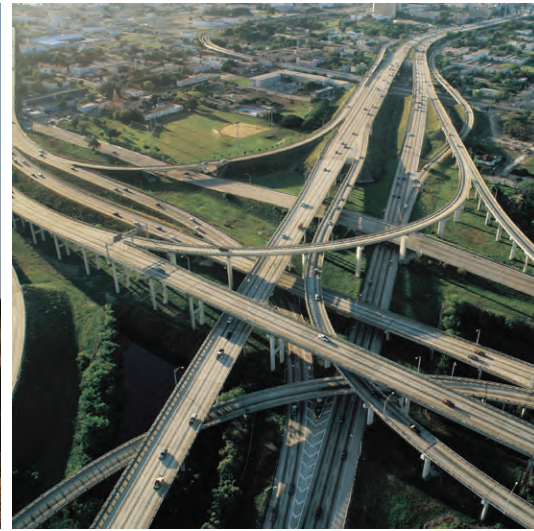


NORTH RICHLAND HILLS TRANSPORTATION NETWORK OVERVIEW

North Central Texas Council of Governments



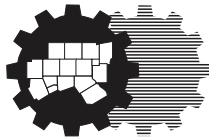
2013

What is NCTCOG?

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has **238 members**, including 16 counties, 169 cities, 22 independent school districts, and 31 special districts. The area of the region is approximately **12,800 square miles**, which is larger than nine states, and the population of the region is over **6.5 million**, which is larger than 38 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the **General Assembly** which annually elects a 15-member Executive Board. The **Executive Board** is supported by policy development, technical advisory, and study committees, as well as a professional staff of 295.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

North Central Texas Council of Governments
P. O. Box 5888
Arlington, Texas 76005-5888
(817) 640-3300

NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

"The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation."

NORTH RICHLAND HILLS TRANSPORTATION NETWORK OVERVIEW

North Central Texas Council of Governments



2013

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NORTH RICHLAND HILLS TRANSPORTATION NETWORK OVERVIEW

North Central Texas Council of Governments



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NORTH RICHLAND HILLS TRANSPORTATION NETWORK OVERVIEW

The North Richland Hills Transportation Network Overview project is part of the North Central Texas Council of Governments (NCTCOG) Transit-Oriented Development (TOD) Implementation Plan Group. Planning assistance for the TOD Implementation Plan Group is intended to support a regional effort to analyze, market, and implement TODs. The TOD Implementation Plan Group developed from the results of the 2005-2006 NCTCOG Sustainable Development Call for Projects. Projects in this group are eligible to receive planning assistance from NCTCOG's Transportation Department staff.

The North Richland Hills Transportation Network Overview project was prepared to provide planning assistance to the City of North Richland Hills. The goal of this plan is to examine the current and future transportation conditions, in and around the city, in addition to recommending initiatives to bridge the gap between current and future transportation conditions. This document is solely intended as planning guidance. It is not a guarantee that any recommendations will be implemented or prioritized for funding.

The City of North Richland Hills is located in the Dallas-Fort Worth (DFW) Metropolitan Area in Tarrant County. The estimated 2011 population is 63,420 and the estimated 2030 population is 73,417, per NCTCOG's 2030 Demographic Forecast data. North Richland Hills covers a land area of 18.23 square miles. Currently, there is no transit service in North Richland Hills. However, commuter rail known as the TEX Rail is currently being planned by the Fort Worth Transportation Authority (The T) along portions of various existing freight rail lines such as the Cotton Belt rail line, which will be detailed in a later section. The T is a regional transportation authority which provides public transportation to Tarrant County and the North Central Texas region. The City of North Richland Hills is projected to have two commuter stations within its boundaries. Proactive planning has occurred by the City to apply a TOD zoning around the Iron Horse and Smithfield future transit stations. TOD's are designed to maximize access to and from the development(s) by transit and non-motorized transportation which can lead to encouraging transit ridership.¹

A TOD is a dense, pedestrian-based community of diverse land uses centered around transit². TODs are often comprised of a mix of residential and commercial centers with highest densities near a transit facility and tapered densities within one-quarter to one-half mile. The development should be compact, mixed-use (i.e. residential, retail and/or commercial), and promote a walkable community. Concentrated development around transit stations can provide many benefits which include:

- Decreasing traffic congestion by allowing destinations (i.e. employment, entertainment, daily needs) to be reached from the station to the destination through other non-motorized modes by having the appropriate infrastructure such as sidewalks and bike lanes in place. TOD commuters typically use transit two to five times more than other commuters in the region.³
- Providing housing alternatives for singles, young professionals, and empty-nesters/retirees that may have modified housing needs.⁴ These demographic groups may not need or want to live in large lot single-family homes and/or have the ability to own a vehicle, therefore living in apartments, condos, townhomes or small single-family homes near a train station would be a preferred housing option.
- Reducing household spending on transportation by increasing the use of transit for commute and therefore reducing the amount of driving.
- Driving less by commuting via transit reduces the vehicle emissions that would otherwise be released, therefore having more people ride transit can help improve air quality.
- Utilizing land more efficiently by maximizing the use of public infrastructure where those amenities can be shared by a higher density of people on a smaller scale of land as opposed to developing infrastructure further out in a region where less people utilize the amenities.

-
- Reducing sprawl by utilizing TOD as a strategy to entice more development in inner-ring communities, those closest to the downtown, to better compete with sprawling communities on the city's outer edge.⁵ Cervero states in TCRP Report 74: Costs of Sprawl – 2000 that contiguous, compact development [which is how a TOD is mainly composed] could save the United States nearly 25 million acres of land – much of it agricultural and environmentally sensitive – over the next 25 years.
 - Promoting a healthier lifestyle with opportunities for more walking and bicycling, if the proper infrastructure is in place, can help to reduce driving (shorter trips and/or option of driving shorter distances) and lead to less stress.
 - Creating better places to live, work, and play by making neighborhoods a more desirable place to dwell. According to Brooke Ahlquist, MA, MPH from the Statewide Health Improvement Program of Minnesota, “Health problems are influenced by societal policies and environments that in some way either sustain behaviors or fail to foster healthier choices.” TOD's strive to create a walkable environment which could lead to various health benefits such as reduce stress from driving, improving air quality, encourage physical activity (walking, biking), etc.

The various transportation modes play an important part in the success of a TOD. Bus or rail transfers and road amenities (bicycle facilities, road capacity) can impact the accessibility of the TOD. A seamless system can encourage people to travel without a vehicle to and from the TOD because reliable transportation will be made available and be an alternative to using a personal vehicle for the full extent of the trip. The following sections will outline the existing and future conditions surrounding the potential future stations.

Existing Conditions

Transit

Currently, North Richland Hills is not serviced by any fixed route form of transportation services such as bus, rail, shuttle, or trolley. The City participates in the Northeast Transportation Service (NETS), which is a demand-response small transportation provider that offers door-to-door transportation service to individuals in the City who are disabled or 55 years of age or older. North Richland Hills is one of seven cities that contract with The T to oversee and manage NETS. The T is the transit agency that provides transit services to the cities of Fort Worth, Blue Mound, and Richland Hills in Tarrant County. The T procured the services and NETS is currently operated by the American Red Cross Chisholm Trail Chapter. A transportation service in which the City does not participate, but from which it receives an indirect benefit, is provided by Hurst-Euless-Bedford (HEB) Transit. HEB Transit is a small transportation service that focuses its service in transporting people to and from work and work-related activities. Individuals in the HEB service area are provided with transportation services to the Workforce Solutions for Tarrant County Mid-Cities Workforce Center, which is located in North Richland Hills.

Apart from its participation in the NETS program, the City is not a member city of The T. A half-cent sales tax is required for a city to become a member of the T. A city determines the distribution of its sales tax. However, North Richland Hills has reached the cap on maximum sales tax allowed in the State of Texas and therefore does not have the required share to go towards becoming a T member city. The sales tax is 8.25 percent in North Richland Hills and the breakdown includes: ⁶

City of North Richland Hills Sales Tax Breakdown

Tax Percentage	Purpose
6.25%	State of Texas
1.00%	City of NRH General Fund
0.05%	City of NRH Park Development Fund
0.05%	City of NRH Crime Control District

The City of Fort Worth is a member of the The T and has a maximum sales tax is 8.25 percent as well. The breakdown for comparison is as follows:⁷

City of Fort Worth Sales Tax Breakdown

Tax Percentage	Purpose
6.25%	State of Texas
1.00%	City of Fort Worth
0.05%	The T
0.05%	City of Fort Worth Crime Control District

In the Initiatives to Pursue section of the report, examples are given for how the City of North Richland Hills could partner with The T for bus service in their region. Additionally, The T is currently developing plans for commuter rail that will have two stations in North Richland Hills and will be discussed in the Future Conditions section of the report.

Roadways

With close proximity to various highways that serve as regional connectors, North Richland Hills is well positioned in the DFW Metroplex. Major highways located in the southern portion of the city include the following: (Exhibit 1)

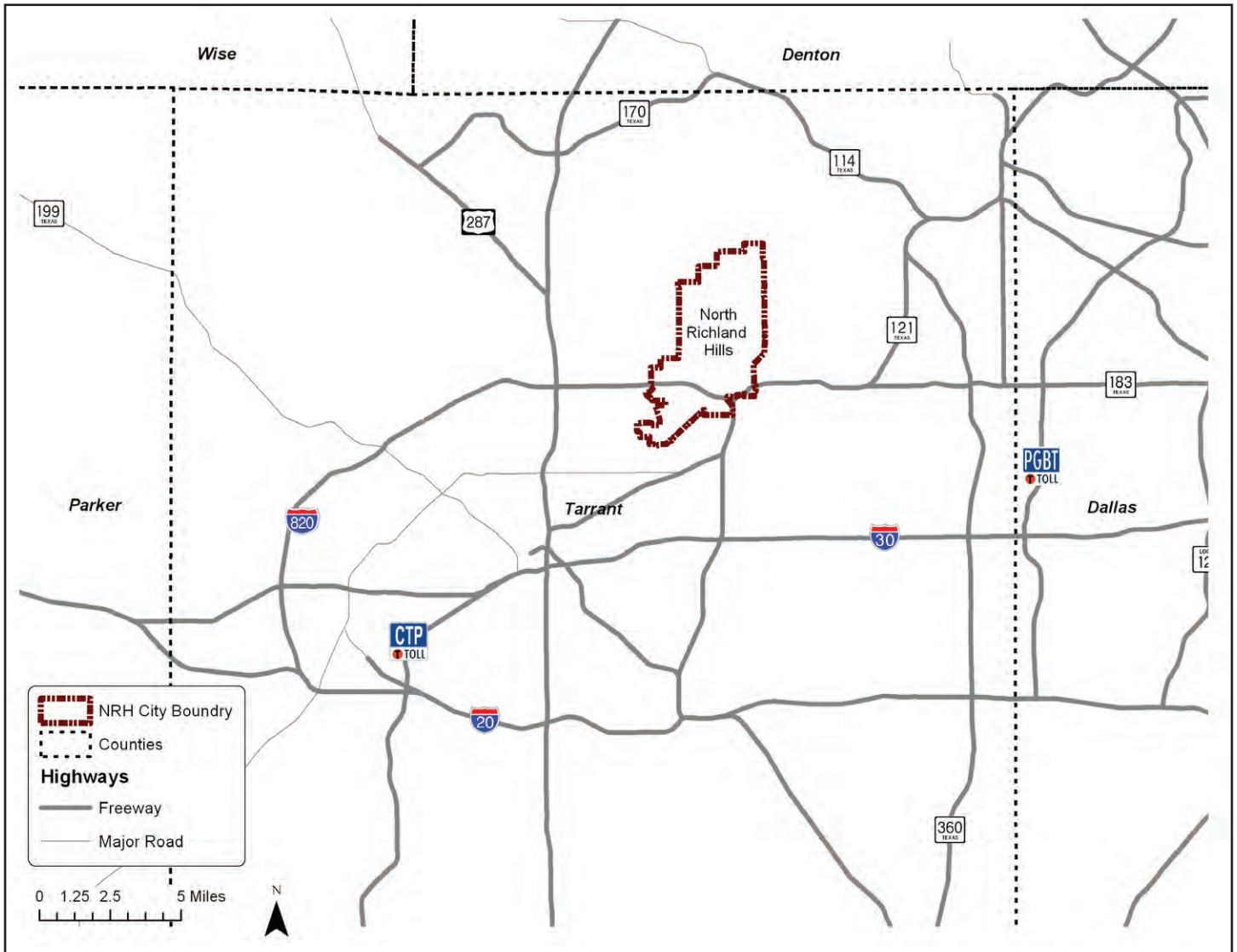
- Interstate Highway (IH) 820 runs east west through the southern portion of the city.
- State Highway (SH) 26 runs southwest to northeast through the city.
- SH 121 and SH 183 cut across the southeast portion of the city.

Regional highways located near the city include the following: (Exhibit 2)

- Highways that run north/south:
 - West of the City, United States (US) 377, IH 35W
- Highways that run east/west:
 - North of the City, SH 114
 - South of the City, SH 10, IH 30
 - Farther south of the City, SH 180, SH 303, IH 20

REGIONAL HIGHWAYS NEAR NRH

Exhibit 1



Local Roadways

As seen in Exhibit 2, there are various north/south and west/east/west roadway connections throughout North Richland Hills that provide access to highways.

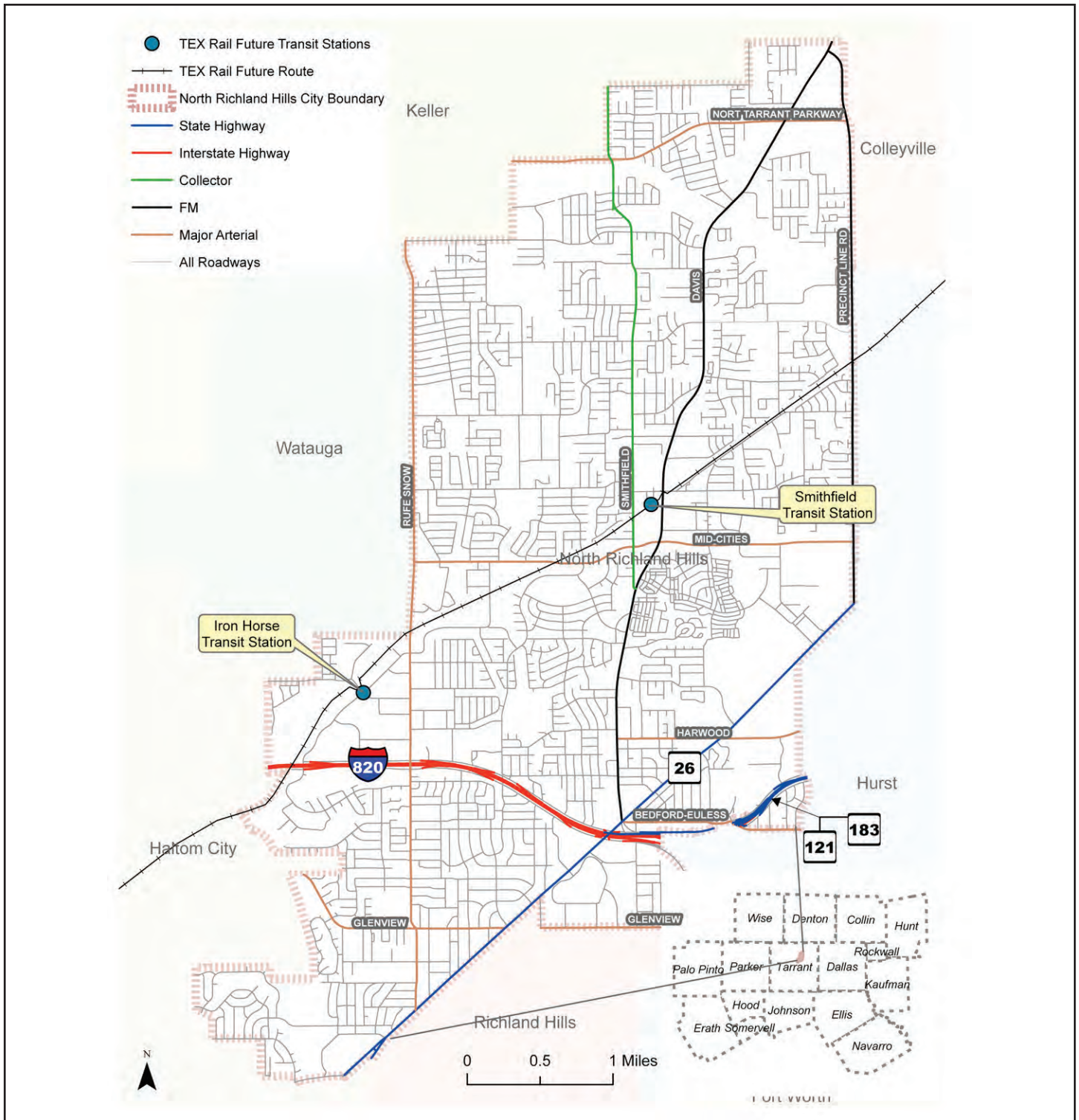
- Rufe Snow Dr. has access to IH 820, SH 26, and SH 183 in the southern portion of the City.
 - Minor arterial
 - Four-lane undivided roadway
 - Off-system
 - Major roadway connections: North Tarrant Parkway in the north and Mid-Cities Blvd., Bedford-Eules Rd., and Glenview Dr., in the southern portion of the City.
 - It is located east of the proposed Iron Horse Transit Station and west to the proposed Smithfield Transit Station.
- Davis Blvd. has access to IH 820, SH 26, SH 121, and SH 183 in the southern portion of the City.
 - Principal arterial
 - Six-lane undivided roadway
 - On-system
 - Major roadway connections: North Tarrant Parkway in the north and Mid-Cities Blvd., Harwood Road, and Bedford-Eules Road, in the southern portion of the city.
 - Merges with Smithfield Road in the southern portion of the city.
- Smithfield Rd. has similar access as it has a meeting point with Davis Blvd. south of the proposed Smithfield Transit Station.
 - Collector street
 - Two-lane undivided roadway
 - Off-system
- Precinct Line Rd. has access to SH 26 in the southern portion of the City and SH 121/SH 183.
 - Principal arterial
 - Four-lane divided
 - On-system north of SH 121/SH 183; off-system south of SH 121/SH 183
 - Major roadway connections: North Tarrant Parkway in the north and Mid-Cities Blvd., Harwood Rd., and Bedford-Eules Rd., in the southern portion of the City.
 - It is located east of the proposed Smithfield Transit Station.

The roadways in and around the TOD are important because they offer opportunities and constraints to the area. A TOD is geared toward providing a walkable atmosphere. How cars travel on the surrounding roadway can have an impact on the walkability of the area. Streets that are too wide and give little protection such as no medians can cause issues for pedestrians being able to cross the street safely. Streets with higher speeds can also prevent cyclists from ending or starting their journey in the TOD. However, highways provide access to the TOD for people wishing to access the train station with their vehicles. The city staff in Portland, Oregon credits one of the successes of the Orenco Station with the major arterial that is in between the development and the station. Streets with high capacity can be beneficial so long as a balance can be made between vehicle, pedestrian, and cyclist movement.

Mobility 2035: The Metropolitan Transportation Plan for North Central Texas is a comprehensive, multimodal “blueprint” for transportation systems and services aimed at meeting the mobility needs of the DFW Metropolitan Area through the next 25 years. The Mobility 2035 document lists several of the local roadways in the City as Regionally Significant Arterials. This designation is given to roadways that complement and enhance the freeway and transit systems in order to provide the necessary transportation support and access to and from local land uses. Regionally Significant Arterials located in North Richland Hills include North Tarrant Parkway, Farm to Market (FM) 1938/Davis Blvd., Precinct Line Road, Mid-Cities, and SH 26.

SIGNIFICANT ROADWAYS IN NRH

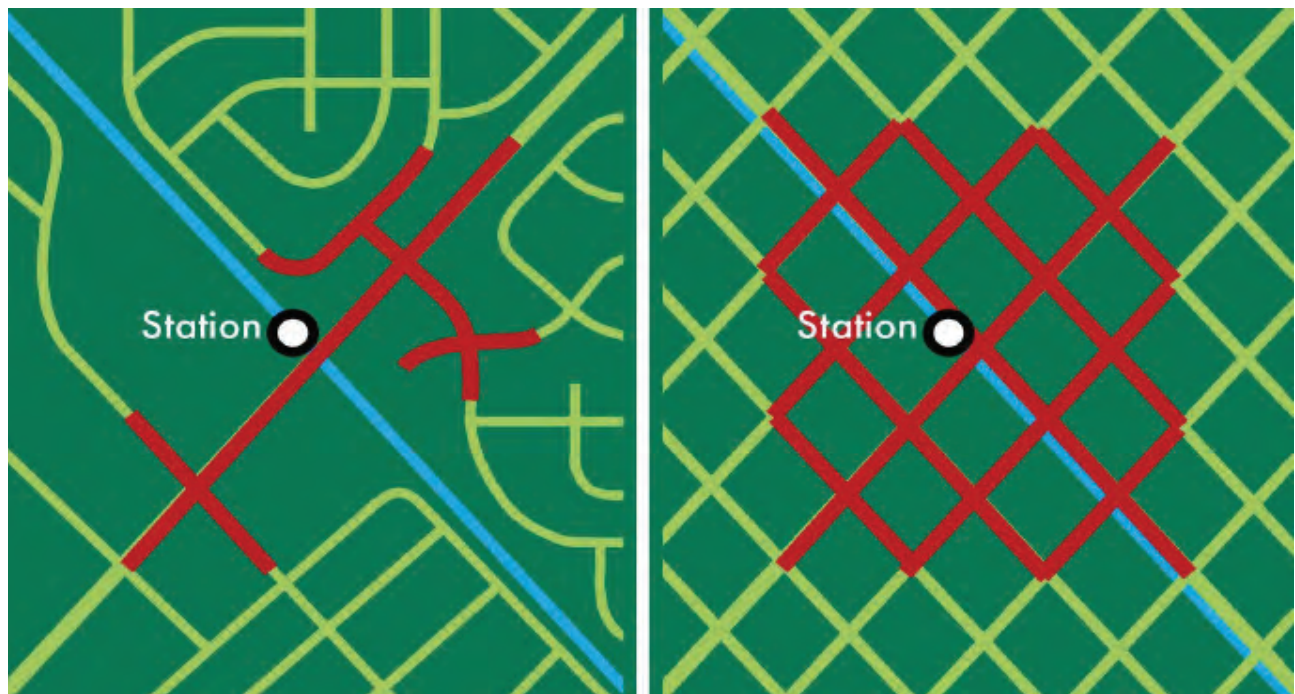
EXHIBIT 2



Bicycle

Biking and walking are alternative forms of transportation. Biking and/or walking to and from points of interest have many benefits such as helping to reduce traffic congestion, improving the air quality, reducing travel costs, and improving health by being more active. TOD encourages that people walk and/or bike from the surrounding development(s) to the transit station. The area that people will walk or bike to and from the station can vary. Various literature states that people are willing to walk anywhere between five to 10 minutes and bike from one-half mile or more. The Federal Transit Administration issued a proposed policy on the eligibility of pedestrian and bicycle improvements under Federal Transit Law that states a catchment area around transit stations and stops is three miles for bikes and one-half mile for pedestrians. One of the main reasons for the various distances people are willing or able to walk or bike comes down to the infrastructure and amenities that make the traveling experience safe and enjoyable. The following diagram shows two scenarios of the available street connections pedestrians could utilize.

LAND USE INTO TRANSIT BENEFIT ASSESSMENT



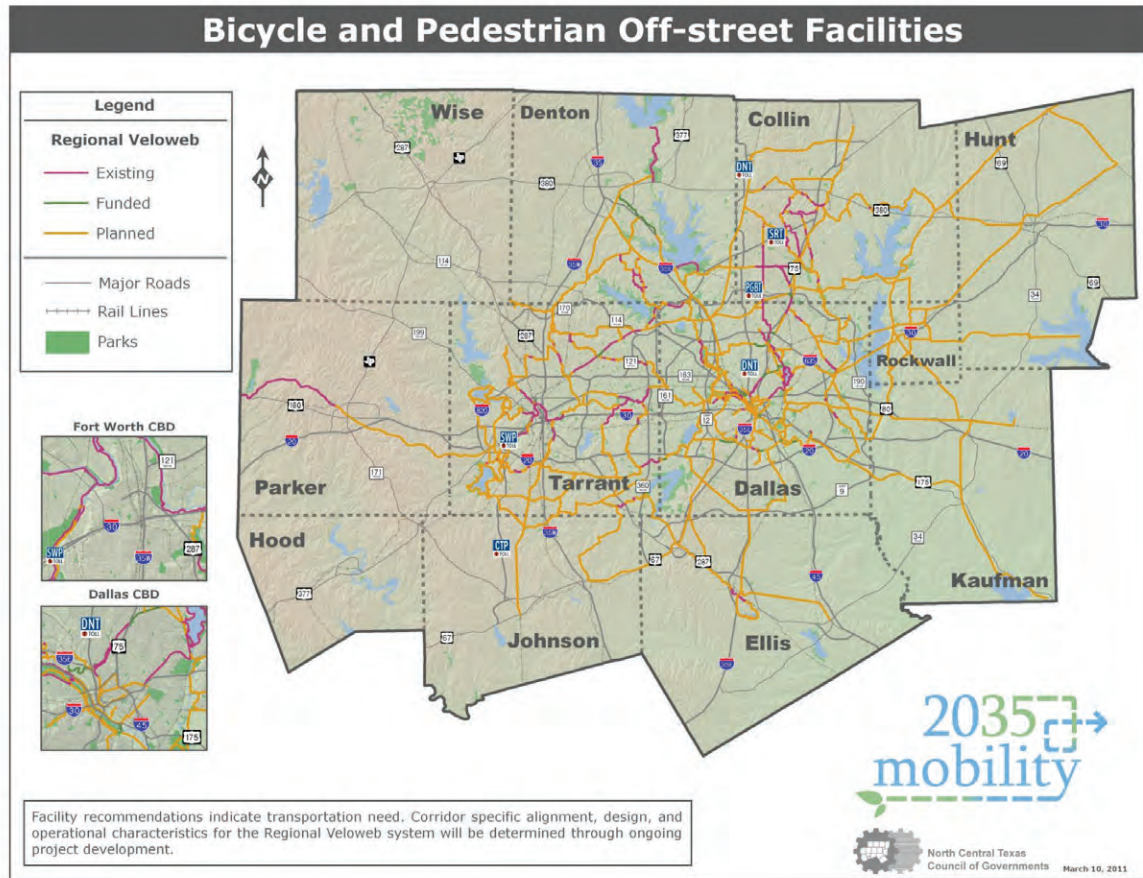
Walters (2007) Incorporating Land Use into Transit Benefits Assessments

The image on the right demonstrates that the smaller the street blocks and the more street connections available, the greater the likelihood that the station will promote a walkable atmosphere.

NCTCOG has coordinated an effort with various stakeholders to develop a regional bike trail system. The Regional Veloweb is a 644-mile, designated off-street trail network that has been planned to provide bicycle and pedestrian connections in the Metropolitan Planning Area (MPA) (Exhibit 3). Regional Veloweb trails are part of a bigger network of trails that serve mobility access throughout the DFW region. Recreation trails as found in parks that are self-contained loops are generally not a part of the Regional Veloweb.

REGIONAL VELOWEB

EXHIBIT 3



On-street and off-street bike routes are maintained by the city or county and are open to the public; however, those routes are not included as part of the Regional Veloweb. Those routes are still important as they give connection to destinations out of reach of the Regional Veloweb.

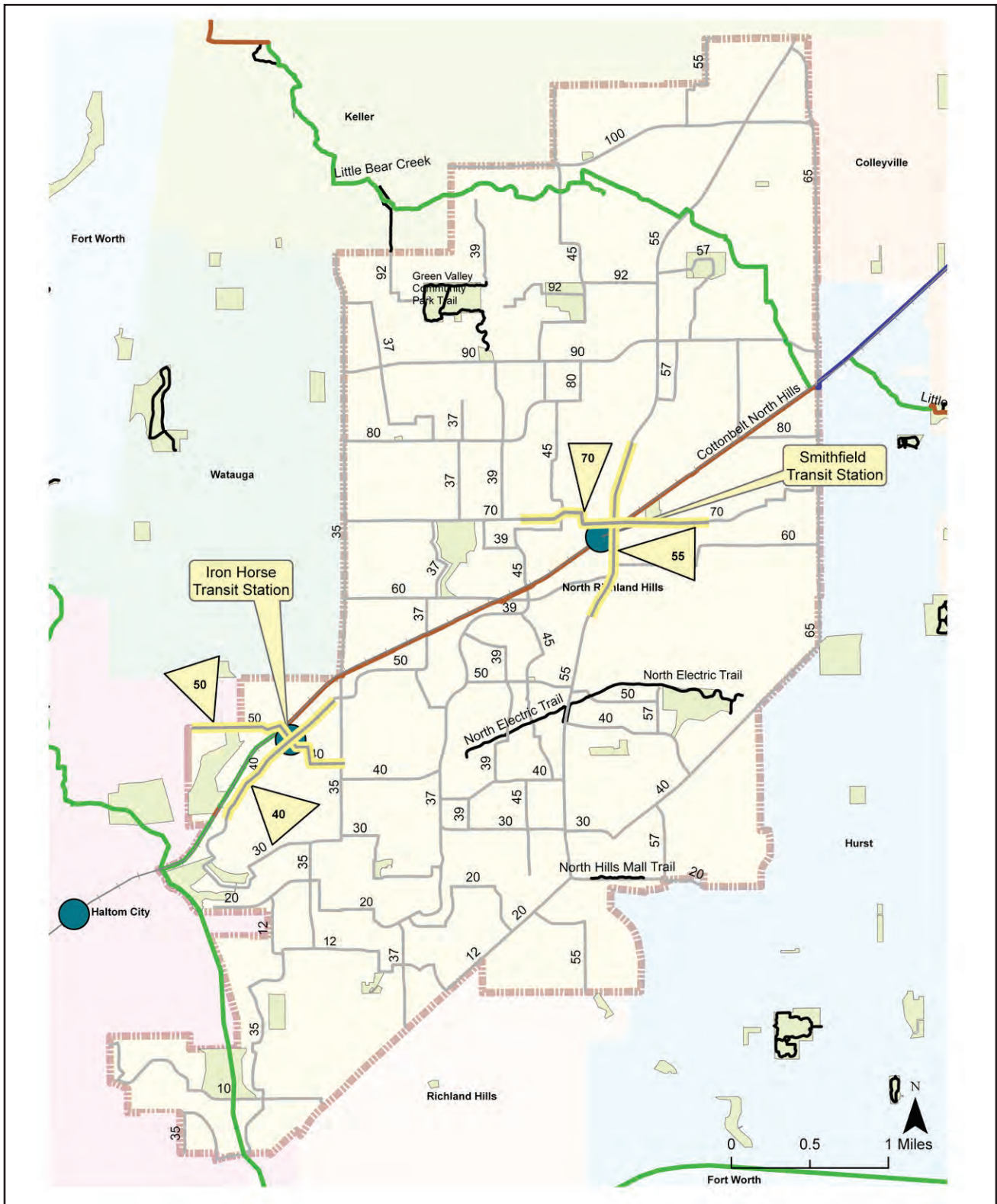
According to the City of North Richland Hills, various on-street signed routes and off-street routes currently exist in the city, as shown in Exhibit 4, created from North Richland Hills data. At least 200 different destinations are within one-quarter mile of a route (Exhibit 5). Routes from neighboring jurisdictions are indicated on the map.

Existing bike routes around the future Iron Horse Transit Station include Routes 40 and 50. Route 40 runs east and south and Route 50 runs west and north from the station. Both routes connect to various existing trails throughout the City which provides access to various major employers, commercial and public services. Route 40 connects to Route 30, and then to Route 35 on which two parks can be located; Linda Spurlock Park and the Fossil Creek Park. When traveling east on Route 40, two additional parks can be found; the Practice Fields and the NRH₂O Family Water Park. Appendix A provides a map of the routes and parks provided by the City of North Richland Hills.

The future Smithfield Transit Station can be served by existing Routes 55 and 70. Route 55 travels north/south and Route 70 travels east/west from the station. These routes are also well connected by other existing routes that give access to various services throughout the city. Richfield Park is located traveling west on Route 70. Green Valley Community Park and Little Bear Creek Park are located along Route 45, which connects to Route 70. Traveling along Route 55 there are no immediate parks, however connections to other on-street routes do provide park destinations.

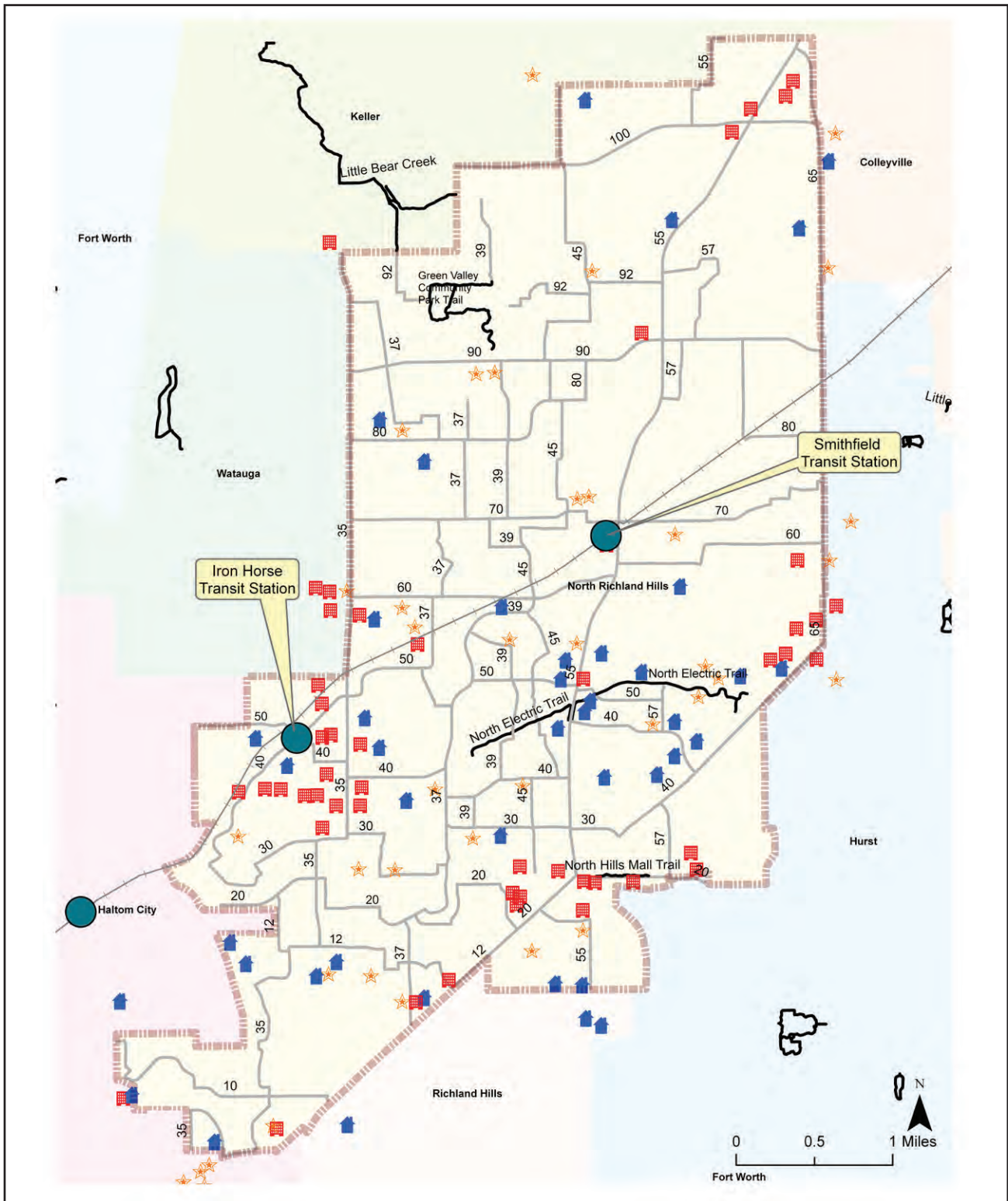
BIKE ROUTES WITHIN CITY OF NRH AND ADJACENT MUNICIPALITIES

EXHIBIT 4



DESTINATIONS WITHIN ONE-QUARTER MILE OF EXISTING TRAILS

EXHIBIT 5



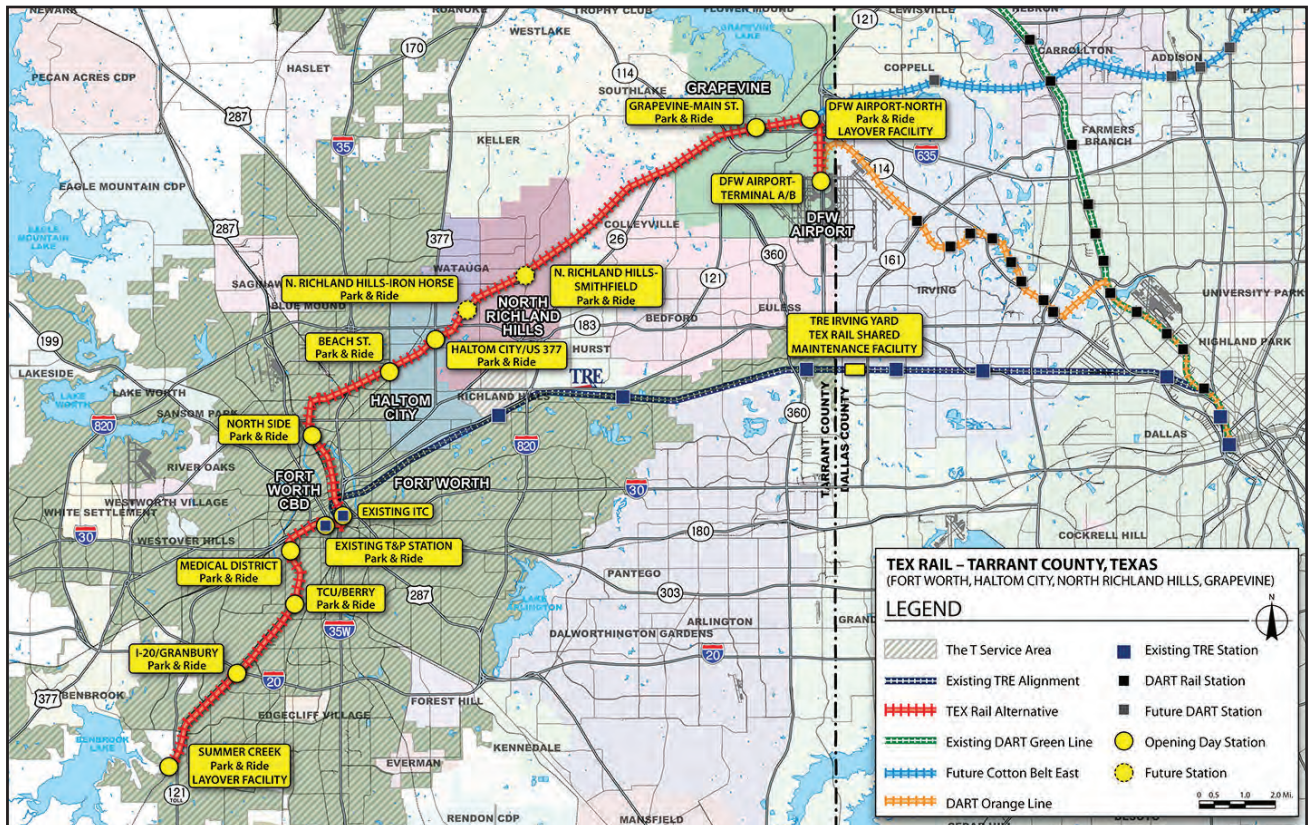
Future Conditions

Transit: TEX Rail

The T is planning a commuter rail line known as the TEX Rail formerly referred to as the Southwest-to-Northeast (SW2NE) Rail Corridor. TEX Rail will total 37 miles in length. Exhibit 6 illustrates a map developed by The T in coordination with local governments along the corridor. The commuter rail would operate on portions of the Fort Worth and Western Railroad (FWWR), Union Pacific (UP) Railroad, and the Dallas Area Rapid Transit- (DART) owned Cotton Belt railroad lines from southwest Fort Worth at approximately Sycamore School Road for the southern terminus station, through downtown Fort Worth, and potentially continuing through Haltom City, North Richland Hills, Colleyville, and Grapevine, to the north entrance of DFW International Airport. The commuter line will be an alternative transportation option to automobile travel within the corridor.

PLANNED TEX RAIL

EXHIBIT 6



Proposed stations along the TEX Rail have been identified in the Environmental Impact Statement (EIS) prepared by The T with input from local governments and citizens. Two stations are proposed in North Richland Hills; Smithfield and Iron Horse (Exhibit 7). The City of North Richland Hills has been proactive in planning for future growth and development and has implemented a TOD zoning code around the future station locations. A Transitional Surface Parking plan is in the City's TOD code, which will allow the City Council to approve development if an applicant submits a Special Development Plan. The City and The T will need to continue to coordinate on transitioning parking to other land use opportunities that arise that would allow more development density around the TOD, which could potentially add more transit ridership

TEX RAIL NORTH RICHLAND HILLS STATION CONCEPT PLANS

EXHIBIT 7

Iron Horse Station



Smithfield Station



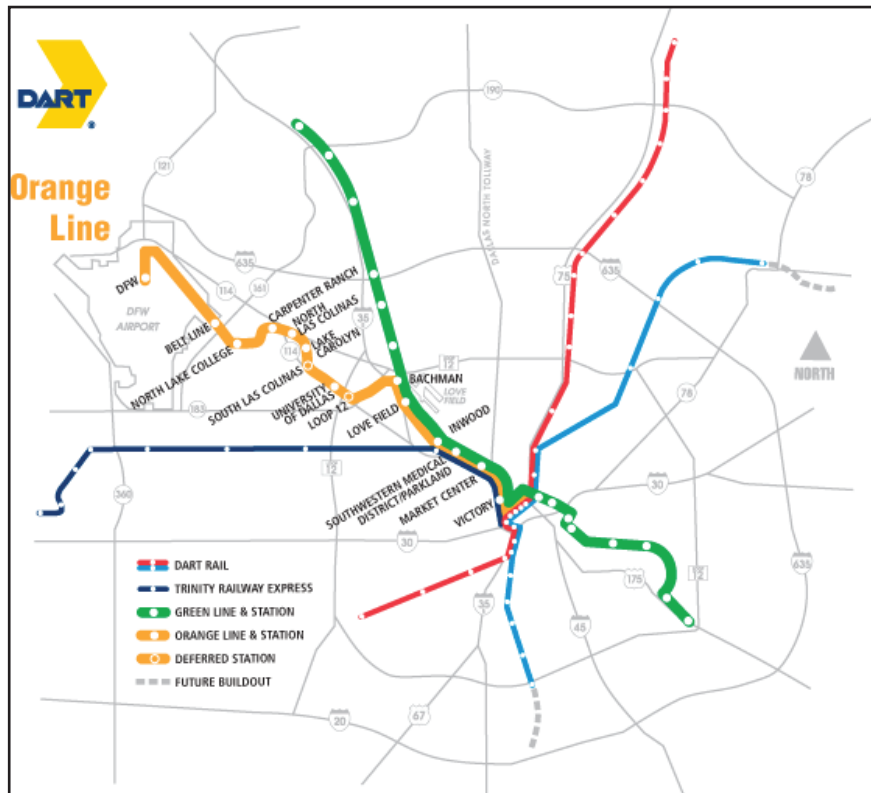
Transit: Connections to Rail Lines

The TEX Rail will provide transit service in the western side of the DFW area, however two stations that currently exist, the Intermodal Transportation Center (ITC) and Texas & Pacific (T&P) stations, would provide connections to the Trinity Railway Express (TRE) (Exhibit 6). The TRE is an existing regional commuter rail line that provides east – west connections between Dallas and Fort Worth. The TRE would provide a connection for the TEX Rail from the ITC or T&P stations to various DART light rail stations at the eastern side of the TRE rail.

Additional rail lines are being planned by DART that will provide new connections from the TEX Rail line to the DART lines. A five mile segment of the DART Orange Line opened in July 2013, connecting Bachman Station to the Las Colinas Urban Center; an additional nine miles will be complete in 2014, completing the connection to the TEX Rail line. The Orange Line will have a station in the DFW Airport (Exhibit 8). This provides a transfer point from the TEX Rail at the DFW Airport station to the DART Orange Line. Overall this connection will provide transit commuters in North Richland Hills with access to more than 90 miles of the DART light rail network.

DART FUTURE ORANGE LINE

EXHIBIT 8

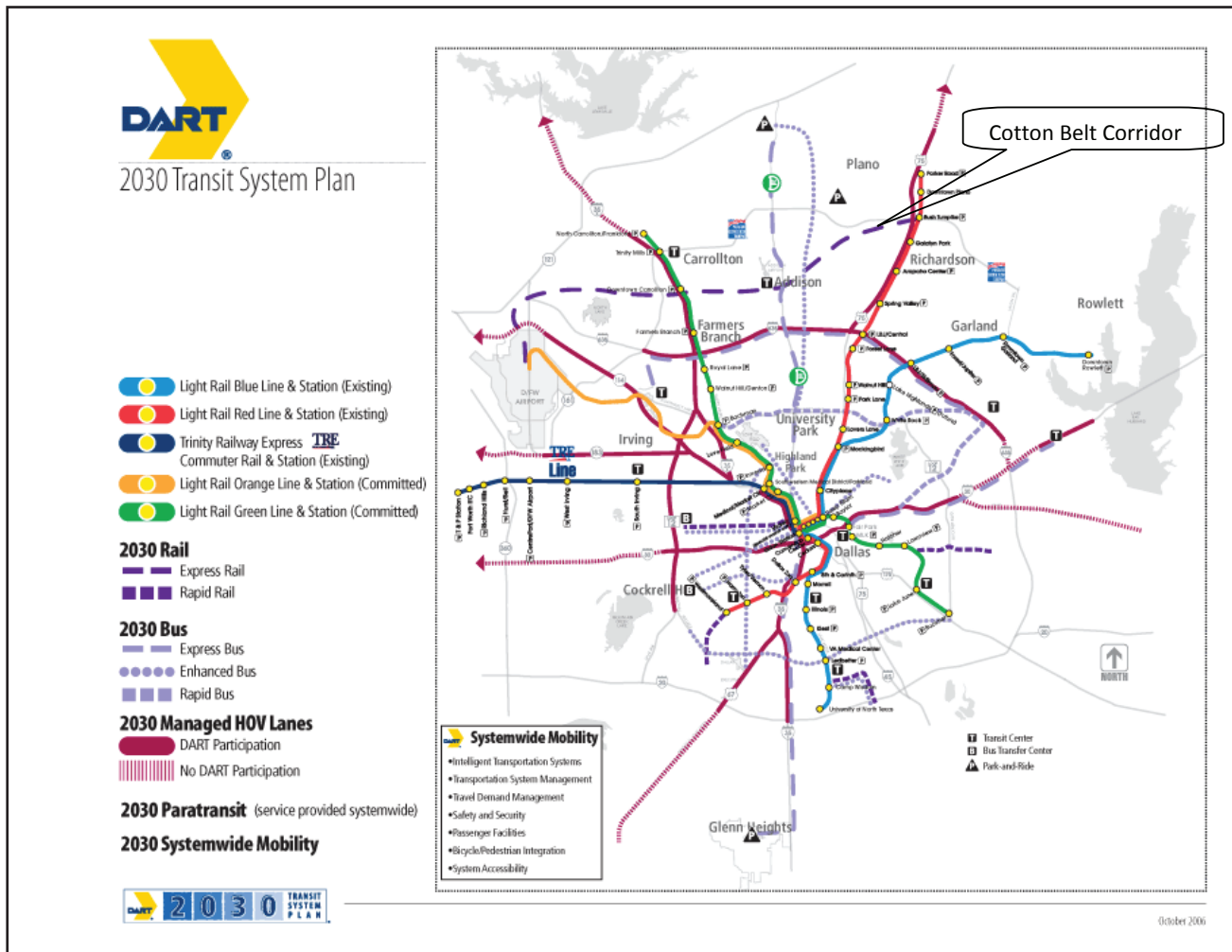


Source: Dallas Area Rapid Transit

The DART 2030 Transit System Plan evaluated the potential for passenger rail along the Cotton Belt railroad corridor. The plan recommends express rail service along the Cotton Belt Line from the DFW Airport (where the TEX Rail ends) to the Red Line in Plano or Richardson (Exhibit 9). The Cotton Belt Corridor greatly expands rail travel throughout the northern and eastern portion of the metroplex for transit riders who begin their travel from any station along the TEX Rail.

DART 2030 TRANSIT SYSTEM PLAN

EXHIBIT 9

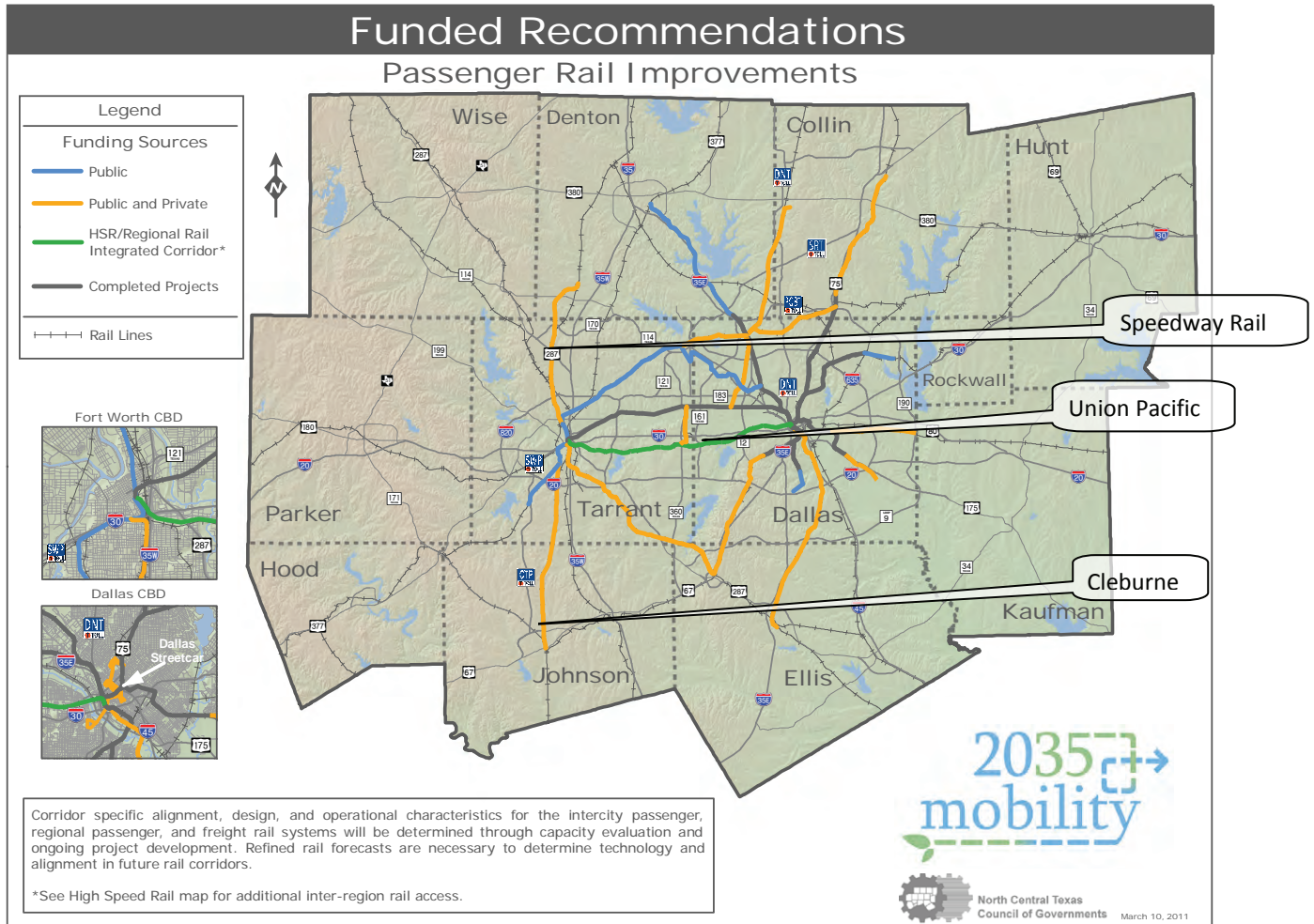


Source: Dallas Area Rapid Transit

The TEX Rail and the Cotton Belt Corridor are also a part of the recommended passenger rail in the Mobility 2035 document (Exhibit 10). The Speedway Rail, UP Railroad, and Cleburne Rail are rail lines recommended for passenger rail in Mobility 2035. All of the lines would provide for rail connections to the TEX Rail.

MOBILITY 2035: THE METROPOLITAN TRANSPORTATION PLAN

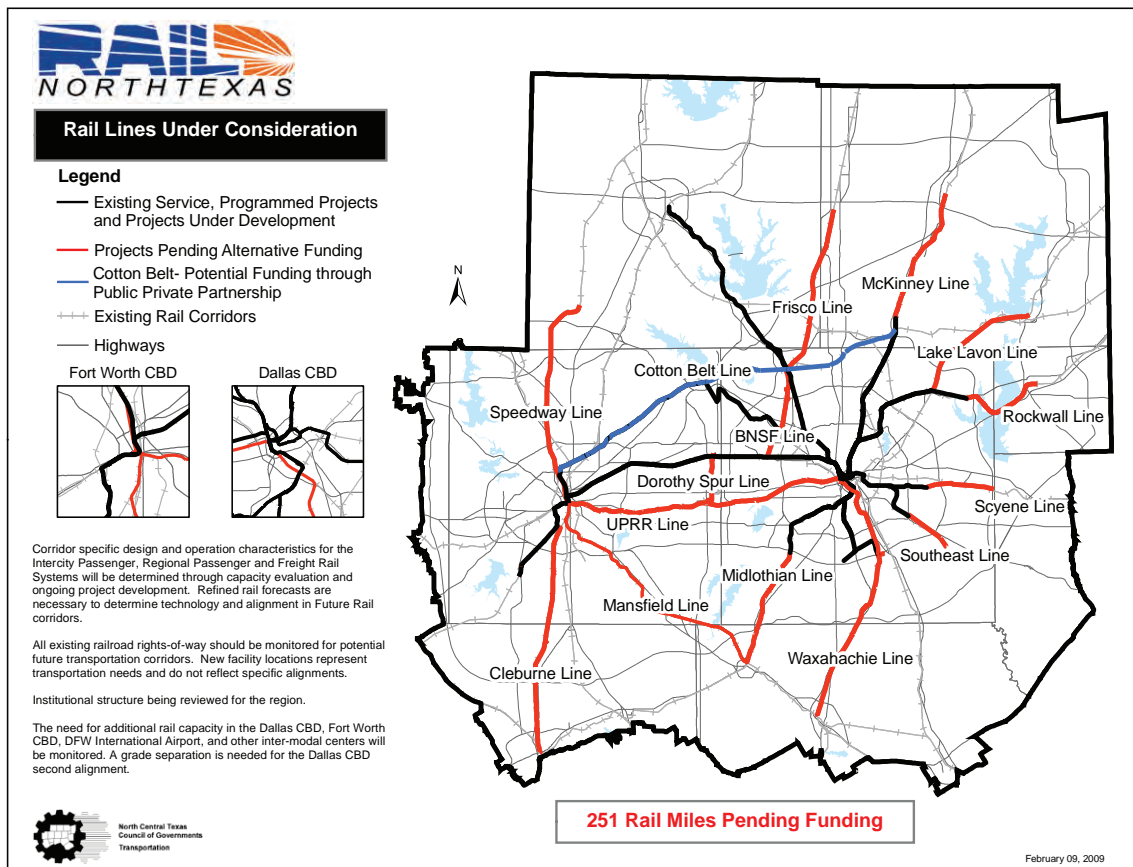
EXHIBIT 10



The Regional Transportation Council (RTC) pursued legislation to support the Rail North Texas initiative for the 81st Texas Legislative Session. The initiative did not pass, but would have provided options by which to fund rail projects that are pending alternative funding (i.e. Speedway Rail, UP Railroad, and Cleburne Rail lines) by authorizing metropolitan regions to enact voter approved local transportation funding options. Exhibit 11 illustrates the rail projects that are under consideration.

RAIL NORTH TEXAS RAIL LINES UNDER CONSIDERATION

EXHIBIT 11



Having an extensive commuter rail can provide benefits to residents in the DFW area and tourists alike by having an alternative to travel within the region and to various destinations. Commuters (including those originating from North Richland Hills) would have access to numerous destinations if all rail projects shown in Exhibit 11 are built. A variety of destinations that commuters would have access to are listed in Exhibit 12.

DESTINATIONS WITHIN ONE-QUARTER MILE OF PROPOSED RAIL NORTH TEXAS

EXHIBIT 12

Commercial	<ul style="list-style-type: none"> • 579 Industrial Centers • 359 Office Buildings • 270 Retail & Dining Locations • 76 Hotels/Motels • 19 Mixed Use Facilities
Health	<ul style="list-style-type: none"> • 26 Hospitals/Clinics • 19 Medical Offices
Residential	<ul style="list-style-type: none"> • 445 Residential Developments
Education	<ul style="list-style-type: none"> • 140 Schools & Universities
Government	<ul style="list-style-type: none"> • 21 City Halls • 4 Court Buildings • 28 Post Offices • 67 Police, Fire & DPS Locations • 5 Emergency Management Centers • 8 Military Installations • 19 Government Administration Buildings
Points of Interest	<ul style="list-style-type: none"> • 11 Golf Courses • 1 Amusement Park • 4 Convention Centers • 33 Cultural Centers • 4 Tourist Attractions • 18 Libraries • 1 Park • 43 Places of Worship • 20 Recreation Centers • 11 Stadiums/Arenas • 4 Theaters

Data collected through the Research and Information Services Department at NCTCOG.

Noteworthy connections within one-quarter mile of the rail lines include: Dallas Zoo, Dallas and Fort Worth Convention Centers, Bass Performance Hall, Dallas Museum of Natural History, University of Dallas, North Central Texas College, Victory Plaza, Big League Dreams Baseball Center, Reunion Tower, Dallas Farmer’s Market, Fort Worth Water Gardens, American Airlines Center, and Dallas World Aquarium. Appendix B provides a more extensive list of destinations located between one-half and one mile from the rail lines. These regional attractions provide a great resource for residents of the DFW Metroplex, as well as vacation destinations for visitors outside the region. The connections made by rail to popular locations provide an important alternative to auto travel and can benefit the local communities by reducing emissions and providing a cohesive system like other great national cities such as New York, Chicago, and Washington D.C., to name a few.

Transit: Bus

Bus service provides an extension of travel to areas that rail lines are not able to reach. Bus routes have been preliminarily planned by The T to provide feeder service from transit stations to areas of interest within the City of North Richland Hills (Exhibit 13). The bus routes shown in Exhibit 13 are for planning purposes and are not a final determination. Exhibit 13 illustrates 140 destinations that are within the City of North Richland Hills and within walking distance (one-quarter mile) of the planned bus routes. Thirty-two destinations which can be reached via bus transit have at least 80 or more employees. To view additional details on the major employers, please refer to Appendix C. Various destinations such as retail, commercial, and residential areas will be served by the planned routes. For an extensive list, please refer to the legend in Exhibit 13.

DESTINATIONS WITHIN ONE-QUARTER MILE OF THE PLANNED BUS ROUTES IN NRH

EXHIBIT 13



Transit Connections

Recommendations for initiatives that the City could consider pursuing to bridge the gap between the existing and future transportation conditions are below.

- The city should consider joining The T in order to begin bus service to the area. Bus service would serve as an extension of the TEX Rail and provide transit riders with additional destinations.

Benefits of having transit can include:

- Developing bus service now will help improve the future ridership on the TEX Rail once it is implemented.
 - The importance of bus service cannot be emphasized enough. Bus service will assist North Richland Hills residents with greater mobility access throughout the City and improve the overall environment by reducing the need for vehicle travel which decreases congestion, improves air quality, and decreases the contribution of contaminants onto our roadways.
- The City should consider alternative funding sources.
 - A funding example could be taken from businesses in the City of Arlington. Currently, select hotel and attraction destinations provide funding for a trolley service within the entertainment district for patrons staying at participating hotels.
 - Another example could include coordinating with neighboring cities that do not have bus services. The cities can then pool their resources together to be able to provide transit in their area.

Please note that these are only examples and further study involving stakeholder participation would be necessary.

Highways: North Tarrant Express

The Texas Department of Transportation (TxDOT) has various projects throughout the DFW region that will help improve the functionality of the highways; however the project that would have the most direct impact on North Richland Hills is the North Tarrant Express. The North Tarrant Express is a group of improvements to highway corridors in North Tarrant County. See Exhibit 14 for an illustration of the segments. The improvements will occur on the following highways:

- IH 820 from IH 35W to the Northeast Interchange, including a new IH 35W interchange (Phase 1/Segment 1)
- SH 121/SH 183 from the Northeast Interchange to SH 161 (Segment 2)
- IH 35W from IH 30 to SH 170 (Segments 3A, 3B, 3C)
- IH 820 from the Northeast Interchange to Randol Mill Road (Segment 4)

NORTH TARRANT EXPRESS

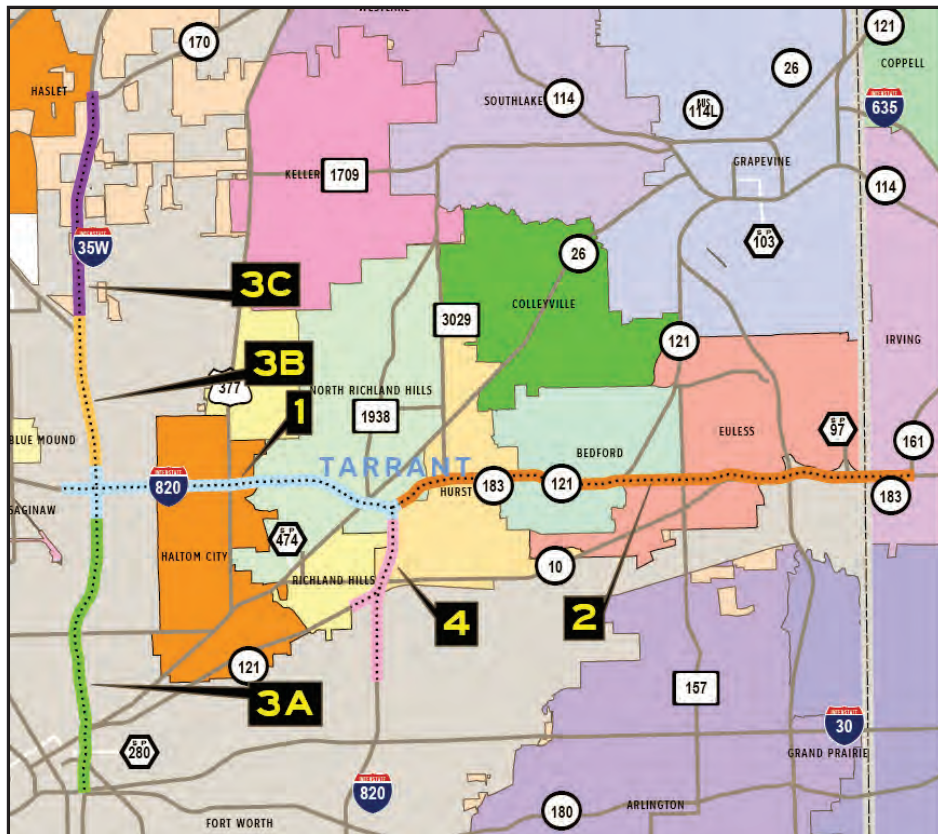
EXHIBIT 14



Phase 1 of the project includes adding lanes to IH 820 which cuts across the southern portion of the City boundaries from east to west (Exhibit 15).

NORTH TARRANT EXPRESS AND NORTH RICHLAND HILLS

EXHIBIT 15



Currently, IH 820 from IH 35W to the Northeast Interchange (Phase 1) has two lanes in each direction. The project configuration calls for three general purpose lanes in each direction and two managed toll lanes in each direction. Exhibit 16 provides a summary of the North Tarrant Express project.

NORTH TARRANT EXPRESS PROJECT SUMMARY

EXHIBIT 16

SEG*	Roadway & Limits	Existing Configuration General Purpose Lanes (each dir.)	Configuration as Proposed in Regional Mobility 2030 Plan**		Approx. Length of Segment (miles)
			General Purpose Lanes (each dir.)	Tolled Managed Lanes (each dir.)	
1	IH 820 from IH 35W to Northeast Interchange including a new IH 35W interchange	2	3	2	6.4
2	SH 183 from the IH 820 Northeast Interchange to SH 16	3	3	3	11.3
3A	IH 35W from IH 820 to IH 30	2-3	4	2	6.5
3B	IH 35W from IH 820 to US 81/287	2	4	2-3	3.3
3C	IH 35W from US 81/287 to SH 170	2	3	2	5.0
4	IH 820 from the Northeast Interchange to Randol Mill Road	2-4	5 (SH 121N to SH 121S)	1 (SH 121N to SH 121S)	3.7

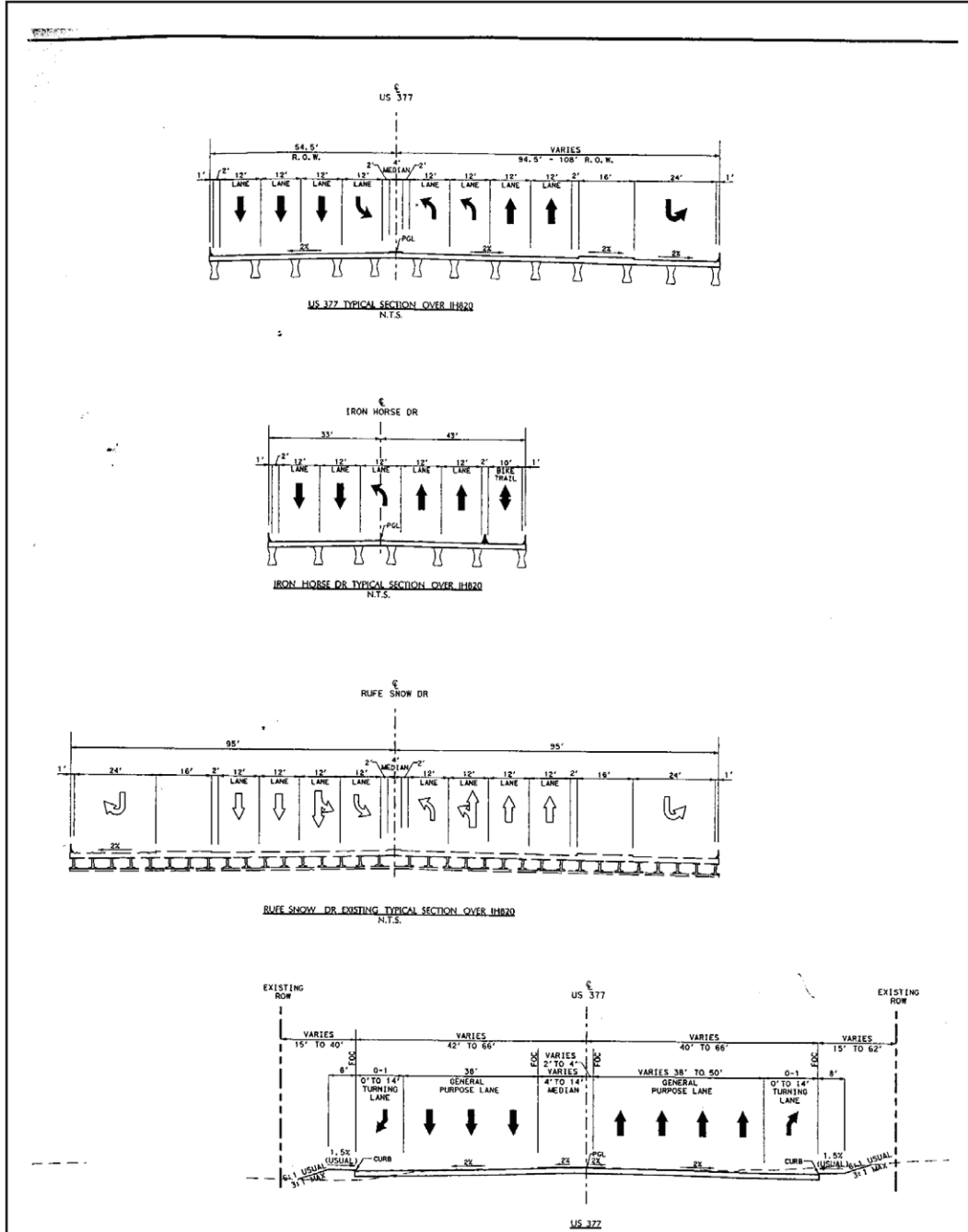
* Segments identified by number do not denote priority or sequence.

** All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements.

Phase 1 of the project directly impacts North Richland Hills within their community; the remaining phases of the project will also provide more vehicular travel and access to North Richland Hills as the highway system expands. The IH 820 expansion will add more vehicle access to the Iron Horse Transit Station. As a result TxDOT would include expanding the Iron Horse Blvd. bridge from the current two lanes in each direction to five lanes; two thru lanes on each side and one middle turning lane (Exhibit 17). Additionally, on the west side of Iron Horse Blvd., a sidewalk and a 10-foot bicycle lane with a barrier between it and driving lanes would be located. The vision of the Iron Horse Blvd. bridge is not a guarantee and TxDOT is evaluating proposals for the design of this project.

TXDOT IRON HORSE BLVD. PRELIMINARY PLANS

Exhibit 17



*TxDOT communicated preliminary plans to NCTCOG.

Roadways: TOD Roads

TODs should be designed for high pedestrian activity. The appropriate adjacent roadway facilities will allow for people to feel safe as they walk and bike from the transit station to the surrounding neighborhood points of interest. Providing for adequate vehicle capacity, street crossings, on-street parking, medians, street furniture, lighting and landscaping can all contribute to attracting pedestrian activity. The road's vehicle capacity will impact the number of lanes and width of the road. The speed in which vehicles are allowed to travel also impacts the walkability and bicycling safety of the area. On-street parking acts as a buffer between cars driving by and people walking on the sidewalk. Medians also help with giving pedestrians a shelter when crossing a road. Trees in the median and along the sidewalks can act as a traffic calming device and at the same time provide a buffer between vehicles and pedestrians.

The City of North Richland Hills worked with the consultant to update the zoning and street types that would be in the TOD areas, in addition to determining the TOD boundaries. The existing roadways in the Iron Horse and Smithfield TODs can be seen in Exhibits 18 and 19. The Regulating Plans are shown in Exhibits 20 and 21 and are the official zoning maps for the Iron Horse and Smithfield TODs accordingly as adopted by the City of North Richland Hills in June 2009. Development standards and the required street network are provided in the Regulating Plans.

IRON HORSE EXISTING ROADWAY

Exhibit 18



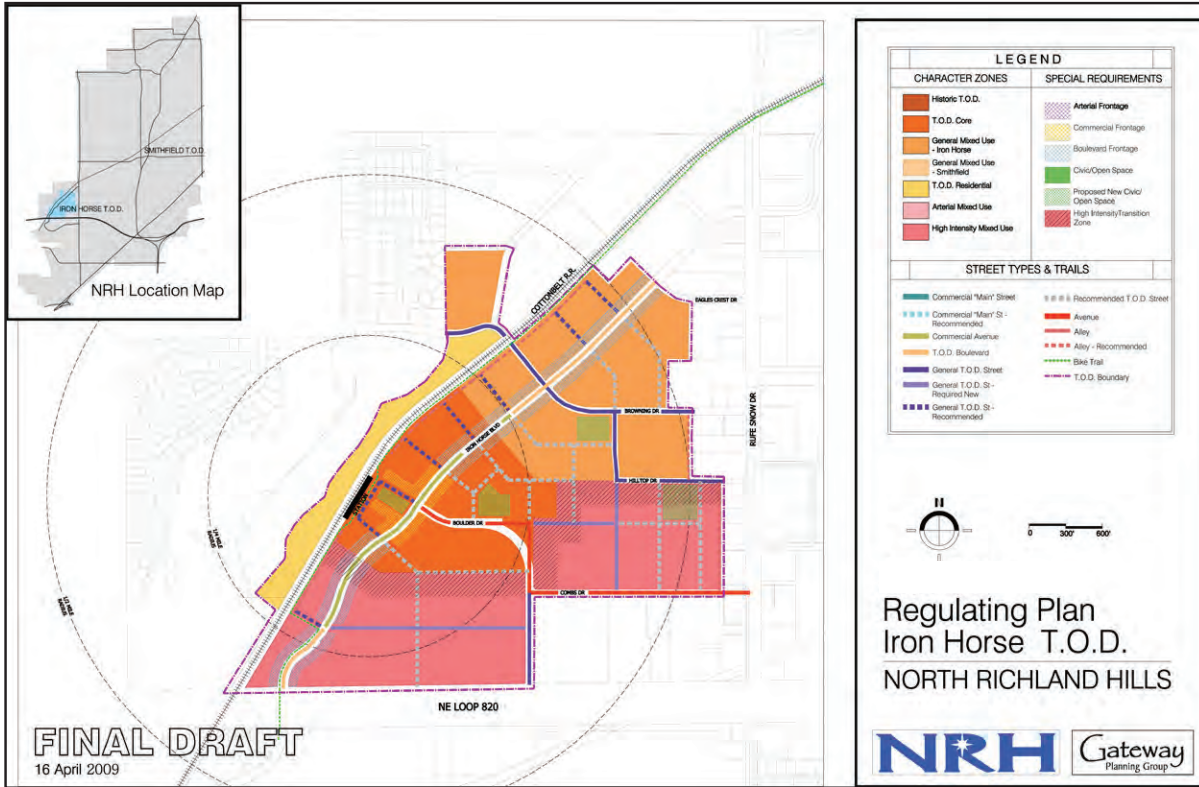
SMITHFIELD EXISTING ROADWAY

Exhibit 19



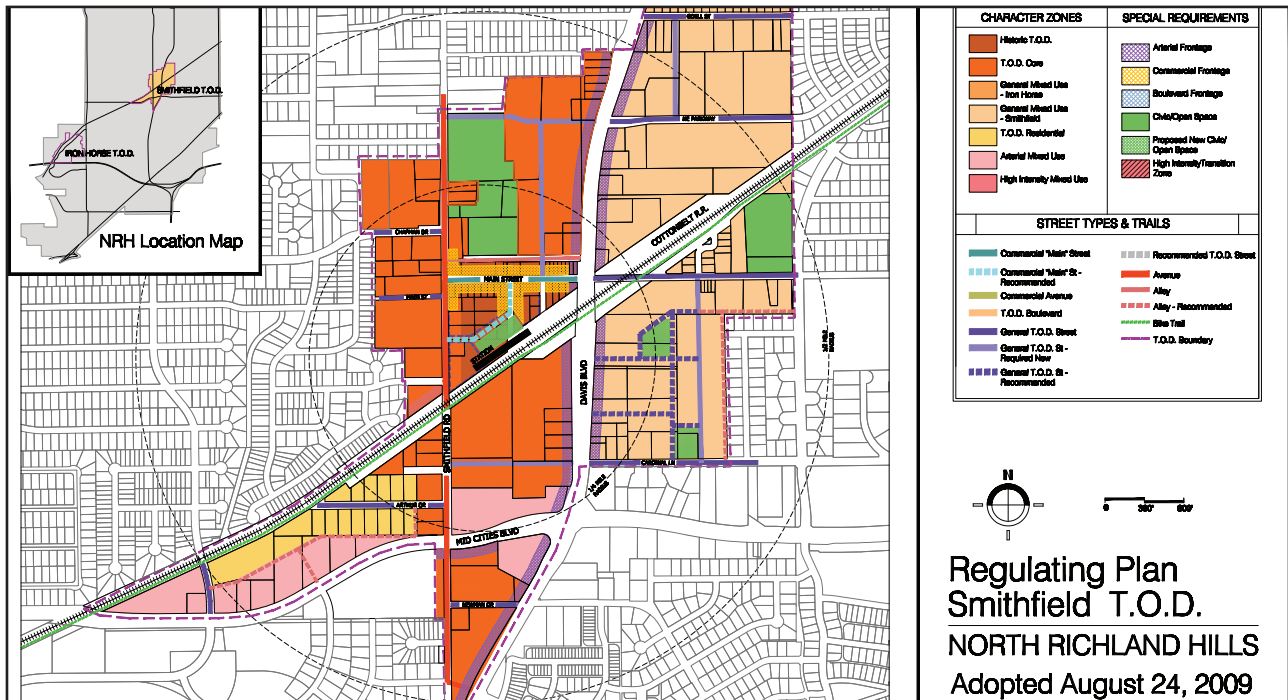
REGULATING PLAN - IRON HORSE TOD MAP

Exhibit 20



REGULATING PLAN - SMITHFIELD TOD MAP

Exhibit 21



The Regulating Plan contains the required and recommended roads and road types which vary depending on the character zones. A Character Zone within each Station Area is intended to create a distinct urban form by establishing use and building standards including height, bulk, building and parking location, and functional design for all lots within that Character Zone. The road conditions change depending on the zone’s urban form. Changes to existing roads as outlined in the Regulating Plan are listed in Exhibit 22. Additional roadways were included in the Regulating Plan for the Iron Horse Station. Most street recommendations include adding a sidewalk and a parking lane. Boulder Street is recommended to decrease from four to two lanes because it would change from a collector road to an avenue and TOD general street.

IRON HORSE ROADWAY CURRENT AND FUTURE CONDITIONS

EXHIBIT 22

Street	Current	TOD Regulating Plan
Browning Dr.	Collector Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Hilltop Dr.	Collector Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Combs	Residential Road from Rufe Snow to Boulder 2 lanes, 1 each direction	Avenue 2 lanes, 1 each direction, parking lane, and sidewalk
Iron Horse Blvd	Collector Road 4 lanes, 2 each direction	Commercial Avenue 4 lanes, 2 each direction, parking lane, and sidewalk TOD Blvd 4 lanes, 2 each direction, median, parking lane, and sidewalk
Boulder St.	Collector Road 4 lanes, 2 each direction	Avenue 2 lanes, 1 each direction, parking lane, and sidewalk TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk

As indicated in the Regulating Plan

TXDOT has authority over the roadway designs of Davis Blvd. and Mid-Cities Blvd. and therefore not included in the Regulating Plans. It is recommended Holiday Lane be downsized from four lanes to two to change the street from a major road to a TOD general street. Exhibit 23 lists the changes to existing roads.

SMITHFIELD ROADWAY CURRENT AND FUTURE CONDITIONSS

EXHIBIT 23

Street	Current	TOD Regulating Plan
Odell St	Residential Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
NE Parkway	Residential Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Chapman Dr.	Collector Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Main St.	Collector Road 2 lanes, 1 each direction	Commercial Main Street 2 lanes, 1 each direction, parking lane, and sidewalk TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Cardinal Ln.	Residential Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Arthur Dr.	Residential Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Newman Dr.	Residential Road 2 lanes, 1 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk
Smithfield Rd.	Collector Road 2 lanes, 1 each direction	Avenue 2 lanes, 1 each direction, parking lane, and sidewalk
Holiday Ln.	Major Road 4 lanes, 2 each direction	TOD General Street 2 lanes, 1 each direction, parking lane, and sidewalk

As indicated on the Regulating Plan.

Roadway and Highways Connections

- The only current highway reconstruction that may impact the TOD sites would be the expansion of IH 820, which is a part of the North Tarrant Express. Specifically, the Iron Horse Blvd. bridge will be expanded. Preliminary plans include additional road lanes and bicycle and pedestrian access. The City should work closely with TxDOT during the design phase.
- The City has worked with the consultant, Gateway Planning Group, on the street types and trails for one-quarter to one-half mile around each proposed TOD. The City of North Richland Hills TOD Code contains requirements for a street network.

Bike/Pedestrian Trails

People will generally bicycle three to four times as far as they will walk, according to the Pedestrian and Bicycle Information Center. Providing safe biking facilities (bike lanes and bike storage) from the station to surrounding developments can increase the catchment area of non-driving transit patrons. Benefits of encouraging biking to and from the station include providing alternatives to driving alone, reducing congestion, improving air quality, and encouraging physical activity.

The Regional Veloweb indicates that many future trails are being planned (refer to the Bicycle Connections section). The Cottonbelt Northeast (NE) trail currently exists and passes through the Iron Horse and Smithfield Stations. Future connections from these two stations will include access to Denton, Dallas, and Collin Counties (Exhibit 24).

REGIONAL BIKE CONNECTIONS

Exhibit 24

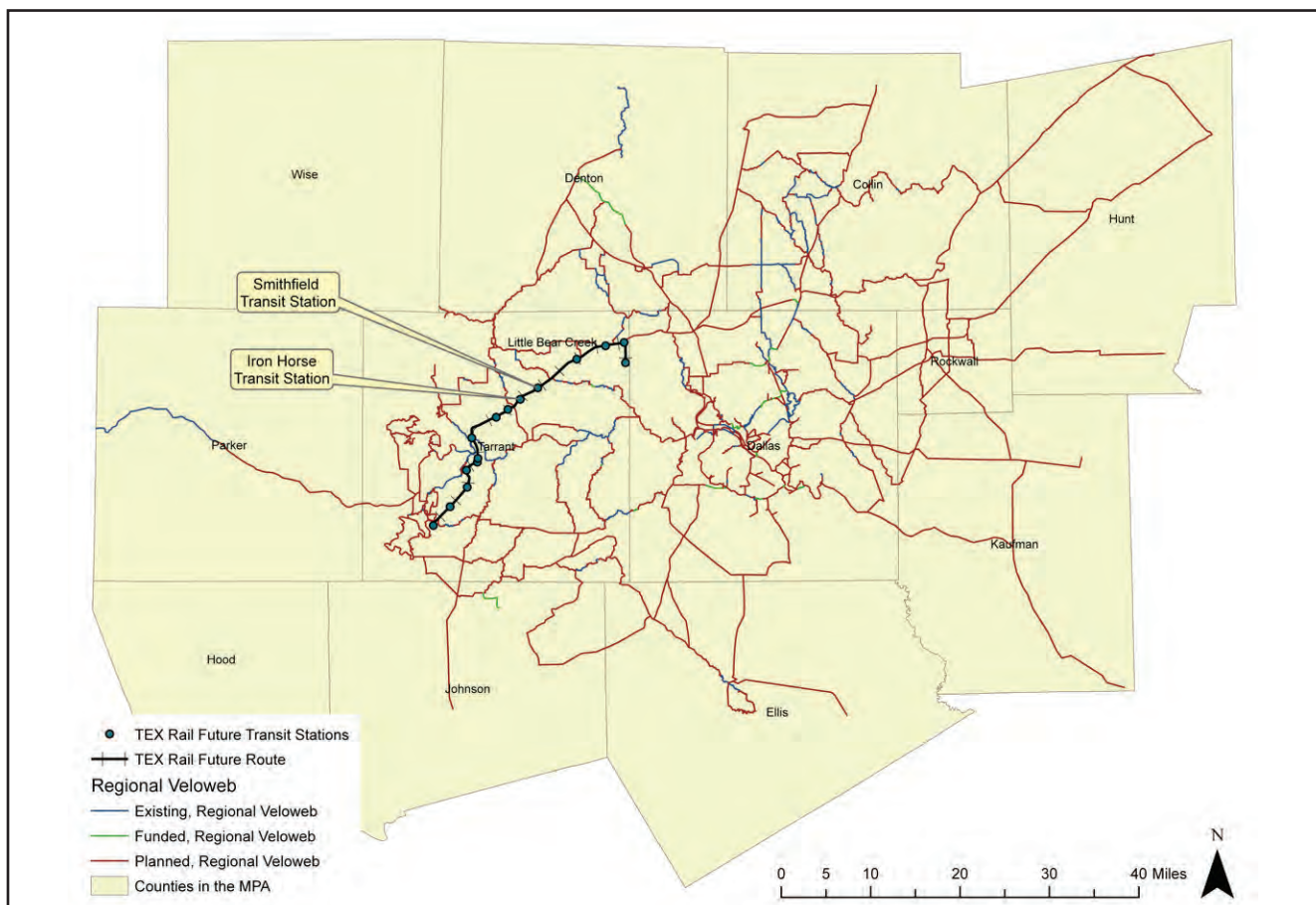
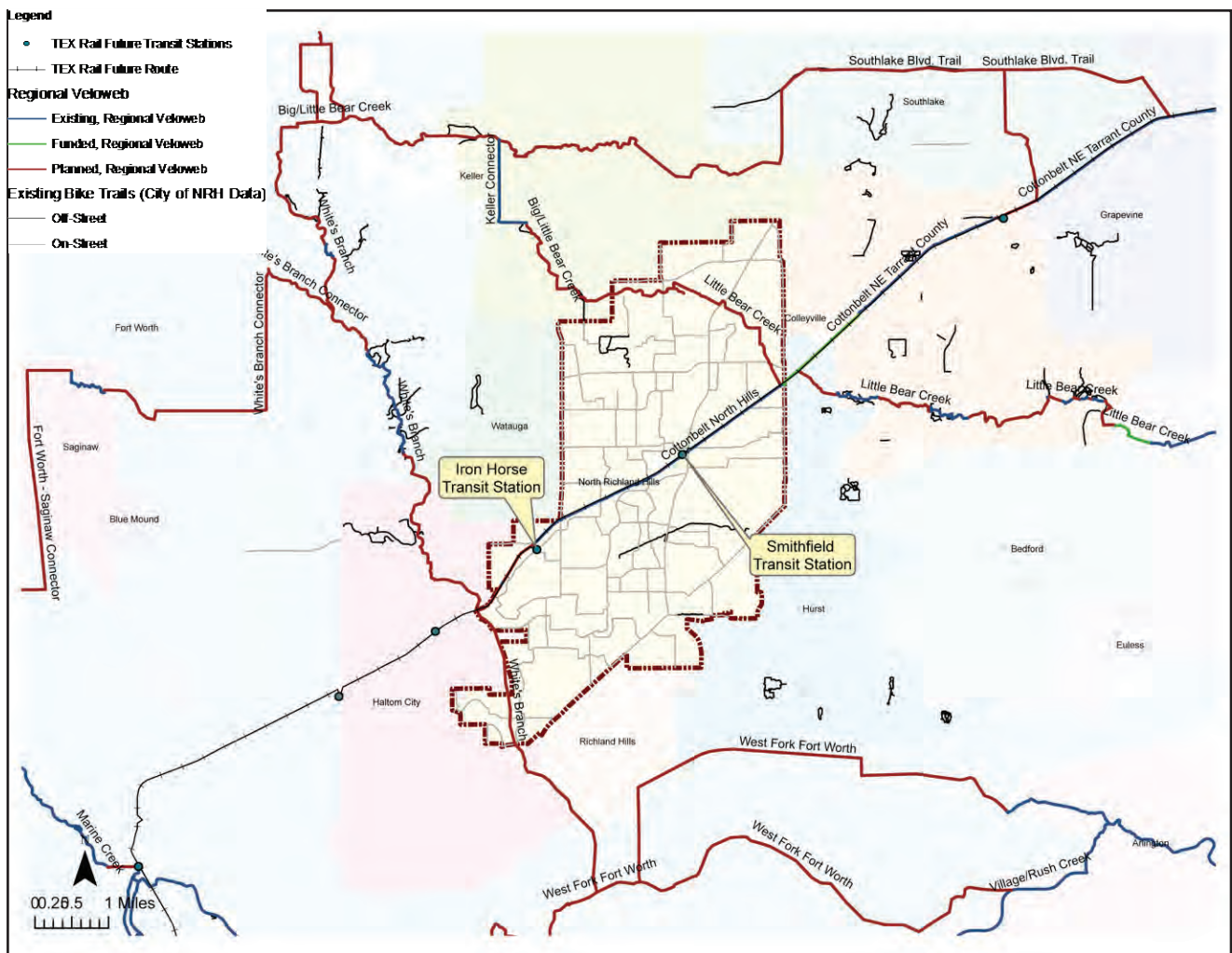


Exhibit 25 provides a closer look to the trail connections from the Iron Horse and Smithfield Stations. The southwest end of the Cottonbelt NE trail will have a connection to the White's Branch trail which travels through Haltom City and Fort Worth. The northeast end of the Cottonbelt NE trail will have a connection to Little Bear Creek. The Little Bear Creek travels northwest to Keller where it connects to other routes. The Cottonbelt NE trail continues to travel northeast through Hurst, Colleyville, Grapevine, Coppell, Carrollton, Addison, Dallas, and Richardson where it merges with additional bicycle trails.

CITY BIKE CONNECTIONS

Exhibit 25



Bicycle Connections

The City should work with interest groups and surrounding cities to ensure that the trails that link to the Cottonbelt NE such as White's Branch, Little Bear Creek, and the continued northeast extension of the Cottonbelt NE trail are realized. These trails will give bicyclists in the Iron Horse and Smithfield Stations access to regional trails.

The Regulating Plan only included the Cottonbelt NE trail. Bike lane regulations were not included in the Street and Streetscape Design Standards of the City's TOD Code. Vehicle traffic in and around the future TOD stations can be minimized by making alternatives to driving alone safe and easy to use. It is recommended that bike lanes, signs, and bike storage be integrated in and around the TODs.

- Recommended design considerations for trails on the Veloweb include:
 - Minimum 12-foot width for heavily traveled multiuse trails.
 - 16- to 24-foot Veloweb sections or separated facilities for pedestrians and bicyclists may be warranted along portions of the Veloweb experiencing high peak pedestrian volumes due to the proximity to transit stations, sporting events, and/or other major venues. Veloweb sections should be sized with a pedestrian level of service analysis to meet those demands.
 - Markings and travel speed to meet minimum safety standards for bicycle traffic.
 - Long-lasting impervious surface.
 - Grade-separated crossing of roadways with significant traffic flows.
 - A design speed of 25 miles per hour.
 - Traffic circle intersections with minor roadways where conflicts are a concern.
 - Few, if any, signalized or stop sign intersections.
 - Easy access from roadways, particularly on-street bicycle routes.
 - Easy access to common trip destinations.

These bike amenities also provide bicyclists with information on the designated area of road that is appropriate for biking and if the lane is dedicated or shared; both indicate what type of precautions a bicyclist needs to take. Bicyclists also need a place to park their bikes once they arrive at a destination and at a designated area that won't interfere with pedestrians on the sidewalks. Bike storage can range from an inverted u-rack to a bike locker that provides more security and weather protection. Bicycle lane striping, signage, and storage are some of the amenities that will give confidence to people to leave their car behind and bike to their destinations within the TOD.

Conclusion

Residents of the City of North Richland Hills are currently somewhat limited in their transit options. However, the future TEX Rail could provide access to an alternative mode of transportation for completing trips within the region. There are various connections to bike trails within the city boundaries. Planning of bicycling facilities to and from the Iron Horse and Smithfield Stations should be incorporated into future roadways. Additionally, the future trails planned in the Regional Veloweb will provide for greater connection to surrounding counties. The City has been proactive in making the stations into successful TODs by implementing compatible zoning code which will help ensure that the developments around the stations are in line with the community vision and economic success. The TOD zoning code coupled with the various transportation access will make the TODs an attractive area for residents and businesses.

¹Victoria Transport Policy Institute. (2010, June 4). TDM Encyclopedia. *Transit Oriented Development Using Public Transit to Create More Accessible and Livable Neighborhoods*. Retrieved November 12, 2010, from <http://www.vtpi.org/tdm/tdm45.htm>

²Victoria Transport Policy Institute. (2010, June 4). TDM Encyclopedia. *Transit Oriented Development Using Public Transit to Create More Accessible and Livable Neighborhoods*. Retrieved November 12, 2010, from <http://www.vtpi.org/tdm/tdm45.htm>

³Arrington, G.B., Cervero, R. (2008). *Effects of TOD on Housing, Parking, and Travel* (TCRP Report 128). Washington, D.C.: Transportation Research Board.

⁴Arrington, G.B., Cervero, R. (2008). *Effects of TOD on Housing, Parking, and Travel* (TCRP Report 128). Washington, D.C.: Transportation Research Board.

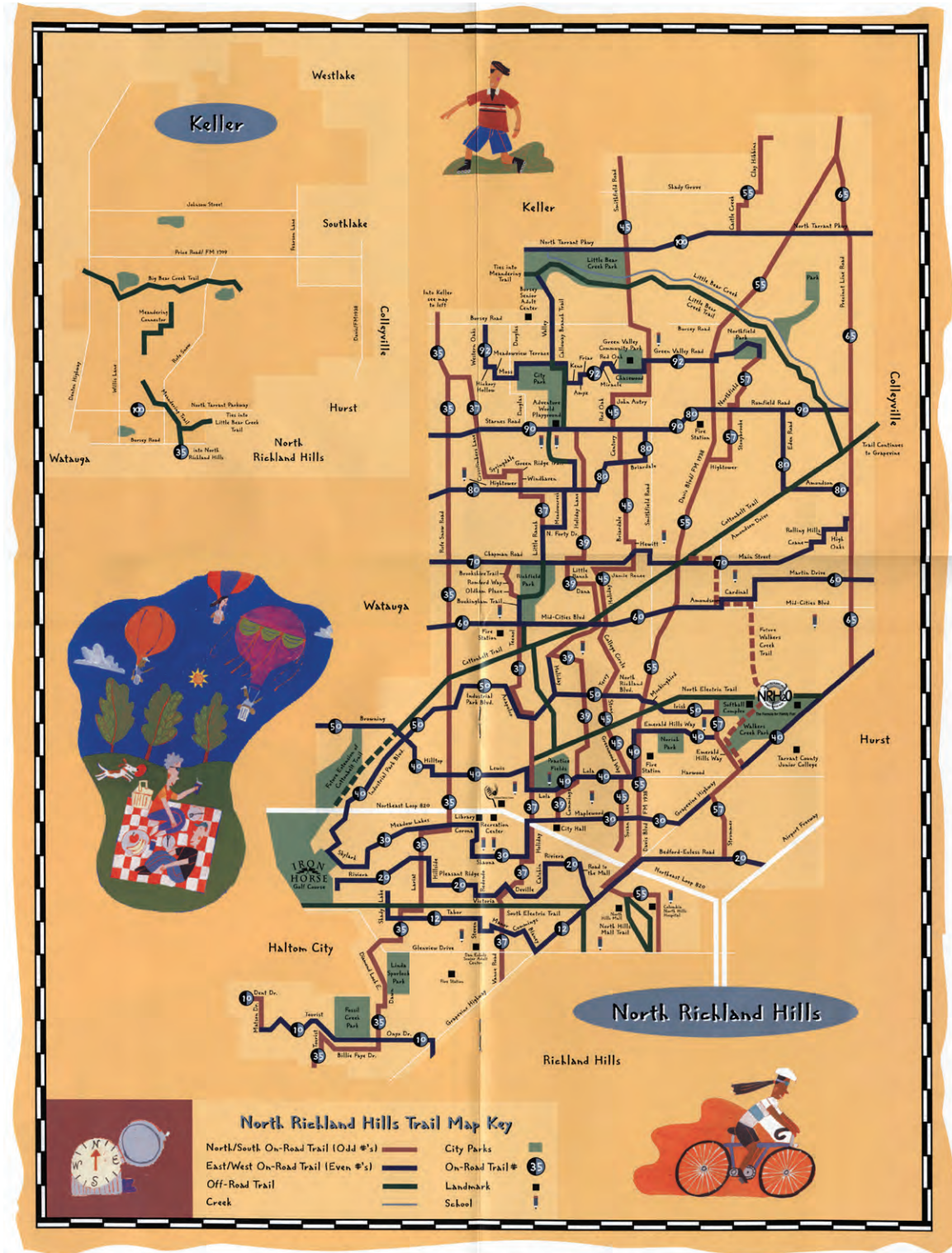
⁵Cervero, R., Murphy, S., Ferrell, C., Goguts, N., Tsa, Y., Arrington, G.B., Boroski, J., . . . Witenstein, N. (2004). *Transit-Oriented Development in the United States: Experiences, Challenges, and Prospects* (TCRP Report 102). Washington, D.C.: Transportation Research Board, 318.

⁶City of North Richland Hills. (2010). *Government, Taxes*. Retrieved November 23, 2010, from <http://www.nrhtx.com/taxes.aspx>

⁷City of Fort Worth. (2010). *Financial Management Services*. Retrieved November 23, 2010, from <http://fortworthgov.org/finance/>

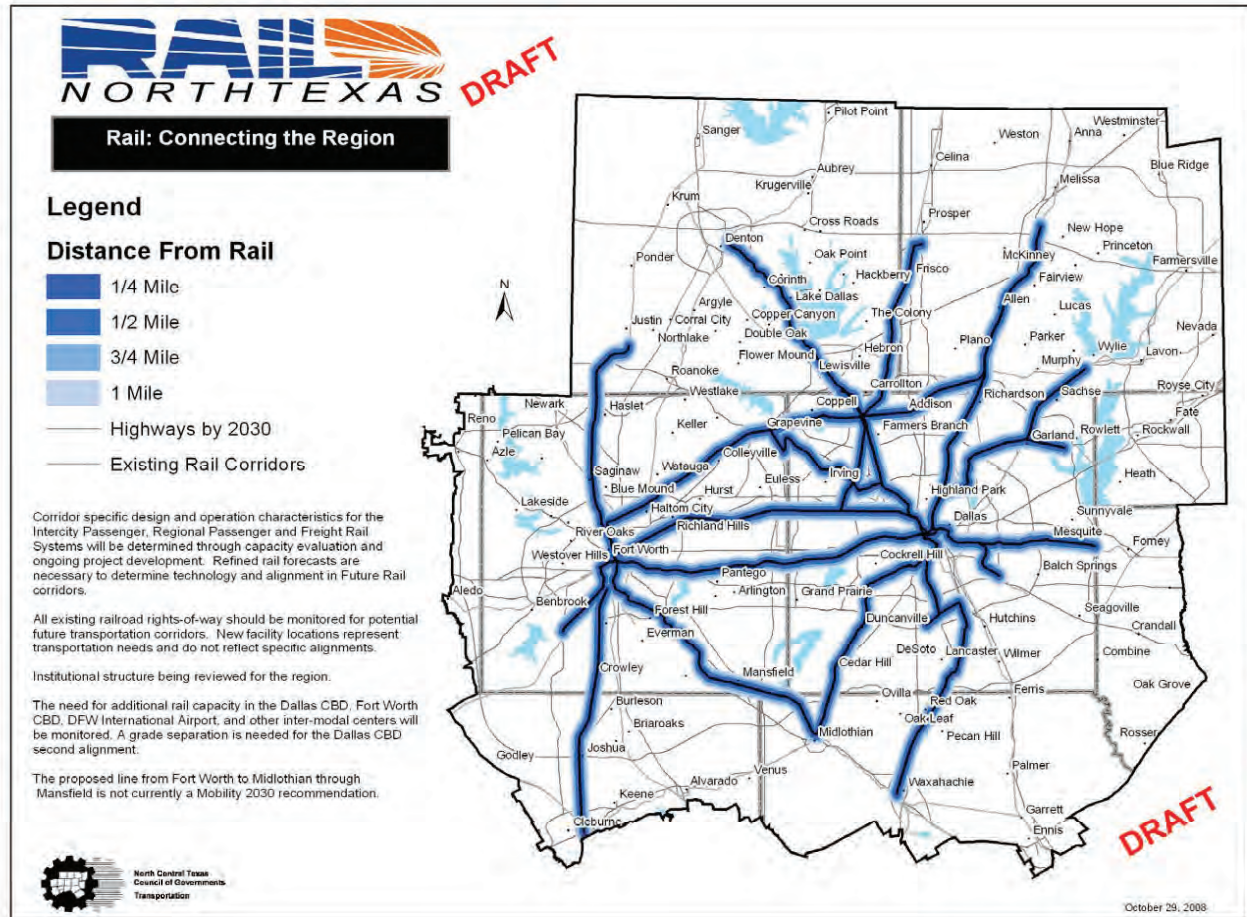
Appendix A:

North Richland Hills Bike Plan



Appendix B:

Facilities Within One-Quarter to 1 Mile of a Rail Line



Within ¼ Mile of Rail Line...

- **Government**

- 21 City Halls
- 4 Court Buildings
- 28 Post Offices
- 67 Police, Fire & DPS Locations
- 5 Emergency Management Centers
- 8 Military Installations
- 19 Government Administration Buildings

- **Commercial**

- 579 Industrial Centers
- 359 Office Buildings
- 270 Retail & Dining Locations
- 76 Hotels/Motels
- 19 Mixed Use Facilities

Within ¼ Mile of Rail Line...

- **Health**
 - 26 Hospitals/Clinics
 - 19 Medical Offices
- **Residential**
 - 445 Residential Developments
- **Education**
 - 140 Schools & Universities
- **Points of Interest**
 - 11 Golf Courses
 - 1 Amusement Park
 - 4 Convention Centers
 - 33 Cultural Centers
 - 4 Tourist Attractions
 - 18 Libraries
 - 1 Park
 - 43 Places of Worship
 - 20 Recreation Centers
 - 11 Stadiums/Arenas
 - 4 Theaters

Within ¼ Mile of Rail Line...

- **Noteworthy Connections**
 - Dallas Zoo
 - Dallas & Fort Worth Convention Centers
 - Bass Performance Hall
 - Dallas Museum of Natural History
 - University of Dallas
 - North Central Texas College
 - Victory Plaza
 - Big League Dreams Baseball Center
 - Reunion Tower
 - Dallas Farmer's Market
 - Fort Worth Water Gardens
 - American Airlines Center
 - Dallas World Aquarium

Within ½ Mile of Rail Line... (Additional Facilities)

- **Government**

- 12 City Halls
- 6 Court Buildings
- 26 Post Offices
- 50 Police, Fire & DPS Locations
- 1 Emergency Management Center
- 4 Military Installations
- 9 Government Administration Buildings

- **Commercial**

- 345 Industrial Centers
- 237 Office Buildings
- 176 Retail & Dining Locations
- 67 Hotels/Motels
- 14 Mixed Use Facilities

Within ½ Mile of Rail Line... (Additional Facilities)

- **Health**

- 25 Hospitals/Clinics
- 14 Medical Offices

- **Residential**

- 404 Residential Developments

- **Education**

- 171 Schools & Universities

- **Points of Interest**

- 12 Golf Courses
- 1 Amusement Park
- 1 Convention Center
- 14 Cultural Centers
- 2 Tourist Attractions
- 26 Libraries
- 2 Parks
- 31 Places of Worship
- 21 Recreation Centers
- 14 Stadiums/Arenas

Within ½ Mile of Rail Line... (Additional Facilities)

- **Noteworthy Connections**
 - Dallas Love Field
 - Dallas Museum of Art
 - Nasher Sculpture Center
 - Dallas Christian College
 - Texas Wesleyan College
 - University of Texas at Arlington
 - North Park Center Mall
 - Texas Stadium
 - Cowtown Coliseum
 - Fair Park
 - LaGrave Field
 - Pizza Hut Park
 - Fort Worth Stockyards
 - Sundance Square
 - The Cotton Bowl

Within $\frac{3}{4}$ Mile of Rail Line... (Additional Facilities)

- **Government**

- 2 City Halls
- 2 Court Buildings
- 15 Post Offices
- 41 Police, Fire & DPS Locations
- 1 Military Installation
- 1 Government Administration Building

- **Commercial**

- 264 Industrial Centers
- 251 Office Buildings
- 161 Retail & Dining Locations
- 55 Hotels/Motels
- 5 Mixed Use Facilities

Within $\frac{3}{4}$ Mile of Rail Line... (Additional Facilities)

- **Health**

- 7 Hospitals/Clinics
- 10 Medical Offices

- **Residential**

- 318 Residential Developments

- **Education**

- 201 Schools & Universities

- **Points of Interest**

- 21 Golf Courses
- 1 Amusement Park
- 1 Convention Center
- 3 Cultural Centers
- 10 Libraries
- 30 Places of Worship
- 15 Recreation Centers
- 9 Stadiums/Arenas

Within $\frac{3}{4}$ Mile of Rail Line... (Additional Facilities)

- **Noteworthy Connections**
 - Dallas-Fort Worth International Airport
 - Addison Airport
 - Meacham Airport
 - Grapevine Convention Center
 - Fort Worth Zoo
 - Texas Women's University
 - University of Texas at Dallas
 - Southern Methodist University
 - Texas Star Golf Course
 - Rangers Ballpark In Arlington

Within 1 Mile of Rail Line... (Additional Facilities)

- **Government**

- 3 City Halls
- 7 Post Offices
- 33 Police, Fire & DPS Locations
- 1 Military Installation
- 4 Government Administration Buildings

- **Commercial**

- 186 Industrial Centers
- 147 Office Buildings
- 165 Retail & Dining Locations
- 53 Hotels/Motels
- 7 Mixed Use Facilities

Within 1 Mile of Rail Line... (Additional Facilities)

- **Health**

- 11 Hospitals/Clinics
- 6 Medical Offices

- **Residential**

- 268 Residential Developments

- **Education**

- 142 Schools & Universities

- **Points of Interest**

- 6 Golf Courses
- 2 Amusement Parks
- 1 Convention Center
- 3 Cultural Centers
- 12 Libraries
- 28 Places of Worship
- 14 Recreation Centers
- 5 Stadiums/Arenas
- 1 Tourist Attraction

Within 1 Mile of Rail Line... (Additional Facilities)

- **Noteworthy Connections**
 - Six Flags Over Texas
 - Malibu Speed Zone
 - Arlington Convention Center
 - Texas Christian University
 - University of North Texas
 - Dallas Cowboys Football Club
 - Fort Worth Botanical Gardens

Appendix C:

Major Employers within One-Quarter Mile of Planned Bus Routes in North Richland Hills

Employer Name	Address	City	Zip	Estimated Employer Count	Industry	Class
ARMELIOS INTERNATIONAL INC (FOOD CONCEPTS INTERNATIONAL LP)	824 AIRPORT Fwy	HURST	76004	90		RESTAURANT
ARROW USA INC	829 AIRPORT Fwy	HURST	76003	113		ST
ALBERSONS	8028 BENTON HWY	WORTHAM	76148	90	RETAIL	SPECIALIZED
ALBERSONS	4400 WESTERN CENTER BLVD	FORT WORTH	76137	88	RETAIL	SPECIALIZED
ALBERSONS	3400 PINECREEK LANE	HURST	76003	79	RETAIL	SPECIALIZED
ALBERSONS	8830 M TRASKANT PARADISE	NORTH RICHLAND HILLS	76180	182	RETAIL	ST/COMPILER
ALLEN SANDRE'S BOOZE	7740 ME LOOP 800	NORTH RICHLAND HILLS	76180	129	RETAIL	SPECIALIZED
AMERICAN HEALTH & LIFE INSURANCE CO	3000 MERCHANT BOND STE 200	FORT WORTH	76137	300		INT
APPLEBEE'S INTERNATIONAL INC	8540 ME LOOP 800	NORTH RICHLAND HILLS	76180	148		RESTAURANT
ASPEN PUBLISHERS INC	6521 BUCKWING DR	NORTH RICHLAND HILLS	76180	180		MANUFACT
BANK OF AMERICA HOME LOANS (FORMERLY COUNTRYWIDE HOME LOANS)	4300 MERCHANTILE PLAZA DR	FORT WORTH	76137	171	SERVICE	INT
BARSTON CORNOLET	7788 BOLEVARD 26	NORTH RICHLAND HILLS	76180	120	RETAIL	SPECIALIZED
BATES CONTAINER	6433 DAVIS BLVD	NORTH RICHLAND HILLS	76182	197	BASIC	MANUFACT
BEST-IR CLIMATE SYSTEMS	7028 AUGUSTA DR	FORT WORTH	76106	140	BASIC	MANUFACT
BEST BLUF	7600 MFM STE 220	NORTH RICHLAND HILLS	76180	130		
BIRDVILLE HIGH SCHOOL	5900 MID CITIES BLVD	NORTH RICHLAND HILLS	76180	128	SERVICE	SECONDARY
BISHOP DAVIES CENTER INC	2792 M HURSTVIEW DR	HURST	76004	110		MUSEUM/RE
BILLIARDS BOUJING & BILLIARDS CORP	2021 HANDEY EDGEVILLE DR	RICHLAND HILLS	76118	129		MANUFACT
BILTRON	2631 S POLARS DR	FORT WORTH	76137	111	SERVICE	ST
CAMP FIRE USA FIRST CLASS COUNCIL	2700 MERCHANT BOND	FORT WORTH	76137	120		INT
CATHOLIC DIOCESE OF FT WORTH	4300 BRIDGE ST	FORT WORTH	76133	110		PRIVATE
CHILS	8429 DAVIS BLVD	NORTH RICHLAND HILLS	76180	180	SERVICE	RESTAURANT
CITY OF NORTH RICHLAND HILLS - CITY HALL	7300 NORTH-EAST LOOP 800	NORTH RICHLAND HILLS	76180	170	SERVICE	CITY/HALL
CITY OF NORTH RICHLAND HILLS - POLICE	7200 DICK FISHER DR S	NORTH RICHLAND HILLS	76180	28	SERVICE	GOVERNMENT
COLLEYPVILLE ELEMENTARY	1800 COLLEYPVILLE BLVD	COLLEYPVILLE	76094	49	SERVICE	PRIMARY
COR-WAY FREIGHT INC	2000 BLUE SPRING DR	NORTH RICHLAND HILLS	76180	380	BASIC	INT
DILLARDS DISTRIBUTION	4300 M BENCH ST	FORT WORTH	76137	800	BASIC	DISCENTER
DILLARDS INC	500 NORTH EAST SMALL BLVD	HURST	76003	400	RETAIL	
EDUCATION AMERICA INC	300 E LOOP 820	FORT WORTH	76112	180		HIGHER
ENERGY SPECIALTIES INC	1336 CENTRAL PARK DR	HURST	76003	189		BUSINESS SERVICE
FMA - SOUTH-WEST REGION	2800 MERCHANT BOND	FORT WORTH	76137	713	SERVICE	ST
FTZ MANUFACTURING INDUSTRIES	8529 MICH HORSE BLVD	NORTH RICHLAND HILLS	76180	147	BASIC	MANUFACT
FIVE STAR FOOD	8538 ME LOOP 800	NORTH RICHLAND HILLS	76180	280	RETAIL	SPECIALIZED
FOSSIL HILL MIDDLE SCHOOL	3821 S STANBORN DR	FORT WORTH	76137	187	SERVICE	SECONDARY
FOSSIL RIDGE HIGH SCHOOL	4300 THOMPSON DR	FORT WORTH	76248	161	SERVICE	SECONDARY
HEM THIMMETS	5931 BOULEVARD 26	NORTH RICHLAND HILLS	76180	1430	SERVICE	ST
HOME DEPOT	6433 PINECREEK LANE RD	NORTH RICHLAND HILLS	76180	112	RETAIL	SPECIALIZED
HOME DEPOT	6300 ME LOOP 800	NORTH RICHLAND HILLS	76180	120	RETAIL	SPECIALIZED
HOME DEPOT	2073 S HIGHWAY 307	WELLS	76248	139		
HUGEBOIS HONDA/MITSUBISHI	7300 N 7000 ME LOOP 800	NORTH RICHLAND HILLS	76180	146	RETAIL	SPECIALIZED
IMMERATED BROTHERS INC	2550 PEBBLE DR	FORT WORTH	76118	183		INT
J & K PMS INC	1800 BRIDGE ST STE 100	FORT WORTH	76112	186	SERVICE	INT
JC PENNEY	1300 BELLEVILLE RD	HURST	76003	236	RETAIL	
KOHL'S	8000 PINECREEK LANE RD	NORTH RICHLAND HILLS	76180	110	RETAIL	SPECIALIZED
KYSON PANEL SYSTEMS	4300 M BENCH ST	FORT WORTH	76137	229	BASIC	MANUFACT

Employer Name	Address	City	Zip	Estimated Employee Count	Industry	Class
ERG EMPLOYEES GROUP	3424 BLUE SNOW DR STE 302	NORTH RICHLAND HILLS	76100	30		MT
LIVENS HOME IMPROVEMENT	770 GEMPEVINE HWY	HULST	76004	146	SPECIALIZED	RETAIL
MANORCARE HEALTH SERVICES	7623 GLENVIEW DR	NORTH RICHLAND HILLS	76100	132	SENIORCARE	NURSEHOME
MEADOWBROOK MIDDLE SCHOOL	2000 EDESVILLE RD S	FORT WORTH	76103	79	SENIORCARE	SECONDARY
METRONOMIC BUILDING INC	4620 M BENCH ST	MULTIM CITY	76117	200	BASIC	MANPLANT
MEGA LIFE AND HEALTH INSUR CO	300 GEMPEVINE HWY STE 300	HULST	76004	400		MT
MOCODY PRINTING & MAIL MARKETING	4900 AUGUSTA DR	FORT WORTH	76106	130		MANPLANT
NATIONAL BROADCASTING COMPANY	3900 BARNETT ST	FORT WORTH	76103	300		MT
MOBISTORM	1300 MELBOURNE RD	HULST	76003	100	RETAIL	
NORTH STATE HLTH REHABILITATION	2309 VIRGIL ANTHONY BOWI	WARTBURG	76149	100		NURSEHOME
NUCLEAR LOGISTIC INC	7430 PEBBLE DR	FORT WORTH	76118	130	SENIORCARE	DISCENTER
POTTER CONCRETE LTD	5000 BRIDGE ST	FORT WORTH	76112	100		MT
PROFESSIONAL AND NURSING	3000 GEMPEVINE HWY	NORTH RICHLAND HILLS	76100	100		MT
RADESKIM HOTEL	2540 MEACHAM BLVD	FORT WORTH	76106	80	SENIORCARE	HOTEL
RED LOSTRIEL	7800 BEECHWOOD EBLESS RD	NORTH RICHLAND HILLS	76100	120		RESTAURANT
RICHLAND HIGH SCHOOL	5000 HOLIDAY LN	NORTH RICHLAND HILLS	76100	150	SENIORCARE	SECONDARY
RICHLAND HILLS CHURCH OF CHRIST	6300 ME LOOP RD	NORTH RICHLAND HILLS	76100	130	SENIORCARE	PLACE OF WORSHIP
SAFES CLUB	6670 ME LOOP RD	NORTH RICHLAND HILLS	76100	220	RETAIL	SPECIALIZED
SARA LEE CORPORATION STATE FOUR ROOMS DISTRIBUTION	4000 MEACHAM BLVD	MULTIM CITY	76117	120	BASIC	WH
SARA LEE FOODS, U.S.	3900 MEACHAM BLVD	MULTIM CITY	76117	300	BASIC	MANPLANT
SEALY MATTRESS COMPANY	6300 WILGEB WY	NORTH RICHLAND HILLS	76100	120	BASIC	MANPLANT
SEARS ROEBUCK & CO	1320 ME LOOP RD	HULST	76003	200	RETAIL	
ST JOHN THE APOSTLE CATHOLIC CHURCH	7343 GLENVIEW DR	NORTH RICHLAND HILLS	76100	100	SENIORCARE	PLACE OF WORSHIP
SUPERTARGET	8000 DENTON HWY	WARTBURG	76149	200	RETAIL	SPECIALIZED
TARGET	5400 PRECINCT LINE RD	HULST	76003	190		SPECIALIZED
TARRANT COUNTY	2300 HANDELY EDESVILLE RD	FORT WORTH	76118	200		ST
TEXAS COMMISSION ON ENVIRONMENTAL QUALITY	2300 GRAMEL DR	FORT WORTH	76118	130		DISCENTER
THE FRISBYS	8000 AMFORD FWY	NORTH RICHLAND HILLS	76100	200		RESTAURANT
TRAD FINANCIAL CORPORATION	1001 BLUE SNOW DR STE 400	NORTH RICHLAND HILLS	76100	100	SENIORCARE	MT
TTI INC	2443 NORTH-EAST FWY	FORT WORTH	76106	107	BASIC	DISCENTER
UNITED STATES POSTAL SERVICE	4900 MARY IV FWY	FORT WORTH	76106	200	BASIC	WH
UNITED STATES POSTAL SERVICE	8000 DAVES BLVD	NORTH RICHLAND HILLS	76100	100		POSTOFFICE
UNIVERSITY TEXAS AT ARLINGTON	7300 JACK NEWELL BLVD S	FORT WORTH	76118	100		HIGHER
US SENIOR HEALTH CARE	2121 PRECINCT LINE RD	HULST	76004	100		MT
VALLEY-DINWIDDIE	2323 HANDELY EDESVILLE RD	RICHLAND HILLS	76118	100		MANPLANT
VIRBAC CORPORATION	3300 MEACHAM BLVD	FORT WORTH	76137	71	BASIC	WH
WELT MANAGEMENT COMP	3343 PRECINCT LINE RD	HULST	76004	130		MT
WAL-MART STORES INC	7400 PARK VISTA BLVD	FORT WORTH	76137	112		SPECIALIZED
WAL-MART SUPERCENTER	6020 M BENCH ST	FORT WORTH	76249	106	RETAIL	SPECIALIZED
WAL-MART SUPERCENTER	5900 M TARRANT FWY	NORTH RICHLAND HILLS	76100	400	RETAIL	SPECIALIZED
WAL-MART SUPERCENTER	6900 ME LOOP RD	NORTH RICHLAND HILLS	76100	400	RETAIL	SPECIALIZED
WAL-MART SUPERCENTER	1332 PRECINCT LINE RD	HULST	76004	422	RETAIL	SPECIALIZED

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